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INSIDE: MÜNCHEN TO SYDNEY

TROLLEY WIRE

AUSTRALIA'S TRAMWAY MUSEUM
MAGAZINE

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Sydney Tramway Museum Director Howard Clark and Australian Consul General and Senior Trade Commissioner Peter Frank follow instructions from press photographer Mike Schmalz at the handover of Munich tramcars 2656 and 2666 to the Sydney Tramway Museum at Einsteinstrasse Depot in Munich on 11 December 1998. An account of the event and a similar photo appeared in the Munich press the following day.

For Howard Clark

Front Cover:

Sydney R1 class 1971 and Munich M5.65 class 2666 stand in the autumn sunlight at the Sydney Tramway Museum in April 1999. In the distance can be seen 2666's sister car from Munich, 2656 standing at the Railway Square waiting shed.

Howard Clark

Back Page, Top:

Ian Seymour assists Julie Olsen, wife of the South Australian Premier, to drive Municipal Tramways Trust No.1 out of the Australian Electric Transport Museum's yard. The car was specially decorated by the C.W.A. Floriculture Committee to mark the 90th anniversary of the opening of Adelaide's electric tramway system.

Neville Smith

Back Page, Bottom:

Dunedin No.11 in its role with Christchurch Tramway Ltd, is seen decorated for the city's Festival of Flowers held from 19 to 28 February 1999.

Robyn Keevers

MÜNCHEN TO SYDNEY

OLYMPIC TWINS

By Howard R. Clark

The stage is set for the Olympics next year as the construction boom in the city continues. With much of the work taking place simultaneously the city resembles a giant quarry.

Sydney in 1999? To those of us who live here these words echo the current activity in many city streets. Oh, how history has a habit of repeating itself. In fact these words were extracted from an article I wrote under the heading 'Log to London' which appeared in *Electric Traction* in February 1972, outlining my initial reaction upon arrival in Munich from Berlin in June 1971. Regrettably this is where the similarity largely ends as the construction work in Sydney's streets simply for the most part features footpath widening and unfortunately not the U-Bahn construction as was then happening in München!

Munich M5.65 class three-axle trams 2666, 2656 and 2669 in Einsteinstrasse Depot. Car 2669 is to be preserved and added to Munich's historical collection.

Howard Clark

Munich is the capital of Bavaria, Germany, and lies within sight of the alps which border Austria. The city was founded in the Middle Ages and the name is a derivation of 'the monk's place'. The coat of arms of the city is carried on all its trams. It shows a child in monk's habit holding up a prayer book. Munich these days is seen as the cultural centre of Germany and is the home of the annual Oktoberfest, familiar to many Aussies and Kiwis.

Unlike West Berlin in 1971 where large double deck buses reigned supreme, Munich had a developing U-Bahn system and a fleet of beautifully maintained modern blue and ivory trams. They were unusual by German standards of the day and fell into two main categories. The first were the newer one-person-operated single articulated cars, with matching trailers mounted on two conventional two-axle pivoting trucks. The others were the more handsome, long, three-axle cars with matching trailers employing radial end axles. Older cars supplemented these cars in peak hours, although their days were numbered as U-Bahn expansion continued apace and surface tramway abandonment followed, right up to the 1980s when survival and subsequent expansion of the surface tramways once again appeared assured.



To see these M/m (Motor / trailer) type three-axle cars in 1971 brought back memories of Brisbane as the centre wheels protruded outside the body line as they squealed on the corners, just like the pony wheels on the dropcentre cars. At that time some cars operated in three-car trains employing two motor cars. They whizzed along the streets at a healthy rate and I recall they seemed particularly quiet. I was reassured on subsequent visits in the 1980s and 1990s to still see these cars running and maintained in such excellent condition, despite the fleet being reduced by about half to around 100 motor and trailer sets.

Reports in *Modern Tramway* revealed the introduction of new six-axle low-floor cars in 1994, which, of course, in time would cause the demise of these unique cars. Large numbers of cars were subsequently donated to Romanian cities whilst many others fell to the scrapper's torch. By late 1996 the three-axle cars were being relegated to occasional use and on a shuttle service. They would all be out of revenue service by 1998.

Being reminded by some museum members of the uniqueness of these cars in the development of tramways caused suggestions we enquire as to the availability of such cars. With Sydney being linked to München as a fellow Olympic city the possibility of some promotional activity in Sydney also loomed large. Visits to Loftus by a couple of German tramway enthusiasts provided further support for such an enquiry.

So it came that on 11 February 1997, I wrote to Herr Herbert König at Stadtwerke München (SWM) enquiring as to the availability of the three-axle cars

for Sydney. The response was swift for within three weeks we received the positive advice which translated said that "Stadtwerke München are generally happy to provide the Sydney Tramway Museum a well maintained retired tram set of the type M/m. We assume you will bear the costs of the transport. We can discuss details when you are in München on 27 March 1997."

My daughter Sonia and I were well received by Geschäftsführer Verkehr (Chief Operations Manager) Herr König during our visit. We were introduced to Geschäftsbereichsleiter Fahrzeuge (Chief Workshops Manager) Herr Gunter Pedall, who wrote in June 1997 that SWM "would be pleased to see in the near future a Munich tram commencing its service on the Australian continent." Mr Pedall stated, "We have in anticipation of your reply chosen two M5 trams and are keeping them in reserve for you. The trams in question are No. 2657 and 2666." This followed SWM advice that two motor-cars would be the most logical for the Museum in preference to a motor and trailer set as the trams in question could be connected back to back and thus provide full driver's positions at both ends.

Decorated Munich type M5 cars 2666, 2656 and 2669 provide a backdrop for Howard Clark with Herbert König and Gunter Pedall at the conclusion of the handover ceremony in Einsteinstrasse Depot on 11 December 1998.

For Howard Clark





Alex Grant presents gift-wrapped bottles of Australian wine to Herbert König as Howard Clark and Gunter Pedall look on.

For Howard Clark

The scene in Einsteinstrasse Depot at the conclusion of the handover ceremony. In the centre, the six-piece brass band plays rousing Bavarian tunes before the party adjourns to the staff canteen for German sausage and Munich beer.

Howard Clark



SWM readily provided data and drawings relative to the trams. Schenker International, a large German-based forwarding organisation, eagerly supported the project both in Australia and Germany.

A handover date of 11 December 1998 in Munich was suggested by SWM and arrangements were made with the Australian Consul General and Senior Trade Commissioner based in Frankfurt, Mr Peter Frank, to participate in the formal handover and accept the cars on behalf of the Museum. By mid-September all arrangements were in place and Schenker took steps with P & O Nedlloyd to arrange transport from the port of Hamburg to Sydney.

Museum member Joe Kirchenburger, a former resident of Munich regrettably took ill and both he and his wife Loretta had to shelve plans to coordinate a holiday with the handover. Nevertheless, the Australian contingent for the handover was well represented with seven of us travelling to Munich for the event. My fiancée Marina Grant, her son Alex, my former father-in-law and Museum Friend Emil Weber, also a native of Bavaria, and I arrived at dawn on 10 December 1998 to a howling snow storm in Frankfurt. The whole of southern Europe was blanketed in heavy snow and after some delays we eventually flew on to Munich. The next day the weather was worse and as Munich airport was then closed the trio of Greg Sutherland, Tom Tramby and Bill Parkinson were forced (?) to use the intercity TEE express from Frankfurt in order to be in Munich in time for the handover ceremony. There is no doubt they enjoyed the experience!

We met beforehand with Mr Peter Frank and a representative from Schenker in Hamburg, Mr Wulf Siedenstecker with a local representative also joining our party for the trip to the SWM offices where we met with Gunter Pedall. We then travelled to the depot at Einsteinstrasse to be greeted by a large group of workshops staff. Emil had a local friend, Albert who was employed by the regional government. With his assistance SWM provided a six-piece brass band to add a traditional Bavarian touch to the event.

Our two cars, now 2656 and 2666, along with car 2669 had all been specially decorated for the occasion with our cars showing 'Sydney' in the destination box, 'München-Sydney' signage beneath the driver's window and with Australian and Munich city flags on the roof. The cars were immaculately presented and in excellent condition, testament to their exceptional maintenance throughout their working lives.

Representatives of the local media were present and I was interviewed in English for a local radio station. A number of local tramway museum members along with our friend Lutz Stumpf from Berlin were also present and with workshops staff they eagerly introduced Tom, Bill and Greg to the unique operating features of the cars. Mr König welcomed the guests and expressed SWM's delight in donating the trams to Sydney.

Mr Frank responded in keen style and for the benefit of those who could not understand German he provided us with a translation as follows:

"Ladies and Gentlemen, when Howard Clark invited me to participate in today's handover of two Stadtwerke München tramcars to the Sydney Tramway Museum I was delighted to accept.

"As a native of Melbourne, a city which has I believe one of the world's most extensive tram networks, I grew up with trams and have remained a fan throughout my life.

"I am pleased that my adopted home town, Sydney, has also recently reintroduced a modest tram system which I believe is going to be extended in the near future. Sadly its original network, which extended to almost 300km was demolished in the name of progress some time ago. Thankfully this heritage was not entirely lost, due to the fine work of the Sydney Tramway Museum since it was established in 1950.

"The Museum's collection of over 60 trams is not entirely from Sydney but from around Australia and



Howard Clark and Gunter Pedall with car 2666. Inside, Tom Tramby and Greg Sutherland are already receiving instructions in the driver's cab.

For Howard Clark

the world, with cars from San Francisco, Nagasaki and Berlin. So your Münchenerers will hopefully not be too lonely. Having travelled over 3 million kilometres, they will be taking a well earned rest in Sydney, but will be able to keep in shape with over 3km of track on which to exercise occasionally at the Sydney Tramway Museum. I do hope our German friends here today will get the chance to take a ride themselves, perhaps during a visit to Sydney for the 2000 Olympics.

"On behalf of the Sydney Tramway Museum I would like to express sincere thanks to the Stadtwerke München for its generous donation of these two tramcars, another very positive link between the two Olympic Cities of München and Sydney. I would now like to hand over to Howard Clark..."

With the assistance of a shy interpreter I thanked SWM and received the controller keys from Mr König. In turn we presented both Mr König and Mr Pedall with coffee-table books on Sydney.

Emil felt compelled to reflect on his younger days in Bavaria and together with Alex presented bottles of Australian wine to our hosts. The band played some lively tunes and we all happily retired to the staff canteen for a sumptuous spread of German sausage and other local dishes along with champagne and excellent Munich beer. Mr Pedall proudly advised us that despite enquiries about the cars from the USA and Italy, only the Australians had taken up the offer from



Howard Clark stands with snow covered 2663 being readied for delivery to Bucuresti, Romania. Marina Grant is at right.
For Howard Clark

SWM to give the cars a new museum home outside Germany.

Our trio, Bill, Tom and Greg, spent the remainder of the evening with the works staff and museum members

Relaxing in the Hausbrauhaus before leaving Munich. From left, Tom Tramby, Emil Weber, Bill Parkinson, Howard Clark, Alex Grant, Marina Grant and Greg Sutherland.
For Howard Clark

at the depot 'playing trams'. Emil and his friend Albert caught up on old times, whilst Marina, Alex and I enjoyed the company of Peter Frank for dinner until late in the evening at a lively beer hall restaurant. The warm glieswein also helped to defeat the cold! Further treats were in store for our trio next day. Albert organised a surprise behind the scenes visit with Emil to Garmish and Germany's highest mountain, the Zugspitz on the Austrian frontier using the rack railway and cableway; but this is a story for another day!

No visit to Munich would be complete without a visit to the famous Hofbrauhaus and so it was on that evening before we went our various ways we soaked up





Cars 2656 (left) and 2666 await transport to the container terminal. 2666 wears the older light cream livery whilst 2656 has the newer ivory white colours.
Bob Merchant

Car 2656 is lowered onto the special container transport truck for the short journey to the container terminal. The ship on which the two trams arrived is in the background.
Bob Merchant



the atmosphere together, enjoying the plentiful food and toasting our Munich adventure to the clatter of beer glasses and noisy 'oompah' band music.

