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MELBOURNE: AN UPDATE AND COMMENTARY

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Front Cover:

A driver's view of the Jubilee Park tram stop from an approaching westbound tram. Sydney's light rail extension from Wentworth Park to Lilyfield was opened on Sunday, 13 August 2000. The spots at the top of the picture are raindrops on the windscreen of the photographer's tram.

Bob Merchant

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Bendigo Birney 30 is seen in unusual surroundings. The car is on a two-year loan to the Sydney Tramway Museum and ran trials on the Museum's Royal National Park line.

Bob Merchant

Back Page Bottom:

Sydney tramcars R1 class 1740 and O class 1111 pose at the Sydney Tramway Museum's Railway Square waiting shed on an evening in July 2000.

Bob Merchant



Bendigo Birney 30 is seen running northbound during the trials on the Royal National Park line of the Sydney Tramway Museum. Birney 30 will be in Sydney until July 2002.

Bob Merchant

MELBOURNE: AN UPDATE AND COMMENTARY

The following extended report is drawn from material prepared by Richard Youl, who started work as a Melbourne tram conductor in November 1987. His driver training started in September 1988 and full driver status was reached 10 months later. A road accident brought this to an end in April 1994. Chats with a number of former workmates and superiors who are still on the job, as well as some personal observations, have resulted in these notes.

Background

Melbourne's tram services were privatised in August 1999. Swanston Trams, whose franchise broadly covers the northeastern and southern portions of the network, is operated by the UK-based National Express Group. Yarra Trams, whose franchise broadly covers the northwestern and southeastern portions of the network, is operated by the Metrolink consortium, headed by Transfield. The consortium includes the French Transdev group which operates 55 city and interurban systems, some of them tram systems, in France. Both franchises run for 12 years, with the operating subsidy provided by the Victorian Government reducing to zero after 10 years.

Changes Over the Past Year

At first glance, few major changes may be evident to the travelling public. Most trams still look the same and service alterations have been minimal (except on Sundays – see details later in this report). However, workers who have found themselves on opposite sides of the fence now have little to do with each other, and transferring from one company to the other is not possible. An employee would have to resign to seek employment with the other company.

Operational responsibilities are now clearly divided. On at least one occasion, a tram from one company broke down and a repair crew had to be despatched. Within minutes a tram from the other company broke down just around the corner, but it remained immobilised for some time because their repair crew was already on another call some distance away and the other company was not allowed to assist.

Fleet Operations, the radio control room which was located at the Engine House, the former cable-winding house at the corner of Nicholson and Gertrude Streets,

Fitzroy, has been divided into smaller units. The Fleet Operations Centre for Swanston Trams was moved to Brunswick and initially Glen Huntly Depots, while Yarra Trams has based its Fleet Operations Centre at Southbank Depot. In June 2000, Swanston Trams transferred all Fleet Operations functions to Brunswick, leaving Glen Huntly to be opened only in emergencies.

Ticketing

The replacement of tram conductors with ticket machines has resulted in many debates in the media over the past decade. While ticket machines on trams now operate as intended, their introduction and use was slowed for several years by technical problems, principally relating to vehicle vibration. A continuing and legitimate criticism by passengers is that the machines accept coins only, and are not equipped to sell all-day tickets which must be bought from shops or railway stations.

One of the promises of the current State Government, on its election to office, was that trams would again carry conductors. However, it took until the 2000-01 State Budget for funds to be allocated for the employment of 100 conductors. How these conductors will be employed has not yet been announced.

Observations suggested that few people were validating tickets. Ticket validation is compulsory for every trip, if only to determine how revenue from fares should be shared between Melbourne's public transport providers.

In March 2000, Yarra Trams began blitzing fare evasion with 50 inspectors spending two days working from each depot. In an attempt to persuade passengers to buy tickets, on-board public address announcements were made from time to time by a company marketing representative. The announcements warn passengers that ticket inspectors are about to board the tram.

Swanston Trams is also blitzing fare evaders. Plain-clothes inspectors are operating in groups of four, and drivers can expect to pick them up three to four times a week. No excuses are accepted for fare evasion.