SWM generously reprofiled the driving wheels on the cars to Sydney standards and cleaned the road dirt from under the cars to ensure quick process with the Australian quarantine authorities. A huge bundle of wiring and construction diagrams was presented to us as well.

The cars were transported by road to Hamburg where they were loaded on board 'Contship Nobility' bound for Sydney via the Mediterranean. Due to priority cargo requirements the cars were offloaded at La Spezia, for a one week vacation in Italy before being reloaded on the near-new 'P & O Nedlloyd Jakata' arriving in Sydney on the evening of 15 March 1999. The scheduled unloading time at Port Botany's CTAL terminal was 7:00am the next day.

Car 2666 is being prepared for lifting as in the background 2656 receives a last minute check before moving out of the unloading area. Bob Merchant

Replete with hardhats and luminous vests, Bob Merchant and I met with representatives of Schenker International and P & O Nedlloyd to see the cars loaded onto trucks for the short trip to the nearby container depot. Here a large forklift unloaded the flatrack containers from the trucks, the trams were unlashd and loaded by the spreader onto flatbed trucks for the trip to Loftus where they were unloaded by 4:00pm.

It is fitting to give credit to a number of people and organisations who facilitated donation of the Munich trams and their transport to Sydney. Herr Herbert König and particularly Herr Gunter Pedall of SWM, and their staff, Mr Fritz Heinzman, managing director, Mr Greg Goh, finance director; Mr Graeme Smith, national marketing director, and Mr Roland Joder, project manager, from Schenker International Australia Pty Ltd, P & O Nedlloyd, London and Sydney; and Mr Peter Frank, Australian Consul General, Frankfurt and his PA, Ms Jutta Wilson. Finally thanks are due to Wulf Seidenstecher of Schenker in Hamburg for his assistance with the shipping and swift action in arranging for the collection of forgotten tram control lock keys and their courier delivery from Munich to Loftus within four days of the arrival of the cars in Sydney.



For the record, cars 2656 and 2666 were built by Waggonfabrik Joseph Rathgeber AG of München, and entered service in that city on 4 October and 18 November 1965 respectively. They are 13.25m long over dash, 2.20m wide, weigh 17.3 tonnes and have

two 112kW type ABM 100 motors. The cars seat 27 and stand 78 passengers. They entered service as numbers 1045 and 1065, being renumbered in 1971. They were last overhauled in 1991.



Munich car 2666, chained to its flatbed container, is hoisted by container crane for loading onto the Port Botany terminal's internal transport for movement to the nearby container terminal on 16 March 1999.

Bob Merchant

A 50-tonne capacity forklift makes light work of the 17.5 tonne tram in the container terminal.

Bob Merchant





A container-lift with spreader gently hoists 2656 from its flatbed container. The flatbeds were dragged from under the trams and lowbed semitrailers backed underneath for the final journey to Loftus on 11 March 1999.

Bob Merchant

Car 2656 waits for its sister car outside the Port Botany terminal, located directly opposite State Transit's Port Botany Bus Depot. It is being passed by Mark III Mercedes 2667 which has just left the depot to take up its scheduled run. There is a similarity in liveries here!

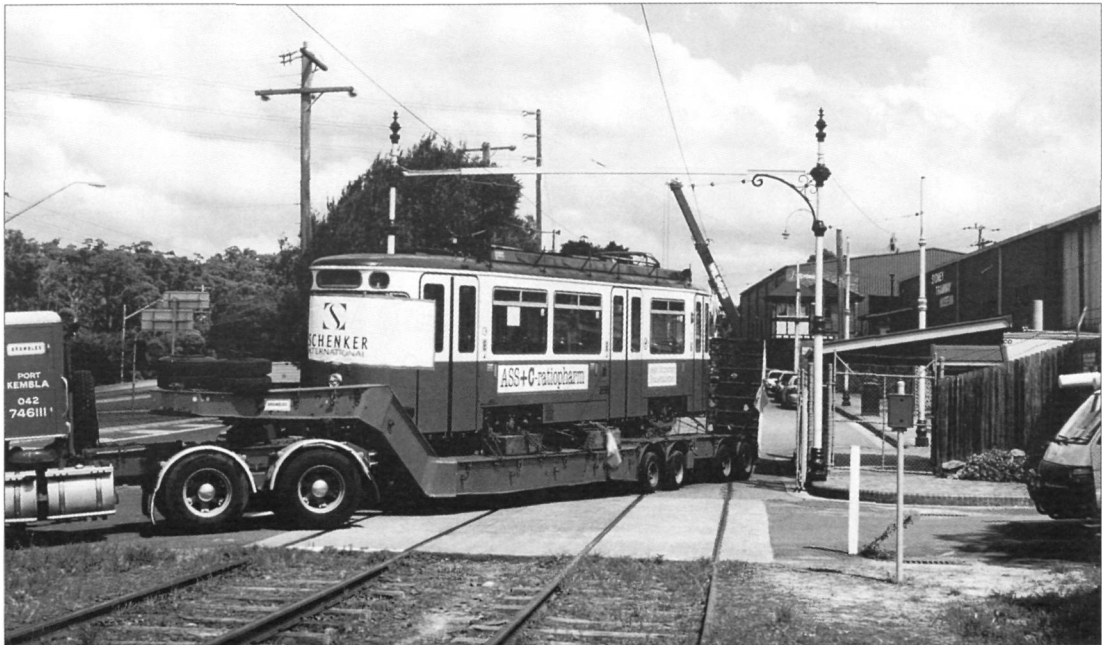
Howard Clark





En route to Loftus the two Brambles lowbeds roll off the southern end of Tom Ugly's Bridge with the tower blocks of the city of Sydney in the distant background. Car 2656 is in the lead.

Howard Clark



Munich 2666 is prepared for unloading at Loftus on 11 March 1999. Munich cars are not fitted with destination rolls but have aluminium destination boards, three of which can be housed in slots provided.
Bob Merchant

Two axles down and one to go. Car 2656 is being unloaded at the Sydney Tramway Museum on 11 March 1999.
Bob Merchant





Munich 2666 and 2656 stand on the terminal track at the Railway Square waiting shed after their journey from Germany.

Bob Merchant

Munich 2666 on a trial run stands beside San Francisco 1014. The Muni PCC is being tested after routine maintenance in April.

Howard Clark



HERE AND THERE

NEWS ITEMS OF INTEREST FROM ALL OVER

Crich Suffers Fire Damage

The National Tramway Museum at Crich, Derbyshire, suffered damage by fire to their storage depot at Clay Cross at 9:00pm on 10 February 1999. The slate roof of the building was destroyed and collapsed. The alarm was raised by a passer-by during the early stages of the fire and the fire brigade arrived quickly, limiting damage.

The fire destroyed Sheffield horse car 54, while Gateshead four-wheel single deck car 52 of 1901 was seriously damaged. Glasgow works car W21 suffered

severe roof damage due to a joist having fallen from the collapsed roof. Other tram bodies stored in the building suffered smoke damage. No damage was done to Blackpool Dreadnought car 59 also in the building, as it was stored in a separate section.

Metro Light Rail, Sydney

Sydney's LRV 2101 received overall advertising from Buspak Advertising Group last October for 'Holden, Driving the Olympic Dream' (see photos, TW November 1998). After a remark was made that it was now as bright as the Red Baron's triplane, it received the nickname 'The Baron' from Metro staff to 'take the mick' out of a driver by that name who is a Ford man. The vehicle carries a 'nameplate' on the interior rail above the windscreen in each cab.

Victorian Premier, Jeff Kennett speaking at the launch on 13 January 1999 at the Dudley Street siding of Melbourne's Z3 class 179 in an overall Australia Day livery.

Ray Marsh



During the week commencing 22 February 1999, LRV 2106 was 'Buspaked' to advertise the Intel Pentium III computer chip. The cab modules of the vehicle are covered in a flat finish deep blue with the Metro Light Rail logo beneath the windscreen and above the side windows, and with the Intel slogan above the windscreen and below the side windows. The Intel colours of light green and lime are applied to modules 2, 3 and 4.

In the week commencing 22 March 1999, LRV 2102 received an overall Cadbury corporate purple shade from Buspak. Like 2106, the Metro Light Rail logo was applied below the windscreens. A repetitive Cadbury slogan has been applied the length of the tram.

The over-all advertising treatment covers the car fleet numbers and the only exterior identification is a single small numeral (1 to 7) in white located in the lower right corner of the windscreen.

Over the last twelve months a further six destinations have been added to the original 20 on the destination blinds fitted to the LRVs. The additional destinations are:

STAR CITY
WENTWORTH PARK VIA STAR CITY
LILYFIELD VIA STAR CITY

CONVENTION EXHIBITION CENTRE CENTRAL STATION VIA STAR CITY

It was noted in late December 1998 that signs had been affixed to the equipment cabinets at Central station, Capitol Square and Haymarket. The signs carry the new Metro Light Rail logo at the top with 'Tram Stop' vertically on the left over a contemporary background of an LRV and track in multiple shades of blue. A sign measuring 12m x 1.5m reading 'Convention Tram Stop' was erected on the western retaining wall at Convention on 25 February 1999. The sign is in the same colours as those on the equipment cabinets. Due to its large size the sign can be readily seen across the road at the Darling Harbour Harbourside shopping centre. On 12 April 1999, three poles were erected at each end of the up platform at Convention tram stop. The poles carry a banner with the same design as used on the signs affixed to the equipment cabinets.

During the Sydney Festival in January an all day ticket was available for use on both the trams and the

LRV 2102 inbound in Hay Street, Haymarket. The car is carrying an overall advertising livery for Cadbury's Chocolate.
Bob Merchant





Banner tram stop signs were erected at Convention station on 12 April 1999.

Bob Merchant



The Convention tram stop sign attached to the wall facing Darling Drive at Convention can be seen from the Darling Harbour shopping complex.

Bob Merchant

monorail. Posters stated that the tickets could be purchased from monorail stations or from the conductors on the trams. This occasion, and the advent of the 'Tram Stop' signs mentioned above, are thought to be the first time Metro Light Rail has used the terms 'conductor' and 'trams'. MLR Operations are still using such terms as 'CSO,' 'Customer Service

Officer,' 'LRV,' 'Light Rail Vehicle,' and 'Station' (in lieu of 'tram stop'). As most visitors to Sydney join trams at the three city stops, the conductors were originally used between Central Station and Convention but now travel to Star City (the stop under Sydney's casino) where they transfer to a city-bound service. Recently it was noted that an up tram was delayed while waiting for a conductor to transfer from a down service. The driver of the up tram apologised and explained the reason for the delay. It transpired that the delay was caused by a conductor returning from a crib break not catching the down tram to Star City, instead waiting for the up service at the up Convention stop.

Services were halted by the Fire Brigade in Hay Street between George and Pitt Street at the rear of the Capitol Theatre at about 6:30pm on Thursday, 25 February for about two hours. A suspicious object, described by a security guard as a briefcase with wired pins, had been found at the corner of Hay and Parker Streets. It was x-rayed by bomb squad personnel and removed before services were permitted to resume.

The Variotrams have been having trouble climbing the steep grade from Hay Street to the Railway Colonnade in wet weather. The problem has halted trams on a number of occasions and is most acute during light rain when wet leaves, seeds and oily residue combine to produce a slippery film on the rails. Eucalypts overshadow the access ramp tracks. Normally, maintenance crews clean the track, and heavy rain will wash the tracks clean. The light rail grade to the Colonnade is 1 in 15 while the descending grade is 1 in 18. From 1906 to 1957, trams ran in the reverse direction to the present operation, climbing from Pitt Street and descending the steeper grade to Castlereagh Street. Sydney's former tramway system had many spots with steeper grades – the Watsons Bay line had sections of 1 in 11 – but these were not affected by nearby trees. The seven light rail vehicles are being modified with sandboxes designed and fitted by the manufacturers, Adtranz at no extra cost. Two vehicles (2102 and 2106) have been fitted with the gear which was operational in late December 1998. The remainder of the fleet is to be fitted during 1999. In the meantime some LRVs are carrying a large soft drink bottle of sand in the cab.