Timetables and Maps

The most significant change since privatisation has

been to Sunday services. Until recently, nearly all routes had a 30 minute headway all day except on Sunday afternoon when a 20 minute headway operated for about six hours. All routes now have a 12 or 15 minute service for much of the day. In addition, Route 5 has been extended to the University until 7:00pm rather than the previous all day shuttle service. These improvements were implemented by the previous government shortly before privatisation and were part of the privatisation package.

In past years, a reduced service with reduced running times was operated for several weeks after Christmas, reflecting lower passenger numbers during school and business holidays. In January 2000, this reduction did not take place and, although some routes had adequate patronage, others such as Route 69, with a frequent service to cater for the large number of schools along Glenferrie Road, saw near-empty trams crawling along almost deserted streets, drivers battling to avoid running early. The holiday timetables had been a good opportunity to send tramway staff on leave without the need to replace them as would be necessary at other times of the year.

Yarra Trams has produced a new map, and it is disturbing to note that some versions show no trace of Swanston's routes, while other versions show Swanston in very pale grey. While it is normal business practice not to advertise one's competition, passengers wishing to reach a particular destination by tram have relatively little choice as to which company will take them there.

An exception would be a person at the corner of Bourke and Swanston Streets in the city wishing to go to St Kilda Beach. Both companies operate trams to that destination, and share the last 1.6km of track and have very similar running times from the city. As this section of track is owned by Yarra Trams, Swanston Trams is charged for its use.

Automatic Vehicle Monitoring

All trams are now equipped with Automatic Vehicle Monitoring (AVM). Its features include radio telephone contact with Fleet Operations, an emergency help button, the ability of Fleet to address passengers via loud speakers, and to listen to what is happening on a tram, usually after a distress call has been received. AVM also monitors tram speed, which end of the tram is leading, which doors are open and, importantly, where the tram is on its route. This last feature allowed the removal of the once familiar run number plates

(they were always getting 'lost' when tram swaps took place).

Inspectors on city street corners who formerly monitored the service for late running trams or any other problems have also disappeared. The response time using AVM is much slower, and on occasions serious bank-ups of trams have occurred before alternative arrangements could be put in place.

Punctuality

Automatic Vehicle Monitoring has allowed the introduction of the Operation Performance Regime (OPR) system which allows the Government to issue fines to tram companies for early or late running, and cancelled or curtailed services. Drivers are instructed to ensure their tram is correctly assigned into the AVM before leaving the depot, otherwise the system will not record the tram as operating a service.

Each route is divided into five time points. These are 1: the terminus, 2: in most cases the first crossover out from the terminus, 3: the midpoint, 4: usually the last crossover before the destination, and 5: the destination.

Timepoint 1 is monitored for on-time departure as well as cancelled and short-shunted trips. Timepoint 2 is monitored for early, cancelled or short trips (but late trips are not checked). Timepoint 3 is monitored for early, late, short or cancelled trips. Timepoint 4 is checked for short, cancelled or late trips while timepoint 5 is checked only for cancelled or short-shunted trips.

Unfortunately for the tram companies, the Government was advised that it would be reasonable to expect trams to remain within 54 seconds of rostered time at the time points, even though the AVM equipment on some trams can only measure time deviations in full minutes.

In July 2000, the State Government announced that it had fined Swanston Trams \$1.2 million and Yarra Trams \$181,000 for failing to meet their nominated performance targets.

Fines levied by the Government are calculated using 1998 as a starting point, and are based on the number of passengers likely to be inconvenienced. Thus a busy route, such as Route 19, will incur greater fines than the lightly trafficked Route 5. But there is more – different routes using the same section of track sometimes have different running times for the common section. Thus a preceding tram which may be

'dragging the road' or running slow to avoid running early, can be holding up a following tram which is getting later by the minute.

There are some exceptions to the circumstances which involve the incurring of fines. These are for services additional to the master timetable; services to special events; or alterations to services because of a planned parade, special events, state works and certain specified projects. Other circumstances relieving liability for fines include Force Majeure (acts of God, general strikes). The City Circle is completely excluded.