A Metro Light Rail spokesperson is reported to have stated an extra tram would be in service on Good Friday to meet the demand of travellers to the Sydney Fish Market. The extra service would reduce headways to seven minutes instead of the usual ten minutes. It was noted that only four trams were in service on the day and they were carrying better than usual Friday loadings. The tickets issued by Metro conductors over Easter carried on the reverse advertising for Sydney Ferries.

Services were delayed for some 30 minutes on 14 April due to flooding at the Capitol Square tram stop and at the intersection of Hay and Sussex Streets following a hail storm. The drains at these two locations cannot cope with heavier than normal rain and in the past this problem has caused minor delays at these two locations.

Trams are occasionally delayed when approaching the Central Station stop due to delivery trucks parking on or close to the tram's 'swept path'. Whilst the trucks usually leave sufficient room, this is not readily apparent to the tram driver when negotiating the curve at the eastern entry to the colonnade. The driver has to leave his tram to check the available clearance and on occasion has to find the driver of the offending vehicle to request him to move. It appears the swept path of trams should be marked at this location, either by contrasting surface finishes as in Europe or by a painted line. On 22 April a tram was delayed for ten minutes when a parked car at Central Station was found to be fouling the loading gauge.

On Friday, 23 April only three trams were in operation during the morning peak in lieu of the usual four. At the same time last year five trams were commonly in service. Each of the three trams had a

conductor, one of whom was a driver deputising in that role. After midday, a fourth tram was in service but the Star City changeover system was in operation and led to delays as trams waited for a conductor.

Brisbane Light Rail Project

The Hon. S. D. Bredhauer, Minister for Transport and Minister for Main Roads, in the Queensland Parliament on 14 April, drew members' attention to an open day held the previous day by the Brisbane Tramway Museum at Ferny Grove. The open day marked the 30th anniversary of the closure of Brisbane's tramway system. The member for Ferny Grove, acting on the Minister's behalf, attended the Museum's open day to confirm a new initiative which will provide young people with the necessary skills to play a vital role in the Beattie Government's plans for a modern light rail industry in Queensland.

The Brisbane Light Rail Project, at a cost of \$235m, will generate up to 300 jobs during construction and up to 80 jobs on a permanent basis. Queensland Transport officers involved with the Brisbane Light Rail Project

Trackwork being carried out on Melbourne's route 12 at Albert Park on 1 February 1999. Ray Marsh



have been working closely with Northpoint TAFE and the Brisbane Tramway Museum at Ferny Grove to develop a scheme to train apprentices in various fields in the light rail industry, including metal, upholstery, electrical and timberwork. Under the agreement, the Brisbane Light Rail Project will spend \$2.4m to construct an annexe at the Museum's Ferny Grove complex and to fund training related activities associated with light rail. The initiative has been strongly supported by the Minister for Employment, Training and Industrial Relations, the member for Ferny Grove and the Brisbane Tramway Museum's President, Peter Hyde. Their ongoing commitment has ensured the training project goes ahead and that the Government is in a position to start the scheme as quickly as possible.

The Brisbane Light Rail Project will provide a light rail service linking the Royal Brisbane Hospital, Fortitude Valley, Teneriffe, South Bank, West End, the Queensland University of Technology and the city centre. It is a clean and reliable solution to Brisbane's growing transport problems, and is being developed in

such a way that it will integrate with other transport modes and be a significant contributor to Brisbane's public transport services. For example, the South East Busway, currently under construction between the CBD and Springwood, is being built in such a way that it can accommodate a light rail service.

The agreement between the Brisbane Light Rail Project, Northpoint TAFE and the Brisbane Tramway Museum Society is about strategically building a work force to match a growing industry. Under the agreement, a \$2.4m annexe will be built and subsequently used by TAFE to train 56 apprentices. This training will count towards one year of the trainees' apprenticeships. They will then be able to choose the industry or type of work in which to continue their vocational training.

The Minister said thanks must go to the Brisbane Tramway Museum Society for making its vehicles available to TAFE for training purposes. It is hoped that the annexe can be built in the next financial year, which will allow TAFE to get the training scheme

The pole is raised on Brisbane four-motor car 429 during the evening of the open day held by the Brisbane Tramway Museum on 13 April 1999 to mark the 30th anniversary of Brisbane's last trams.

Brian Webber



running as soon as possible. TAFE currently operates programs that start at different times during the year and will provide some flexibility as to when the annexe can open. However, Queensland Transport has advised that it is possible and preferable that the annexe be completed by mid-2000, which would allow Northpoint TAFE use of the new building by the latter half of 2000.

Book Review

Around Christchurch by Tram in the 20th Century

By Graham Stewart.

Size 285mm depth x 210mm width, 48 pages plus cover.

130 black and white plates plus two maps, colour plates on cover.

Limp bound laminated cover with flaps front and back. ISBN 1 86934 071 X

Published by Grantham House Publishing.

Price NZ\$24.95 less NZ GST.

Available from Best Collectors Books, PO Box 17-256, Wellington 6033, New Zealand.

Phone + 64 4 476 4625, Fax + 64 4 476 3048.

This is Graham Stewart's third book in his *Around...* series, and while the Auckland and Dunedin books concentrated on one period, the 1950s, this new work covers a much wider timeframe. It provides a unique portfolio of Christchurch's trams covering the city and suburbs from the turn of the century to the city tramway of today. It shows the city as it has expanded through the years and portrays the changing faces of the local folk, their fashions, their modes of transport, the street furniture, the buildings and the shops.

When the electric trams started in Christchurch in the early years of the 20th century, the bicycle was still the average person's favoured mode of alternative transport, apart from walking, due to the city's flat terrain. The growth of the suburbs around Christchurch was largely shaped by the construction of tramlines out into undeveloped areas. Often it was the trams that arrived first, followed by real estate development and subdivision. There are trams going to the races, to the beach, to the station and trams in snow. Christchurch also had a tramway bottleneck; goodness knows how they put up with that problem for so long!

Graham's books never disappoint. His book *End of the Penny Section* is regarded as the definitive history of New Zealand's street tramways. His *Always a Tram in Sight* and *Fares Please!* certainly are the definitive works on the trams themselves. The *Around...* series of books adds so much more by placing the tramcars in the cities and towns, into the everyday lives of the people, a part of the scene not to be forgotten. Like its companions on Auckland and Dunedin, *Around Christchurch by Tram in the 20th Century* is highly recommended. It should be on your bookshelf.

— RIM

Wanted – Purchase or Trade

John Thompson of 198 St Lawrence Avenue, Toronto, Ontario M4N 1K7, Canada, wishes to obtain through purchase or trade, original Kodachrome slides of Sydney light rail, Melbourne and Adelaide trams, and museum tram operations. John can offer slides in trade of Toronto Transit Commission streetcars and subway trains, and the local streetcar museum.

BYLANDS

Tramway Museum Society of Victoria

PO Box 27, Malvern, Victoria 3144

From Running Journal

Exhibition Goods Shed

The Grollo Tower development in Melbourne's Docklands had recently been given the go ahead when these notes were written. There had been much coverage over the impact of this development on the heritage-listed No 2 Goods Shed, but very little on its companion building, the Exhibition Goods Shed, also heritage listed.

The Exhibition Goods Shed is the last known remnant of the temporary buildings constructed in the Carlton Gardens for the Great Exhibition of 1880-81. A major portion of these temporary buildings, comprising the central nave with annexes on either side, was relocated to Spencer Street Goods Yard in 1883 as a goods shed, forming a building 890 feet long. Unfortunately a large portion of this building was demolished about ten years ago, leaving a section 105 feet long by 100 feet wide. Since the demolition, the remainder of the building was used for maintaining



A view of the Exhibition Goods Shed in the Spencer Street railway yards in December 1998. Jeff Stocco

PTC motor vehicles, and latterly just for secure storage of PTC motor vehicles, particularly since the reuse of the former goods yard as car parking for the temporary Crown Casino.

Part of the conditions for the approval of the Grollo Docklands development was for the extension of Collins Street across Spencer Street Station, together with all associated infrastructure. One of the subsequent conditions attached to this plan was that the Exhibition Goods Shed would be relocated to a suitable location at the developer's expense.

It therefore gives us great pleasure in announcing that the Exhibition Goods Shed is to be re-erected at the tramway museum at Bylands. The move was subject to the normal appeals process covering changes to heritage listed buildings. It will be located in the southeast paddock just north of the Eastern Energy power line crossing the Bylands Station ground. We believe this is the best site for this building at Bylands due to its proximity to the main visitor centre. The comparatively lowered position would also reduce its prominence in the landscape. It should be noted that the nature of the building is consistent with the general run of buildings on the Bylands site, so it will not be out of place.

Negotiations with the Docklands Authority for the relocation of this building began in March 1998.

However a hold was put on the Grollo development shortly afterwards, so everything was put on the back burner awaiting the decision to proceed with the planning process. Shortly after the announcement of the awarding of the development to Grollo in early December, the Society was contacted by the conservation architectural consultancy firm Allom Lovell & Associates, inquiring if we still were interested in hosting the Exhibition Goods Shed. The Society indicated in the positive, and things started moving very quickly.

This whole process was fast tracked, as the developer required that the Docklands site be clear in late January / early February for the construction of the Collins Street extension. Rebuilding of this structure at Bylands was expected to commence during either February or March 1999. Tenders for the relocation of the building closed on 31st January 1999 and the successful tenderer was Kane Constructions of Richmond. Work to dismantle the building commenced on Monday, 15 February and proceeded at a rapid pace, the site being completely cleared by 9 March. The delivery of material to Bylands took place from 4 March.

By mid March all materials including the contractor's equipment were on site at Bylands. The site has been marked out and ground levels taken in readiness for commencing the project. It has been necessary to make some minor changes to the location and layout of the building when it is re-erected, due to some planning issues.

The intended use is as a display area for significant large heritage items, in the format of a turn of the century industrial exhibition. The eastern annex of the



building will be used as a tram restoration workshop that may be viewed by the public. This will require the installation of a concrete floor with embedded tramway rails: two tracks in the main section of the building and one in each of the annexes, together with associated doors for rail vehicle access. Initially the building will not be connected to the rest of the tramway, but it is expected that this will follow in short order via a horseshoe curve from the main line terminus into the eastern workshop annex.

The central nave of the building is 40 feet wide and about 50 feet high. The timber frame is of a distinctly ecclesiastical style unusual for an industrial building, not unlike the construction of the sheds of the VR tram depot at Elwood. The sense of space in this section is astonishing, with the roof soaring above the viewer, evincing a strong sense of diminution. The two 30 foot annexes are of a much simpler design comparable to that of the Bylands No 1 tram shed. The building is clad with good old-fashioned corrugated iron.

The acquisition of this building will be a great benefit to the Society at Bylands, giving a large exhibition space together with a space dedicated to restoration of tramcars, so that this need no longer occur in depot buildings. It will allow us to display some items such as grinder No 1 which have been previously been unprotected from the elements. It should also provide

Melbourne track cleaning car No.7 on the depot fan at Bylands on 21 June 1998. This car wears an experimental Safety Yellow livery applied in 1980.

David Daw

a significant drawcard to museum visitors due to its heritage listing, resulting in increased visitor numbers and Society revenue.

Vehicle Repair Shed

The Mitchell Shire passed planning and building permits for this building on 9 December 1998. Work commenced on the following Monday, 14 December, with the site being levelled and surveyed by our contractors, local building firm Danesbury Constructions. Excavation soon followed with no rock being encountered. By the end of the month all building foundation footings and the pit had been poured, this then being left for a week or two to set before removal of the supporting formwork and framing. The pit is 10 metres long and is 1.375 metres deep. It is designed to fit between the rails, which are supported by the external pit wall. Provision has been made for the future installation of electrical outlets and pit lighting. We have a quantity of pit lights recovered from the pits at South Melbourne Depot.

The next stage was to position the entire steel framework for the building in readiness for erection by our volunteer workforce. Until the framework is up, work cannot commence to install the rail access, otherwise difficulty may be experienced with construction vehicle access.

As this building has been designed to be one bay longer than its original size at Elwood, quotes were obtained to have the additional steelwork fabricated. A local contractor, Creative Steel Solutions of Wallan was engaged to manufacture the steelwork. Neil Brown and his team at Creative Steel Solutions produced a most professional product at a competitive price, exactly reproducing the required items from samples of the originals, which were also sandblasted and repainted prior to their return.

All uprights and roof trusses were erected and in place during February. Work is now concentrated on the fitting of all timber roof and wall purlins. Once this is complete, roofing iron will be fitted. This will then allow for the laying of rails within the building and the connection with the main line.

The completed pit and building foundations at the north end of the yard on 10 January 1999. Rod Atkins

Rails and point components for the construction of the turnouts for the vehicle repair shed have been selected. These will be laid out shortly in readiness for construction. The junction for the main line will be pre-fabricated adjacent to the site. This will allow easier installation without restricting tramcar or passenger operations over a period of time.

X1 Class 461

Several months ago the Society was approached by the owners of this vehicle who at the time had just placed their property (on which the tram was located) on the market for sale. The owners were prepared to make this car available to the Society at no cost, and had not included it as part of the property sale. The vehicle had been covered by a peaked roof, thus protecting it from the elements. An inspection revealed that the body, although minus most internal fittings and seats, was in excellent condition and still complete with all end entrance doors.

A decision was made to acquire the car. However, to extract it from its home of over 30 years proved to be quite a challenge. Following the sale of the property it was believed that the house, which stood in front of the tram, was to be demolished. This was not to eventuate. It therefore became necessary to reassess the situation due to narrow clearances or low heights of buildings. An agreement was reached with the owners to remove several obstructions to allow a crane access to the property. A small work party prepared the tram for



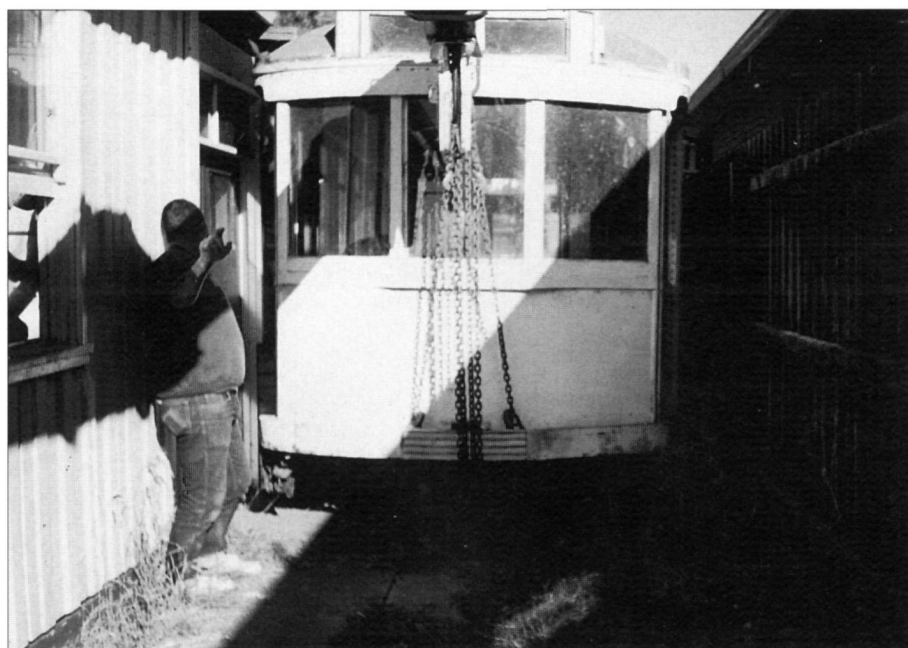


X1 class 461 is being lifted and swung in the back yard at Pascoe Vale on 9 March 1999.

John Walker

461 has arrived at the critical point with a crane back and front. The eaves of the house were dismantled and an air conditioner in the window removed to allow 461 to pass. There is still no room to lift the car more than 45cm.

John Walker



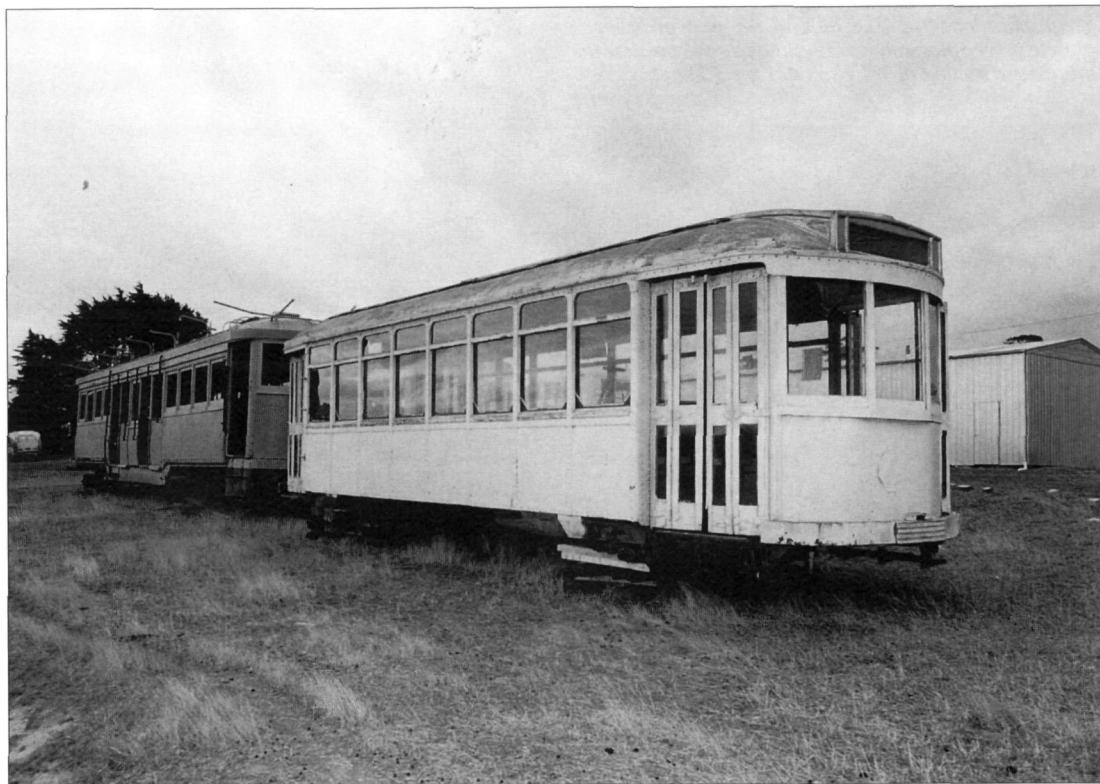


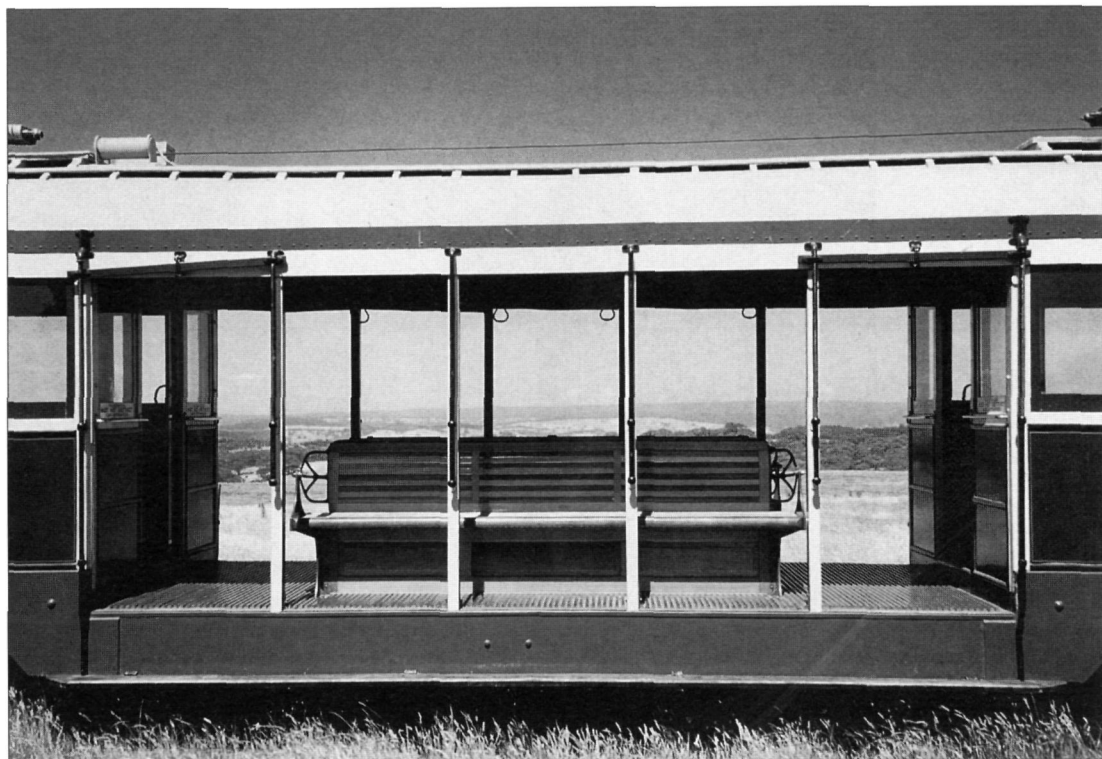
461 has reached the front of the house and is only 15cm off the ground. Steel gates and posts and a pergola, which ran across the front of the house, were removed to allow 461 to pass.

John Walker

461 arrived safely and was unloaded in front of the Sydney Tramway Museum's Victorian Railways car 35, which is being stored for them at Bylands.

Howard Clark





Each tramway museum has its own interesting geographic location. The hills to the east of Bylands present a very pleasant rural setting as seen through the dropcentre section of W1 class 427 on 3 January 1999.
Colin Seymour

The Society's X1 class 467 at Bylands on an overcast day in June 1998.
David Daw





W1 class 427 at the end of track on 18 April 1999. The line is extending slowly but surely closer to Kilmore!

Ray Marsh

removal on Saturday, 6 March. On Tuesday, 9 March, the tram was lifted with the expert assistance of Independent Cranes onto Beamish's low loader and transported to Bylands.

M & MTB Board Table

When the Public Transport Corporation was formed, the Melbourne and Metropolitan Tramways Board was incorporated into the new organisation. The boardroom table and chairs used by members of the former Board were no longer required. The PTC gave the table and chairs to the Tramways Benefit Society, latterly the Transport Friendly Society, and they were placed at their Karinyah Hostel. Following reorganisation of activities at this centre, the table and chairs became surplus to their requirements.

In September 1998, the TFS contacted the Society to see whether we were interested in housing these items at Bylands. This offer was accepted without question and arrangements put in hand to remove these rather large items from Karinyah. In order to remove the table it became necessary to dismantle it into smaller sections. Wridgways Removals came to our assistance and dismantled the table, then transported it and the chairs to Bylands free of charge.

The table is now stored in the kiosk and awaits reassembly. We thank Ken Kimber who initiated discussions with the TFS on our behalf, and Wridgways Removals for their assistance.

Museum Work

Work is now nearing completion on W3 class car 667. All mechanical work is finished and the final coats of paint have been applied to the external surfaces of the tram. Some minor paint touch-ups are required. Once this is done, the panels will be lined out, followed by the application of numerals and monograms. It is hoped to return the tram to regular traffic shortly.

W7 class 1001 has returned to service following repairs to a leaky air valve. This tram and several others have also had minor spot repairs to their paintwork.

Upgrading of the trackwork at Bylands continues. The replacement of sleepers is an ongoing program and all sleepers to be replaced in the near future have now been marked accordingly. The number of old broad-gauge sleepers remaining in the track is gradually diminishing. The negative return track bonds have now been fitted to the final eleven track joints at the northern end of the main-line. This job was completed in late December, giving a noticeable power difference to drivers at this location. An attempt has also been made to correct several areas of the depot fan trackwork, which have been of some concern.