Early in 2000, traffic congestion became decidedly worse for tram operations, particularly for Swanston Trams. With the commencement of road use tolls on Citylink, many motorists have reverted to using Mount Alexander Road, Sydney Road, and Toorak Road.

Damaged Z3 class 130 being loaded onto a low-loader for transport to ADtranz Dandenong. The scene was taken on 7 December 1999 in Coldblo Road, between the two depot buildings forming Malvern Depot.

These roads have become extremely congested, much to the detriment of tram services.

Customer Service Charters

In May, Swanston Trams released publicity brochures announcing a system of compensation for passengers inconvenienced by late or cancelled services. It is confined largely to holders of periodical (monthly or longer) tickets when less than 95% of services run, or less than 80% of services arrive within five minutes of scheduled arrival times. Other passengers may be compensated if they experience a severe delay as a result of company action, or inaction. Compensation will be in the form of free tickets. A similar Customer Service Charter has also been released by Yarra Trams.

The Trams

The most significant recent issue relating to rollingstock has been the withdrawal of W series trams as a result of brake problems. This is the subject of a separate report – see page 21.

With a 24 volt supply now available on W series trams, Yarra Trams has fitted these cars with three-tone transponders, similar to Z series and later trams.



This equipment allows drivers to change the points by turning a switch in the cab; thereby enabling the removal of the remaining overhead points contactors on all but Swanston Trams' W series operated routes.

Although Yarra Trams operates a number of Z3 class trams, they all actually belong to Swanston Trams. In addition, Southbank Depot carried out maintenance work on Swanston Z3s, a rare example of co-operation between the companies. When Yarra Trams receives new trams, the Z3s will return to Swanston Trams and after refurbishment replace the Z1 class cars.

When South Melbourne Depot closed, the new wheel grinder installed around 1985 was abandoned. Southbank Depot was fitted with an old grinder removed from Preston Depot. Malvern Depot has a grinder but it is not used as there were complaints about dust finding its way into the adjoining staff canteen. This resulted in Malvern trams having to be taken to and from Brunswick Depot daily for wheel grinding. When wheels are seriously out-of-round, repairs are carried out at Preston Workshops.

The Track

Track and overhead is still government owned and the companies simply have running rights over it. However when a tram ventures onto the other operator's track, a charge is made. When a Swanston tram has to go to Preston Workshops (in Yarra Trams territory), drivers are directed to go the cheapest (ie the shortest and most direct) way there. Fortunately, the split does not affect the running of charters over both companies' tracks, but there would no doubt be some interesting calculations made for the hiring charge. Restaurant trams pick up passengers at the corner of Whiteman and Clarendon Streets, near Port Junction, where the Port Melbourne and St Kilda routes meet. The author named this junction by erecting an official-looking sign one night almost 10 years ago.

Shortly before Swanston W series were withdrawn from service, nine W series cars had become insulated from the rails at a number of stops in St Kilda Road on 117 occasions. The cause was badly worn out rail, and when sand built up in the groove it was lifting flanges from the rail, leading to concern about possible electrical isolation of the tram from the track. Soon after the cause was established, runs of weld were made along the railhead, a noisy solution to the problem. Excessive use of sand was reportedly a response to the Ws' braking problem.

The track laying teams in Melbourne would be sure to win prizes as the world's quickest for renewing complicated junctions. For example, a few years ago in Brussels, it took two months to replace a half grand union, with trams terminating at the edges of the work site and passengers walking around it, as well as the road being blocked to all traffic in a busy shopping district. In Melbourne, a similar junction at the corner of Nicholson Street and Victoria Parade was relaid, and a third set of curves were added, over just two weekends, with no disruption to weekday services. This is just one of many examples. Other overseas tramway cities close a route for a week just to put in a junction or a crossover, something Melbourne could do in a weekend, or less.

Preston Workshops

The operations and workforce of Preston Workshops have been decreasing steadily since at least the mid 1990s. This trend has accelerated since privatisation in 1999.