The vehicle storage shed has also received further attention with the fitting of several additional external eaves panels. Although this building is still partially incomplete, further work is still required to completely waterproof this building. Both the cherry-picker and the tower truck have proved to be very useful and of great assistance for high level works or repairs on the buildings at Bylands.

Work continues on the upgrading of the overhead on the depot fan area in readiness for erecting the overhead in the presently unwired depot roads. Geoff Dean is constantly changing or redesigning the span construction on the fan in an effort to release several surplus wooden poles, which will then be removed.



Peter Carwardine continues with the next phase of our revegetation program at Bylands. A quantity of young native trees, which have been selected due to their suitability for our area and climate, have been purchased and these are being planted at selective locations around the main museum site. Once they become established they will make the whole area more attractive as well as providing shelter.

The Society's motor fleet has not been left out. Off-site repairs have been undertaken on both the tipper and tower trucks, both of which are now running more efficiently. Our Volvo bus No. 850 returned to Footscray Depot recently for some minor adjustments and servicing. We thank our friends at Melbourne Bus Link for undertaking these tasks for us.

Government Motor Vehicles

For some years the Society has been the custodians of several motor vehicles on loan from the Public Transport Corporation. These consist of Volvo bus No. 850, the tower truck, Bedford tipper and the Ford Trader. The ongoing privatisation of public transport resulted in the Government wishing to terminate the loan. After some discussion with the PTC, it was agreed to do this by transferring the vehicles to the Society's ownership.

A Saturday work party at Bylands in December 1998 installs track bonds and makes adjustments to the overhead wiring.

Rod Atkins

The major change to the Society's operations is that we now pay for the registration of these vehicles. As part of the agreement termination, the Government compensated us for this additional cost. As these vehicles, excluding Volvo 850, have government (red) number plates, it will be necessary to transfer them to normal private registration. We thank the Government and the PTC for making these vehicles available to us, and their acknowledgment of the care we have taken of the vehicles whilst on loan to us.

Rail Safety Accreditation

We have now received our Certificate of Accreditation from the Department of Infrastructure / Public Transport Safety Directorate. The certificate certifies that the Tramway Museum Society of Victoria is accredited as a Manager of Rail Infrastructure and a Provider and Operator of Rolling Stock. The Society is very proud of this achievement and the certificate has now been framed and is displayed in the kiosk at Bylands.

Bus Operator Accreditation

Hot on the heels of receiving accreditation under Victorian Rail Safety legislation, the Society was approached by the Public Transport Safety Directorate to participate on the working party for operator safety accreditation of Courtesy, Hire & Drive Vehicles and Private Bus services.

We are very flattered to be approached on this matter and were more than happy to accept this opportunity. The working party will examine details and proposals

contained in the draft Regulatory Impact Statement, released in October 1998, and to make comments or recommendations for the Department to consider in preparing this industry segment for accreditation.

The first meeting of the working party was held on 9 December 1998, with the next planned for early February 1999. The Society has nominated Rod Atkins as our representative. It is understood that we have been asked to participate in this process due to our experience with rail safety accreditation and our operation of historic and heritage buses.

LOFTUS

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

Obituary – Ronald Edward Murray

The tramway preservation movement lost one of its pioneers when Ron Murray passed away on Monday, 23 November 1998 at the age of 89 years.



Ron Murray as we remember him, during a visit to the AETM at St Kilda.

REM archives, photographer not identified

Ron joined the Australian Electric Traction Association soon after it was established in Sydney and held the office of President for a number of years. He held the position of Vice President at the time of his passing.

Ron took on the role of Publicity Officer for the AETA's fledgling museum group. He was the first member to join the then Australian Electric Transport Museum, the precursor of the Sydney Tramway Museum, after the four foundation members formally opened the inaugural meeting back in September 1955. He became member number 5.

When the Museum was incorporated as a Cooperative Society in 1959, he was elected our first Chairman of the Board. Ron continued to play an active role in the affairs of the Museum until April 1998, when he was more or less confined to his home in Lawson in the Blue Mountains west of Sydney, as a result of injuries sustained in a motor vehicle accident.

A Requiem Mass for Ron was celebrated at Our Lady of the Nativity Catholic Church, Lawson, on Tuesday, 1 December 1998, after which the cortege proceeded to the Leura Gardens Lawn Cemetery.

The Museum was represented by Howard Clark, Les Coghill, Ted Davies, Bob Gibson, Bob Henderson, Peter Kahn, Paul McDonald, Frank McQuade, Bob Merchant, Ben and Megan Parle, Arthur and Norma Perry, Vic Solomons, Tris Tottenham and Dave Wilson.

Ron will be sorely missed by all those privileged to have been his friends.
— BJP



From David Cooke

Level Crossing Signals

In January and February 1999, Chris Olsen, James Percival, Glenn Killham and David Bennett carried out some modifications to the signalling system at the Princes Highway Level Crossing on the National Park line. The work was carried out over three hot days.

On Tuesday, 12 January the emergency stop switch on pole 304 was relocated to pole 305 below the flashing amber lights. The redundant lights on pole 304 were then removed. On Wednesday, 13 January a box was installed on the outside of the National Park substation, a trench dug from this box to pole 44 and conduit installed. On Friday, 5 February cabling was installed and the emergency stop switch was moved from pole 48 to pole 44, again to below the flashing amber lights. The new switch to turn the crossing ON/OFF was installed in the box on the substation and all necessary connections were made.

The system then underwent extensive testing. The cutover date for the new system was Wednesday, 3 March.

Compactus

Ever tried to sort out a 1000 piece jigsaw? Well Tony Cody and Laurie Gordon have been doing just that

'Gentle Annie' is seen with her overhead platforms removed being prepared for loading onto a truck for transport to Maitland. This vehicle started life as tramway ballast truck 42u, was transferred to the Railways to work in the newly constructed city underground railway tunnels as 42ss, and ended life as overhead tower vehicle L707 for working on the city underground and Sydney Harbour Bridge.

Bob Merchant

when assembling the 'new' compactus. What appeared to be a simple job turned out not to be so. It appears the compactus is composed of units from several different compactuses and none match. However Tony is slowly coming to grips with it and the shelving is gradually taking shape.

The compactus is located on the western side of the mezzanine floor in the workshop building. Both Tony and Laurie, assisted by others, cleaned this area out and disposed of much unwanted material.

Heritage 2001 Program

In June 1997, the Museum applied to the NSW Heritage Office for grant funding under the Heritage 2001 program. Projects had to be for the conservation and presentation of major items of state significance with total costs not less than \$40,000. The projects had to be staged over a four-year period. Our submission

was for the restoration of five tram bodies to enable them to be made available, if required, for possible heritage operations over the new Sydney light rail network. Electrical and mechanical work was not included as part of this proposal for it was to be deferred until a second work phase at a later date.

The NSW Heritage Office has recently confirmed third and fourth year funding totalling \$70,000.00 bringing the total allocated to us over the four year period to \$82,000.

At the time of our application letters of support were received from the Lord Mayor of Sydney, the Sydney Light Rail Company, Powerhouse Museum, Tourism NSW and the Hunter Valley Training Company.

The project requires the tram bodies to be not less than 50 years old. Four corridor cars were selected, including car 1951 currently in the workshops, and three from those collected by the City Tram Association with the assistance of Sydney City Council, including two R cars. It is not currently possible to advise which of these cars will be included until various matters of detail are sorted out with the Council.

The fifth car is a project involving the shell of L/P class 341 at the Hunter Valley Training Centre

(HVTC), Maitland. It is planned to 'backdate' this car to an L type combination car, its configuration before being rebuilt to the L/P design.

With such significant funding coming from this source, our members now understand the reason for R1 class 1951 appearing in the workshop for interior restoration. Seats are being re-upholstered offsite and contractors are also making new canvas concertina doors.

W2 Class 411

Our museum members recall that the body of W2 class 411 was retrieved from the dining area of the Maroubra Junction Hotel some years ago where it had been used as a restaurant. In order for it to be moved it was necessary for it to be completely dismantled. Geoff Spaulding has been working on putting this car back together. It will now be rebuilt and become an operational restaurant car for the Christchurch tramway. This is a most exciting project.

W5 class 792 being loaded on 16 March for off-site storage at Cessnock.
Bob Merchant



The story of the car's retrieval from Maroubra was not related in these pages at that time but will be told in a future edition of Trolley Wire.

Movements North

Agreement has been reached with the HVTC for 'Gentle Annie' (also known as 42u, 42ss, L707), to be transported to Maitland for rebuilding of its corroded underframe as a training project. An agreement was also made with Hunter Plant Operators Training School at Cessnock to house PR1 class 1517 (the one stored in the depot yard at Loftus), and W5 class 792. Both of these cars are likely to be several years away from restoration.

Heritage Council

The Museum's Heritage Council met in early February. It recommended to the Board that the E cars, 529-530 be taken into the workshops for restoration of the body and electrical components. The cars will be restored to an open front condition. These cars are the only ones from the original fleet that have not been restored.

As the 50th anniversary of the Museum approaches (24 July 2000), L/P 154 is to be taken in for some

workshop attention to the body. The car will be restored to the green and cream paint scheme, in which it was first received, for a twelve-month period before returning to its 'Newcastle' livery.

The committee also discussed the future of the single slip pointwork. This item was formerly used in the depot yard at the old site and was retrieved and subsequently stored. For some time now it has been semi-laid-out south of the Railway Square waiting shed to see if it will fit in that area. It will prove impossible to fully exploit it and rather than pack it away, or even use its component parts for other points, the committee has recommended that it be laid out, concreted in position and used, although two legs will not lead anywhere. By doing this the single slip will be useful, preserved, and on display.

The shell of PR1 class 1517 is lifted onto the trailer taking it to off-site storage at Cessnock. This car was acquired with the long-term intention of rebuilding it to its original configuration as a P class car. The squares on the side of the car are test panels of different manufacturer's paints; this side of the car faced west and received the full force of the summer sun.

Bob Merchant



Special Hirings and Parties

Among the less publicised activities of the Museum are our weekday and special charters. In January we entertained the NSW Branch of the Australian Electric Traction Association for their 600th meeting, the Illawarra Motoring Museum, residents from the Frank Whitton Masonic Nursing Homes, Edvest, (the NSW Teachers Credit Union), the Mittagong Probus Club, the Figtree Ladies Probus Club and a wedding.

February was no less busy with a visit from the Loftus Cubs, the EJ / EH Holden Owners and Drivers Club, the Southern Sydney Therapy Centre and the Austin Motor Vehicle Club.

All these visits by outside groups bring much needed revenue to our society and thanks goes to Ron Ham for his organisation of them. Ron has also organised charters as far ahead as Saturday, 27 November this year.

One party of note was to mark member Chris Olsen's 21st birthday. Chris was not particularly keen on a celebration at home but readily agreed to have a function at his museum. Chris's family, relatives (from as far away as Moree) and friends enjoyed evening tram rides and a barbecue supplemented with gift unwrapping, cake cutting and speeches.

Congratulations, Chris.

Paintshop

John Matts is happy. After years of operating out of the cramped and inadequate facilities of an old LCL container, he has now moved, with assistance from Norm Chinn, into his new paintshop. The new facilities

permit him to have close at hand all items needed for discussions on paints, painting and other related matters.

Works Report

A further 2 metres of concrete was received from Concrete for the 15 road track panel on Saturday, 6 February and about another couple of metres in March. Work continues with the excavation around the tracks in front of the depot building. It is planned to concrete this area as well. The western side of the pit on road 2 was completed with a concrete pour on Saturday, 10 April.

The office above the substation has been painted. Bob Cowing laid down a new timber floor and Chris Olsen installed lights, power points and phone lines. A desk, chair and filing cabinets have been moved in, although additional benchwork has still to be constructed. It should soon be ready for occupation.

Annual General Meeting

The next Annual General Meeting of the Society will be held at the Sutherland Scout Hall, 1 Eton Street, Sutherland on Saturday, 21 August 1999, commencing at 1:00pm.

Facts we would rather not know dept.

In one of those curious twists of fate, the Sydney Tramway Museum now has in its possession trams from two former Olympic cities intimately connected with Adolph Hitler. In 1923 Hitler made his first grab for power in the Munich Putsch. He was gaoled for this attempt. After legally coming to power in 1933 he met his grisly end in Berlin in 1945.