One of the main assets remaining at Preston Workshops is a wheel lathe capable of reprofiling wheels while they are still on the tram. This will remain in place until at least July 2001. Trams from both companies receive wheel attention here, and all truck, wheel and motor changes are also carried out at Preston. Another asset still in place at Preston is the jacking system to lift articulated cars.

Preston Workshops does all major bodywork maintenance and repairs for W series trams of both companies and for Yarra Trams' modern vehicles. A workforce of just 31 remains to carry out these duties. Swanston Trams trucks its modern trams to ADtranz at Dandenong for body repairs and maintenance. On several occasions a temporary ramp has been brought to Coldblo Road (between Malvern Depot's two sheds) where the disabled tram is pushed up onto a semi-trailer.

Advertising liveries no longer involve the use of paint. They are applied at depots using materials fixed by adhesives, so the Preston paint shop now has little to do. There is no current routine repainting of trams; repainting occurs only in conjunction with accident damage repairs.

As for the future, there is a proposal to make Preston Workshops a museum for historic trams. However, another contender for such a facility is the former railway workshops at Newport, a location which is

well distant from the city's tram network. Although the former Hawthorn Depot has been identified as a possible tramway museum in the past, it is unlikely that it will ever be used for other than a storage facility in the future.

Staff and Management

Shortly before privatisation Yarra Trams released 117 drivers from employment for a variety of reasons. In seeking new staff, Yarra does not re-employ former employees. However, Swanston considers people with tramway experience, provided their previous work record is satisfactory, to be a good find.

The Future

Swanston Trams has ordered 59 new trams of the Siemens Combino type. Plans released show two versions, one of three sections and the other of five sections. They are of the 100% low floor design and

Car 1011 is seen at the corner of Latrobe and Swanston Streets on 22 April 2000. Although carrying City Circle colours, this car has not been modified to City Circle standards and requires a Customer Services employee to act as conductor. Ray Marsh

will introduce other new features to the tramway. Plans released reveal that the short version will seat 38 and the long version 58, (8 more than a W series car), a very low seating capacity. There is no provision for a driver's exterior door, something that is essential for changing the many hand-operated points, as well as overcoming the occasional failure of automatic points. The Union has raised this matter with the company. Wheel arrangement is the 'three rooms and two baths' (like Sydney's LRVs) for the long version, and 'two rooms and a bath' for the short version. The new trams are due to start arriving from 2002.

Yarra Trams will benefit from the 2km extension of Route 109 Mont Albert to Box Hill, scheduled for completion in 2002; the extension of the East Burwood route to Knox City; and the completion of the Docklands loop which will join existing extensions of the La Trobe and Flinders Street lines.

Thirty-one new low floor trams have been ordered and the Z3, A and B series fleets will be upgraded. Other commitments include the provision of increased services and improved tram stop information.

Yarra's new trams will be the Citadis type 302. The first one, to be built in France by Alstom is due for





delivery in mid 2001. It is likely to be designated the C class and numbered 3001. It will be 2.65 metres wide, marginally narrower than a B series car which is 2.67 metres in width. Swanston's Combino will be of similar width.

In 1999, Swanston listed a number of possible projects for evaluation. They included ticket machines at CBD locations, a City Sights tram service, all night tram services, deviation of Route 82 to Highpoint Shopping Centre, a Park Street link (connecting Route 55 to Route 1), creating a tram maintenance facility at either Malvern or Glen Huntly Depot, consolidation of depots, tram stop improvements, and traffic management improvements through negotiations with suburban councils and VicRoads. Reports on these were to be made during 2000, with completion dates varying with project complexity.

The next five years bring the promise of major changes to Melbourne's tramway system which will far surpass those which have occurred in the first twelve months of privatisation. With route extensions, new rollingstock acquisitions and continuing attention to issues of concern to the travelling public, Yarra Trams and Swanston Trams have the potential to breathe new life into one of the world's largest tramway systems.