BALLARAT

Ballarat Tramway Museum
PO Box 632, Ballarat, Victoria 3353

From Dave Macartney

After a below average summer, traffic picked up during the Begonia Festival in early March, helped by half price fares on the main Festival days. The first weekend saw 1035 passengers carried, the following five weekdays produced 270 more, while the final three day weekend yielded 2578, for a total of 3883. The Easter weekend produced another 400 or so, which makes up for some of the disappointments of January and February. A number of school charters in March helped out, while a photographic shoot for Hertz car rentals took place on 18 March, featuring car No. 26.

In the works area, the restoration of No. 12 continues slowly. A saloon door from South Melbourne cable trailer No. 461 is currently being modified to suit, while a couple of brass steps for roof access from Launceston bogie No. 27 recently turned up. These were discovered by a Ballarat steam enthusiast who had gone to Tasmania to reclaim the remains of Clayton steam wagon No. 1, which had ended up on a property at Ringarooma, in the State's north east. Alongside was the underframe of No. 27. No. 12 is becoming even more of a hybrid!

The repaint and truck overhaul of No. 28 also continues along. Some repairs to the lower edge of the saloon roof canvas are currently in hand, while interior stripping and priming continues. The 21E truck is in the process of being reassembled and squared up in a rather confined space at the end of 3 road. As always, there is never enough room to tackle these drawn out jobs without getting in our own way. When the wheels are returned from reprofiling in Adelaide the truck will be placed back under the car and the overhaul pushed through to completion. No.33 will then receive some attention. It is still out of service with armature problems, and is essentially in store.

Cyclone Vance, which caused such devastation in Onslow and Exmouth, actually made it all the way to

Ballarat, where it brought down a sizeable tree in the Fish Hatchery next door to the tram depot. Since that time, a couple of the roof skylights have leaked and these will have to be replaced in the future.

Some of our female members of staff have been mixing in exalted company lately. Anita Bagley met Premier Kennett at the opening of the Begonia Festival. Anita works at the Robert Clark Centre, from where the Festival is organised. Jacqui Edwards was presented to the State Governor at a function at Government House on 19 March, in connection with her involvement with disabled children's welfare. As far as is known, our other prominent female member, Treasurer Carolyn Dean, has met nobody of note in recent times!

ST KILDA

Australian Electric Transport Museum

GPO Box 2012, Adelaide, South Australia 5001

From Colin Seymour

90th Anniversary of Electric Trams

On 7 March 1999 the AETM celebrated the 90th birthday of Adelaide's electric tram system (the first electric tram route opened to Kensington on 9 March 1909). A reunion of former MTT and STA employees was held at the Museum to coincide with the special day and over 200 former employees attended.

At 12 noon the former tramway employees were officially welcomed by John Radcliffe, who had liaised with a number of them in the formative years of the Museum. The family of Motorman Bob Hancock, one of the first motormen to drive an electric tram in 1909 presented his motorman's certificate to AETM President, Colin Seymour. The large group was divided into three for a tour of the workshop, bodyshop and tram storage shed followed by a special trip on dropcentre cars 264 and 282.

By 2.00pm a large crowd had gathered, thanks to good press and radio promotions, and the Master of Ceremonies, Des Feary, a local coach operator and former radio announcer drew the crowd's attention to toastrack 42 entering the Museum yard from the Beach. It had the Kensington and Norwood Brass Band (S.A. 'A' Grade Champions) on board.



Mrs Craig, a granddaughter of Mrs Tom Price who co-drove tram No. 1 on opening day 9 March 1909, assists South Australian Transport Minister, Diana Laidlaw cut the birthday cake. Neville Smith



The special birthday cake for tram No. 1 made by Price's Bakery at Kadina. The numbers represent the five AETM trams sharing their 90th birthday, cars A 1, A 10 (now Ballarat 21), A 14, A 15 and B 42. Cars 14 and 15 are yet to be restored.

Neville Smith



As car 42 pulled up, the band played 'The National Emblem', a popular tune played by the Tramways Band in 1909. The ceremony started with the band playing 'God Save The Queen' as 'God Save The King' would have been the national anthem of the day, followed by our Australian National Anthem. Colin Seymour welcomed our special guests, Diana Laidlaw, Minister for Transport, Julie Olsen, wife of Premier John Olsen, Trish White, our local State member and Vinnie Ciccarello, the State member for Norwood. The General Manager of TransAdelaide, Sue Philby was also in attendance.

After a few words Colin handed over to Diana Laidlaw. At this point Julie Olsen left the dais and was escorted to tram No. 1 in the workshop to re-create the role of Mrs Tom Price, the Premier's wife who co-drove tram No. 1 on 9 March 1909. After the Minister's speech, the doors to Road 2 in the workshop were opened to reveal decorated tram No. 1. The C.W.A. Floriculture Committee had specially decorated the car earlier in the day.

Ian Seymour assisted by Julie Olsen drove car No 1 slowly out of the depot as the band played a special fanfare. The car stopped in front of the speech area to enable Diana Laidlaw to cut the 90th birthday cake for No. 1. Mrs Craig, a granddaughter of Mrs Price, assisted her. The special birthday cake was made by Price's Bakery at Kadina.

Car 1 then led a convoy, which also consisted of cars 42, 192 and 264 to the Beach. Cars used in service on the day were Nos. A 1, B 42, E1 111, C 186, D 192, F1 264, F1 282 and W2 294. Mike Church again ran a theatre in car 362. The event drew a great crowd and was a financial success. It was considered to be our best day in 20 years.

Glenelg Tram 360

Work has begun in earnest on the refurbishment of H 360 to circa 1929 style for use on the Glenelg line in December 1999 for the 70th anniversary of the Glenelg tram line. Work carried out to date includes

Julie Olsen, wife of South Australian Premier, John Olsen, re-created the role of the wife of the Premier of the day, by co-driving car No. 1 for its 90th birthday run.

Neville Smith

removal of all seats, interior handrails, ceiling beadings, saloon windows and associated beadings and runnings. The interior light circuits have been removed and new wiring installed. The ceiling panels have been scraped, filled, resurfaced, sanded down and repainted. The ceiling beadings have been scraped; sanded, revarnished and reinstalled. Similar work has been carried out to the window runners and to the hopper windows in the No. 1 end saloon. The interior paneling below window level in the No. 1 end saloon and the saloon bulkheads have also been scraped and revarnished. The two door motors have been serviced, a gasket in a brake cylinder serviced and preliminary servicing work has been carried out on the underfloor controller.

Tram 118

The new bulkhead has been installed, and work on repairs to the chassis and summers under the number 1 end cab have been completed. The scraping of varnish from the saloon riflings, and their subsequent revarnishing is carrying on at a good pace. The clerestory windows are also being revarnished on the inside, and painted on the outside. John Radcliffe has been repairing and revarnishing the saloon seats as a 'homework' project and has recently delivered the completed backs to the site. The ceiling panels for the saloon have been scraped down and revarnished, and have had the decorative striping / line work reapplied. New glass panels have been etched with the MTT logo for use in the saloon doors. New side crossbench pillars have been manufactured and delivered by our contractor and await fitting. Cutting out of rotted timber and splicing in new timber in the saloon frame has continued.

Another Dropcentre - Again!

In the February 1999 issue of Trolley Wire we described the arrival of our third dropcentre tram, No. 295. The AETM has now decided to acquire a fourth dropcentre tram, F 244. However, unlike No. 295, which is a model, No. 244 is the real thing, so you could say it is a third 'real' dropcentre tram.

The body of F type dropcentre tram 244 has been donated to the Museum for future preservation. It is one of the few F type bodies remaining in good condition. For many years it has formed part of a holiday shack near Murray Bridge.

Car 244 is one of the F type trams which was not repainted silver in the 1950s and did not have exit doors cut into the motorman's bulkheads.

An acquisition fund has been set up to raise money from interested members to cover the cost of its transport to St Kilda.



Bob Hancock's son and grandson present his motorman's certificate to AETM President Colin Seymour. Bob Hancock was one of the first motormen officially to drive an electric tram in Adelaide,

Neville Smith

A Murder Mystery

On a balmy Saturday evening a week before car No. 1's 90th birthday celebrations, the 'Adelaide Explorer' tram (bus) arrived at St Kilda with a group of passengers. These 17 rather amazingly attired and rather exuberant passengers were celebrating the 50th birthday of one of their number. The expatriate South Australian loves trams and also 'pie-floaters' (a meat pie in pea soup, regarded as a South Australian delicacy), so his daughter had booked the Museum as the venue for the 'Murder Mystery' surprise birthday party.

On arrival, a ride on toastrack 42 set the scene for the evening. This was followed by an entree of mini pie-floaters, served at tables set in a saloon of dropcentre 264 which was decorated with streamers, balloons and a happy 50th birthday sign. All participants had a script to act out the murder mystery and wore the costumes that suited the characters. The script was in sections to allow for the second course of salad plates and dessert of pavlova with tea and coffee.

After the dessert the script warned not to eat the 'green soup' which was thought to be radioactive and possibly the murder weapon (this did nothing for the ego of the cook, Bev Smith). All present later gathered around a birthday cake shaped like a Melbourne articulated tram and the night finished with the tram



The large contingent of former MTT and STA employees gather on the lawn in front of the display gallery for the 90th anniversary of Adelaide's electric trams on 7 March 1999.

Neville Smith

The newly constructed bulkhead has been installed in the crossbench end of E type 118.

Colin Seymour





crew of Kym and Neville Smith hosting a ride down to St Kilda in car 192. This was fairly late and the view back to Adelaide (across the lake with the city lights reflected) was spectacular.

The new Museum coffee mug was a souvenir for the group to take home, as it was costed into the original quote. Catering is a great fund-raiser, and the success of this night in fun and funds was considerable.

Machinery

The wheel lathe is now in operation. A pony wheel axle and wheels originally under Ballarat 34 and swapped over soon after it arrived at St Kilda in 1971, was used to practice the technique and test out the machine. The outer layer on the tyre is tough due to many years of work hardening, but once this layer is through, the lathe is accelerated from 1 to 4 rpm. The final profile tools are used back at 1 rpm, and hand fed in, rather than power fed in, when roughing out.

A door has been constructed in the north wall of the workshop opposite the wheel lathe shed door to load the wheels. A trolley was purchased from the railway workshops at Islington and modified to carry the wheels from one shed to the other. The wheels sent over from the Ballarat Tramway Museum's car 28 were machined over Easter.

Adelaide D type tram No. 192 recently returned to service after a repaint to the 1930s style.

Paul Shillabeer

The commutator-undercutting lathe, which was at Hackney Depot from 1909 and later transferred to Regency Park Workshops, has been purchased and donated to the Museum by Ian Seymour. A shaping machine of unknown age and origin was also obtained.

Other News

The overhead contact wire on the lake section, and at the playground was retensioned in February 1999. A general inspection was carried out at the same time, and fittings adjusted or exchanged where necessary.

A new style of cut off and cut up marks are being trialed. The '/' and 'X' marks have been replaced with 'A' and double 'A' marks, to make the marks directional. The fouling marks in the yard have also been upgraded and are now fitted on all depot roads.

A new dilemma has surfaced at the AETM. With 13 cars now available for service, some of the traffic staff have been known to anguish over which cars to leave in the shed. The maintenance staff, however, are relieved they no longer have to worry about having enough cars available for traffic.

WHITEMAN PARK

Perth Electric Tramway Society

PO Box 257, Mount Lawley, Western Australia 6050

From Michael Stukley

Classic Car Show

The annual Marlow's Classic Car Show was held in the Village at Whiteman Park on Sunday 14 March. In recent years, this show has been based at Mussel Pool. This year's trial change of venue was successful, although there was less demand for the 'free' tram rides provided between Village and Mussel Pool where some visitors were parked. Attendance was similar to the 1998 level of around 10,000. Park Management chartered the trams for the day.

SW2 class 426 entered service at 9:30am, and was followed within the hour by W2 class 368 with the cars crossing at Stockmans Loop. W2 class 393 joined them for the peak period in the afternoon. The trams

SW2 class 426 unloads passengers in the Village on Classic Car Show day, 14 March 1999. Fremantle 29 is on display further down the Mall.

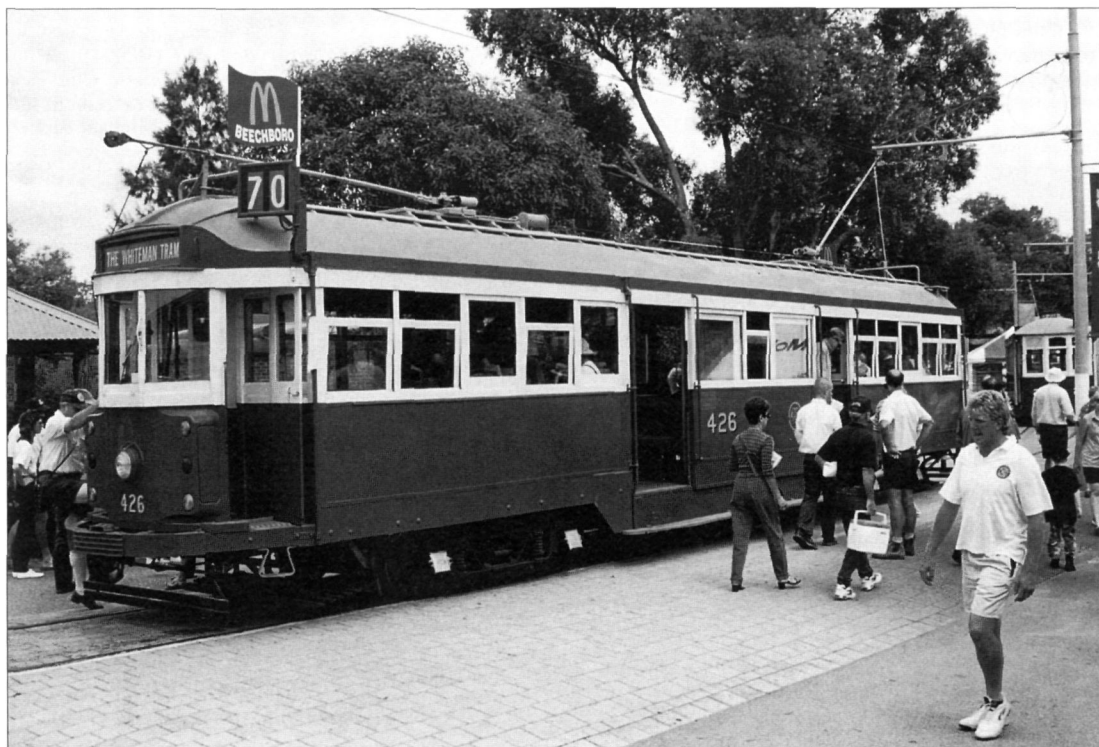
Michael Stukely

achieved a ten-minute turn-around, and the crowds were moved very effectively.

There was a good turnout of members willing to assist, so tram crews and staff manning the stops for crowd control could be relieved regularly and the day was enjoyed by all. This year for the first time, the Society's display was used. It was set up in a tent in the Village Mall directly in front of the Administration building beside Fremantle 29, which was on static display. A steady stream of visitors passed through, and expressed a good deal of interest.

Accreditation

The Western Australian Rail Safety Act 1998 came into effect on 2 February 1999. The Act implements in WA the principles of the Inter-government Agreement on National Rail Safety that has been signed by the Commonwealth, all States and the Northern Territory.





We have now turned our full attention to preparing the Society's application for accreditation.

WAGT E Class 64 Returns

In 1993, the body of Perth E class tram 64 was transferred to McDonald's restaurant in Walter Road, Morley, following its cosmetic restoration at Whiteman Park by McDonald's contractors (see TW May 1993). Since then it has stood on ex-Westrail wagon bogies on a short length of track in front of the restaurant, and has been a popular feature especially for children's functions. With changes under way at the restaurant, No.64 has now been donated back to PETS, complete with a ducted air-conditioning system.

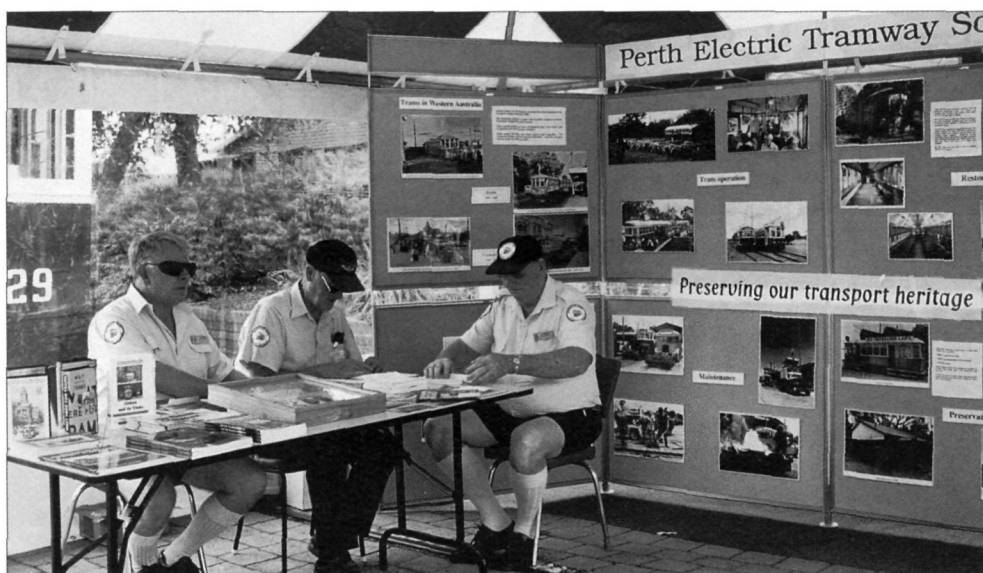
As seen from the Model 'A' Ford display on Classic Car Show day, 14 March: Fremantle 29 stands in the Village Mall, with the PETS display tent at right.

Michael Stukely

Ric Francis had kept in contact with the restaurant manager over the years, and coordinated the recovery of the tram body on Saturday 20 February. A team of PETS members attended during the previous week to remove steps and ramps and prepare the body and the

John Shaw, David Secker and Bill Gilbert with the Society's display in the Village on Classic Car Show day, 14 March 1999. Fremantle 29 can be seen at left.

Michael Stukely



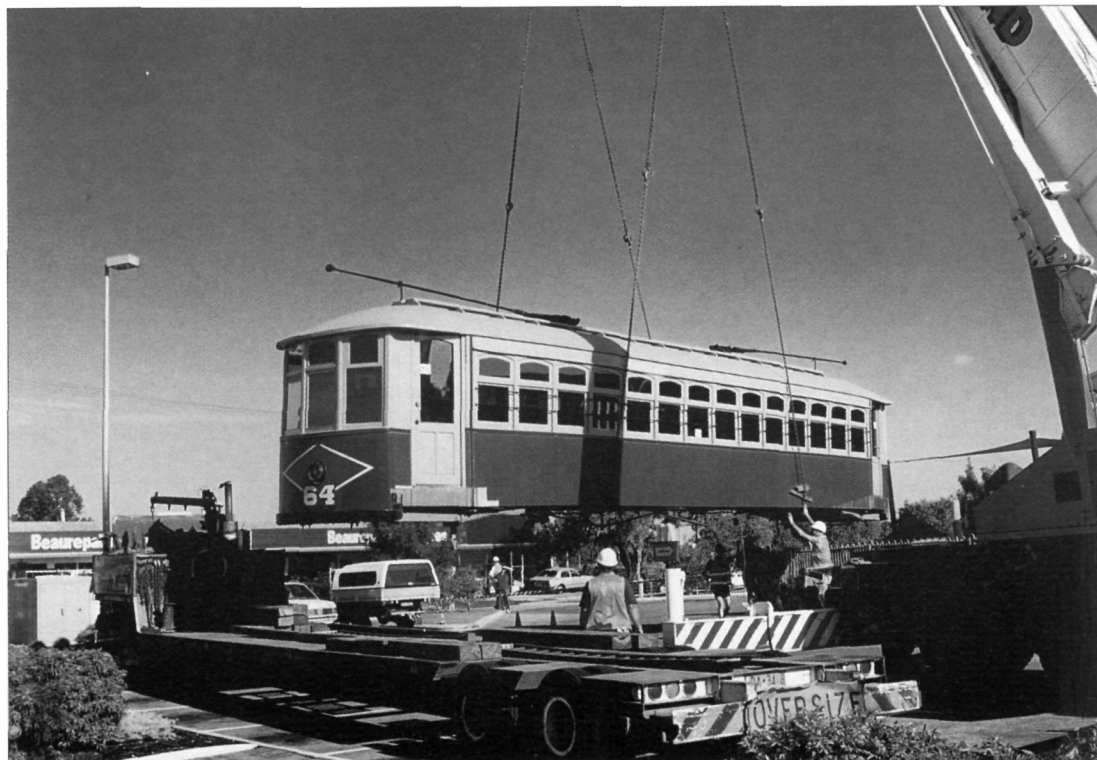


W2 class 368 is surrounded by a sea of cars and people as it passes the Motor Museum (at left), leaving the Village for Mussel Pool on Classic Car Show day, 14 March 1999.

Michael Stukely

The body of Perth E class 64 is loaded onto Trevor Phillips' low loader at McDonald's restaurant in Morley on 20 February 1999.

Michael Stukely





air-conditioning equipment for the move. Additional members were needed on the Saturday to direct traffic to the restaurant's drive-through food outlet and to assist with loading. A 50-tonne crane made short work of lifting the car body and swinging it around onto member, Trevor Phillips' low loader.

The trip to the Park went very smoothly and No.64 was successfully unloaded in the usual way with Trevor's hydraulic jacks. It now rests on shop bogies on No.5 Road in front of the Lindsay Richardson Carbarn. Our grateful thanks to Trevor are again recorded - he made a 3:00am start that morning from Bunbury, and carried out the move at no cost to the Society. In addition, Trevor remained in Perth for our workday on the Sunday, and his low loader was put to good use

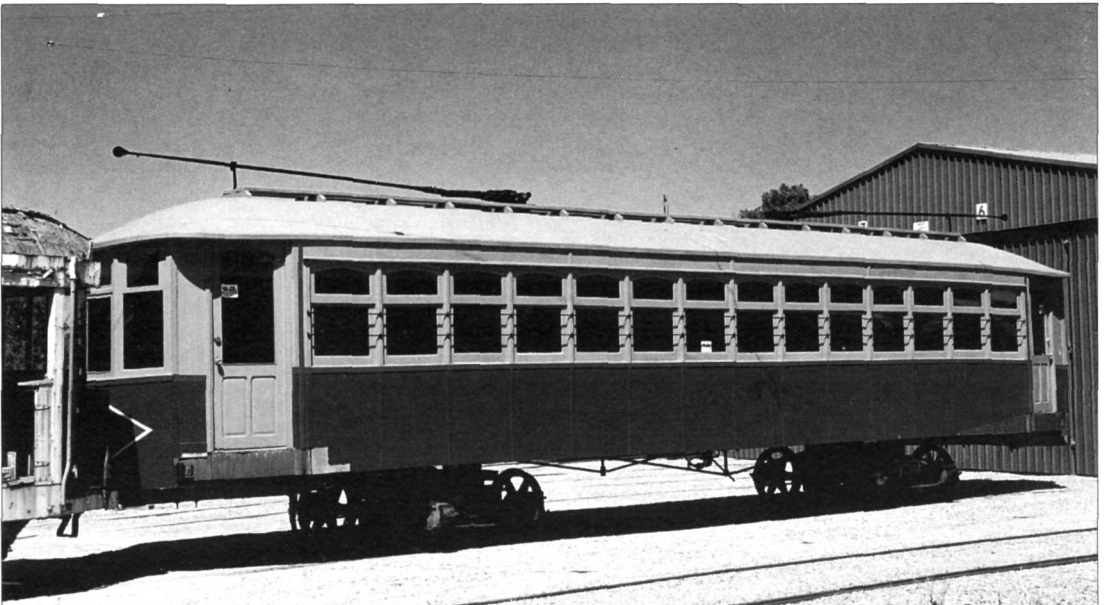
Perth E class 64 on Trevor Phillips' low loader, leaving Morley for Whiteman Park on 20 February 1999, follows a City-bound bus along Walter Road.