Further information on Swanston Trams and Yarra Trams can be obtained through their respective web sites: www.swanstontrams.com.au and www.yarratrams.com.au

B2 class 2020, one of the first four trams in Yarra Trams' new livery, is seen in Spencer Street bound for Bundoora RMIT on 14 February 2000. Chris Olsen

Starting its long journey to Bundoora RMIT, B2 class 2052 climbs away from the Docklands area on the extension of Latrobe Street, on 26 March 2000.

Ray Marsh



Olympic Torch Relay and the Sydney Tramway Museum

On Monday, 11 September 2000 the Olympic Torch Relay arrives in the Sydney metropolitan area. At 4:38pm that afternoon the Olympic flame will be carried on Sydney C class tram 290 at the Sydney Tramway Museum.

WHAT'S IN A NAME?

The Titles of Government Street Transport Undertakings in New South Wales

By Ross Willson

Many organisations, government and private sector, undergo changes in name and structure over a period of time. Changes in administrative arrangements in the public sector, and mergers, takeovers or sell-offs in the private sector, are all very familiar. Transfers from private ownership to government, or the reverse, privatisation, are also common.

The street transport undertakings of the NSW Government have been the subject of many such changes. Some of them reflected evolving attitudes to the administration of large public corporations. Others reflected the tangled skein of Colonial and State politics in New South Wales.

Among the many changes over the years some key aspects stand out. From their inception in 1861 until 1930, government tramways in NSW were part of a combined railway and tramway operation. This led to the tramways having many features of railway practice, particularly in the areas of signalling and safeworking, and it resulted in operations such as transfers of trams along railway lines between disconnected parts of the system. Conversely the tramways were at times disadvantaged by being subordinate to the dominant railway interests of the combined undertaking, and there were no benefits for customers such as through ticketing.

From 1930 until 1972, the street transport services (by the end of this period of course entirely buses) were separate from the railways. In the latter year they were recombined, this time with Sydney's ferries also included in the one organisation. This monolith was short-lived: in 1980 the street transport services, together with the ferries, were again separated from the railways.

Following are the details of the legislative and administrative arrangements of the street transport undertakings of the New South Wales Government. The dates shown after the short title of individual Acts cited below are the dates when the Act received the Royal Assent and when it was brought into force by a proclamation made by the Governor or otherwise expressed to commence in the Act itself.

During the period of operation of the Pitt Street horse tramway (1861-1866) and the Government

steam tramways, the relevant legislation was the Government Railways Act, 1858 – 22 Vic. No.19 – 24/11/1858 – 1/12/1858) which created a body corporate known as the 'Commissioner for Railways' which consisted of a single Commissioner for Railways.

The Government Railways Act, 1888 (51 Vic. No.35 – 17/5/1888 – 22/10/1888 created 'The Railway Commissioners of New South Wales' consisting of a Chief Commissioner and two Commissioners. The numbering of individual Acts was altered by the Interpretation Act, 1897 by replacing regnal years by calendar years. Regnal years begin on the anniversary of the reigning monarch's accession.

The Act of 1888 and its subsequent amendments were consolidated as the Government Railways Act, 1901 – (1901, No.6 – 3/10/1901).

The Railway Commissioners' Appointment Act, 1906 – (1906, No.7 – 8/9/1906 – 4/4/1907) – established the 'Chief Commissioner for Railways and Tramways' consisting of a Chief Commissioner for Railways and Tramways together with an Assistant Commissioner of Railways and an Assistant Commissioner of Tramways.

The Government Railways Act, 1901 was consolidated as the Government Railways Act (No. 2), 1912 – (1912, No.30 – 26/11/1912). The Government Railways (Amendment) Act, 1916 – (1916, No.69 – 11/12/1916 – 1/1/1917) – established the 'Railway Commissioners for New South Wales' consisting of a Chief Railway Commissioner for NSW, a Deputy Chief Railway Commissioner and two Assistant Railway Commissioners.

The Government Railways (Amendment) Act, 1924 – (1924, No.73 – 24/12/1924) provided for appointment of a Chief Railway Commissioner appointed by the Governor and four Area Commissioners appointed by the Chief Commissioner.