Michael Stukely

shifting surplus rails and steel span poles from Lord Street Entrance, and rails from Stockmans Crossing, to the hardstand area in the carbarn precinct.

The body of Perth E class 64 rests on shop bogies on No.5 road on the fan on 21 February 1999.

Michael Stukely



General

The track team led by Lindsay Richardson has carried out major maintenance works. On the weekend of 12-13 December, twelve sleepers were replaced in the Stockmans-Village section near Red Dam and 60m of track were lifted and packed. A heavy day's work was undertaken on 6 March when thirteen sleepers were replaced and packed over a distance of 2 1/2 span-pole spaces westward from Stockmans Crossing. Maintenance has also been carried out on Village Junction Curve.

Park Management have supplied 20 treated pine sleepers to be used in a trial section of our track; a similar trial is to be conducted on the Bennett Brook Railway.

A wooden span pole in the Stockmans-Village section failed in January due to basal rot, and was replaced with a steel pole. One-and-one-half days running were lost. This is likely to be an ongoing

Trevor Phillips (left, on truck) directs crane operator, Ray Blackmore as surplus rail is unloaded onto the newly-fenced lower hardstand area, assisted by Trevor Dennhardt (right), on 21 February 1999.

Michael Stukely

problem with the remaining wooden poles in wetter areas. The upgrade of the overhead on the curves in the Bennett Brook area (between the service road crossing and the western road crossing at Bennett Brook stop) has been completed with the installation of bracket arms and connection of the overhead to the last two concrete poles. Maintenance was also done on the overhead at Stockmans Crossing.

The contractor completed the lower hardstand perimeter fence on 19 February, to a very good standard. More work will be needed in coming months to clear and pave the remaining sections of this area to enable the transfer of further poles and rail for storage. The transfer of stored parts to the spare parts shed from the WP Penningburg Workshop has continued.

Traffic Supervisor, Martin Grant, reports that patronage during the December-January school holidays, with services operating seven days per week, was higher than in the previous year. Perfect weather over the Easter weekend produced very good loadings on the trams. Special mention must be made of conductor Trevor Dennhardt's magnificent effort on the Sunday when he broke the previous record bag for a single car operation. Visiting Victorian member, Bill Kingsley, put in a marathon effort as motorman for the four days straight.



Two cars (W2 class 329 and SW2 class 426) have recently suffered resistor grid breakages in service, and repairs have been carried out. The Wednesday group continues to make steady progress with No. 1 truck overhauls for our service cars.

The body of Perth 2nd E class 125 has been covered with tarpaulins for weather protection. It has been relocated to the end of No.10 road alongside the Lindsay Richardson Carbarn, with the body of Fremantle 36 (which is covered with a fitted, sheet metal roof) in front.

Refurbishment of the ex-WAGT Chevrolet Maple Leaf truck at Narrogin Agricultural School is progressing well. It is expected completion will be about July 1999.

Liaison Officer, Kevin Clarke, has secured a 12-month agreement with McDonald's for advertising on our trams.

During November, Bob Pearce arranged the collection of 16 tramway steel poles in good condition from the former Palm Bowling Club in Subiaco. We thank the City of Subiaco for the donation of the poles, and Burnett Transport for moving them to Whiteman Park at no charge.

The Society has produced a set of seven colour postcards showing our present fleet of service cars in Whiteman Park (two views of Fremantle 29, and one each of W2 class 329, 368, 393, SW2 class 426 and W4 class 674). They were printed to a high standard by the Whiteman Park Print Shop. Cards are available at 50 cents each or \$3.00 for the set, plus postage.

BENDIGO

The Bendigo Trust

1 Tramways Avenue, Bendigo, Victoria 3550

From Len Millar

What's In A Name?

As the marketing gurus of this world would say, the Bendigo Trust has 'repositioned' itself. After 20 years, the Bendigo Trust has adopted a new trading entity, Central Deborah Bendigo, and our branch of the tree will be known as Central Deborah - Bendigo Tramways.

Central Deborah chairman, Dennis O'Hoy, used the launch of the new name on 30 November to announce another welcome sponsorship. Perpetual Trustees,

Long-time PETS member and Archives Officer, Barrie King, unfortunately suffered a second stroke in late 1998 and is now no longer able to take an active role in Society work. However, he is still following our progress with great interest and enjoys hearing news of his many friends in the tramway preservation movement.

Vale Jack Stanbridge

It is with great sadness that we record the passing on 21 March 1999 of Jack Stanbridge after a short illness.

Jack was one of the founders of the railway and tramway preservation movements in Western Australia. He started photographing trains and trams in the 1930s; helped form the Hornby Model Club; was a founding member of the Australian Railway Historical Society (WA Division) and a founding member of the tramway preservation movement in this State. He was honoured in 1987 as a Benefactor Member of the Perth Electric Tramway Society.

Jack's collection of movies and photographs of trains and trams will remain as a tribute to his life's ambition to record Western Australian rail transport for future generations to view. He recently published a selection of pictures in *70 Years of Rails and Wire in Western Australia* (Books 1 and 2).

He will be sadly missed by his friends including large numbers of rail, tram and modelling fans, and his name will be long remembered in Western Australia as Jack Stanbridge of Stanbridge's Hobby Shop.

— Ric Francis

Melbourne, have kindly donated \$15,000 to rebuild one of the 1890 battery trams. The tram was rescued some time ago in very poor condition, but it is hoped that this funding will get the wheels rolling again, by next year.

The battery trams were imported from England in 1890, but the design specification did not adequately allow for Bendigo's hills. The passengers did not take kindly to finishing their journey on foot, horses were

used to bring the failed trams back to the Mollison Street car barn – and the new-fangled technology only lasted a few weeks. Steam trams took over (and one of the steam trailers is in our possession, for eventual attention).

Former Melbourne Volvo bus, No.895 was the first to receive the new corporate identity. Ted Bowles expertly resprayed it in crimson and white livery and the Central Deborah Bendigo signage was applied. After the bus was outshopped, trams returned to the paint shop.

An Icon Retires

Late on the afternoon of Saturday, 6 February, veteran driver Jack Evans drove single trucker No.21 back in to the depot as his last act as a driver on the Bendigo Tramways.

Jack was recruited as a conductor exactly thirty years earlier to the day, with the former State Electricity Commission, and he proudly claims that he was the last person to be trained as driver by the SECV. As our Tramway Superintendent, Dennis Bell, was quoted in the Bendigo Advertiser two days later, "Jack

was our longest serving driver. His retirement is the end of an era."

Canberra enthusiast Earl Ewers was conductor for the day on Jack's tram, and a special sign was affixed to the side of tram 21 pointing out to passengers and passers-by that this was a special day. As Jack drove the tram into the depot he ran over some artfully disguised detonators – much to his surprise and dismay.

His colleagues will miss his quiet but cheerful nature, and marvel how well he carried the Tramway on Saturdays for many years. He would walk the two kilometres from his home to the depot, get the service car ready and shunt the 'display' trams out on to the fan. After a day battling Bendigo motorists in his wonderfully patient and courteous way, he would run in, pay in and shut the 'shop' up for the night – often over 12 hours work!

Jack, we will miss you, but hope that we will keep in touch. In future, as the trams round the curve out of Caledonia Street into Thunder Street past your home, the sound of the foot-gong will be an indication that we are saying "G'day, Jack! Long, happy and healthy retirement. Well done!"

Cafe Tram

Work on Café Tram No.976, has galloped on apace. Many layers of paint have been heat-gunned off, and

Ted Bowles stands beside his handiwork, the new livery on the Central Deborah's Volvo No. 895.

Dennis Bell





an old '976' from the tram's green and cream era has re-appeared on one apron. But many other colours from its later advertising car days were also uncovered and blistered off.

The tables and seats, in four-and-two configuration, are in place, and the tartan cloth upholstery covering has a luxurious feel - at least to your correspondent who was brought up on leather and vinyl. The traditional M&MTB W6 class ceiling light fittings (in an opaque glass half bowl design) have gone, to be replaced by tasteful little flush down-lights. Very modern. A series of speakers in the ceiling have been hooked up to a CD player, perhaps the first permanent installation in an Australian tram.

The upper third of the saloon side of the driver's cabin bulkhead is now mirror, and all the glass wind deflectors, stanchions, grab rails and strap hangers are gone. It will not be any good for all those standees off Swanston Street, Melbourne, in the evening peak any more, but it will be good for pleasant mobile meals on wheels!

The external livery is top secret until the official launch on 14 May by Transport Minister Robin Cooper, but it will certainly be striking - and unique!

New Postcards

A new series of postcards has been produced for sale through our Depot and Mine outlets. Great three-quarter views, taken in the wonderful Bendigo

Jack Evans stands in the doorway beside the sign announcing his retirement attached to the side of car 21 on 6 February.

Dennis Bell

sunshine, of course, show 'summer' car 17, Birney MTT 302, and maximum traction cars P&MTT 44 and SECV 26. The words 'Bendigo, Victoria, Australia' will ensure that the recipients of the postcards will have no doubt as to where these gems can still be ridden.

A 'Lego' Tram

Back in the early 90s, some zealous people put together a huge model of Bendigo Talking Tram No.470 using thousands of Lego building blocks. It has been around Australia to numerous toy fairs, and has now come home, on 'slong-term loan, to the Bendigo Tramways. It will be displayed in the Museum for our visitors to marvel at, and it will a fascinating addition to the various items of tramway memorabilia already in the Museum.

Flyer 2

Sunday, 21 February will be forever marked as the day that Tramway Superintendents don't cut the mustard when it comes to beating over 200 runners with 130 horse-power of Mean Tram Machine! Despite extensive training over the last year since his inaugural humiliation in the Great Bendigo Bank Tram Race, Dennis Bell did it again. He lost!



'Flyer 2', also known as Bendigo bogie car 18, brings up the rear well behind the field of runners during the second Great Bendigo Bank Tram Race on Sunday, 21 February. Courtesy Bendigo Advertiser (Copyright)

Your correspondent suggested last year after the fiasco that ex-Melbourne SW5 No.808 would have no trouble beating the field in 1999 with its 160 horsepower. Oh no! What does the Tramway Superintendent do? Use the same old tired maximum traction car No. 18, and oil a few flanges on the curves. Readers, I despair! This otherwise inestimable man was foolish enough to have another tram bring up the rear (a 'pace tram' he called it!). Think of all those precious volts sapped from 'Flyer 2'! Readers will not be in the least surprised that 'Flyer 2' took 30 seconds longer to cover the same four kilometre course! It was dispassionately observed that the combined age of tram and driver was in excess of 100 years.

Prize money of \$2000 was offered, and still he lost. I regret to announce that this year, more human beings finished ahead of the tram than last year! This Bell fellow was quoted in the Advertiser before the event as saying that the pit crews have been working furiously on 'Flyer 2' to ensure an optimum performance!

Please, Dennis! Use one of the Birneys next year, their power-weight ratio is unbeatable!

Modern Technology Displaces Four-legged Security

Readers will be saddened to hear that the goat security system at the Gasworks Depot has been turned off and some new-fangled electronic gizmo turned on. And now we have to mow the grass, too! Oh well, that's progress.

Modern Technology (Part 2)

At last, the trolley pole-activated flashing lights protecting trams turning in and out of the Calder Highway at the Mine terminus are up and working. The Bendigo Trust and the Tramway Committee had initiated much consultation with both VicRoads and the City Council. As a stop-gap measure, conductors would lean out of tram doorways upon approaching the hazardous left turn into the terminus, and hand-signal motorists to stop, often with spectacular lack of success.

Finally agreement and funding was settled and the signals (which face southbound motorists) were installed. From 17 February our trams have a great deal more protection as they negotiate the curve.



a sper magazine