The application of this Act to tramways was covered by the definition of railway in paragraph 3(j) of the Act of 1912, which provided that: 'Railway' means any railway by this Act vested in the Commissioners, and includes any tramway vested in or under the control of the Commissioners.

With effect from 5 August 1930, the Transport Act, 1930 – (1930, No.18 – 4/6/1930 – 5/8/1930) transferred the administrative responsibility for the control of the tramways at Sydney from the Railway Commissioners to the Metropolitan Transport Trust. This implemented the separation between the tramways and the railways. The Trust consisted of the Commissioner for Road Transport (chairman), a representative of metropolitan business interests (vice-chairman) and one representative of each of the City, Northern, Southern, Eastern and Western constituencies. There was also a Tramway Management Board, which comprised the General Manager (chairman), Chief Engineer and Chief Traffic Manager.

With effect from 1 February 1931, a proclamation made under the Act of 1930 transferred control of the tramways at Newcastle to the Newcastle and District Transport Trust which consisted of the Commissioner for Road Transport (chairman) and 1 representative of each of Nos.1 to 5 constituencies.

The State Transport (Co-ordination) Act, 1931 – (1931, No.32 – 17/8/1931 – 31/8/1931) appointed a State Transport (Co-ordination) Board with powers over the Railway Commissioners and other State Transport bodies.

The Ministry of Transport Act, 1932 – (1932, No.3 – 22/3/1932) – abolished the Railway Commissioners, Newcastle and District Transport Trust, Tramway

Management Board and State Transport (Co-ordination) Board, Main Roads Board of NSW. and State Transport (Co-ordination) Board. It established a Minister for Transport, and a Department of Transport divided into nine branches (Railway and Tramway Transportation, Power and Mechanical, Way and Works, Commercial, Finance, Staff, Legal and the Secretary to the Board of Commissioners.) It created 'The Transport Commissioners of NSW.' consisting of the Chief Transport Commissioner, seven Transport Commissioners together with the Commissioner of Police.

This scheme provided to be unworkable and the responsibility was delegated to a Board of Commissioners on 8 August 1932. The tramways came under the control of the Acting Commissioner for Road Transport and Tramways on 9 August 1932.

The Transport (Division of Functions) Act, 1932 – (1932, No.31 – 19/11/1932 – 29/12/1932) – abolished the Department of Transport and Transport Commissioners and established the Ministry of Transport and three statutory authorities styled the Commissioners for and Departments of Railways, Road Transport and Tramways and Main Roads. Provision was made for appointment of an Assistant Commissioner in each case.

The Transport and Highways Act, 1950 – (1950, No.10 – 26/4/1950 – 22/5/1950) – established the



Double deck omnibus 1572 (AEC Regent/ Waddington, 1937), R1 class tram 1984 (Commonwealth Engineering, 1936) and double deck trolleybus 24 (AEC/Ritchie Bros 1937) pose for an official photograph at the corner of Park and College Streets, Sydney.

Bob Merchant Collection

Transport and Highways Commission and the Director of Transport and Highways. The Commission consisted of the Director, one representative of employees engaged in the transport industry, one representative of rural industry, one representative of trade and commerce, the Commissioner for Railways, Commissioner for Road Transport and Tramways and President of the Maritime Services of Board.

The Transport (Division of Functions) (Amendment) Act, 1952 – (1952, No.15 – 14/4/1952 – 1/6/1952) – provided that there were to be no further appointments of Assistant Commissioners. It divided the Department of Road Transport and Tramways into the Departments of (and Commissioners for) Government Tram and Omnibus Services and Motor Transport.

The Transport (Division of Functions) (Further Amendment) Act, 1952 – (1952, No.24 – 13/10/1952 – 27/10/1952) – abolished the Director of Transport and Highways and the Commission. The names of the Department of and Commissioner for Government Tram and Omnibus Services were altered to Government Transport.

The Public Transport Commission Act, 1972 – (1972, No.53 – 17/10/1972 – 20/10/1972) – established the Public Transport Commission of NSW. It consisted of a Chief Commissioner, two appointed and two nominated Commissioners. This Act brought street transport, ferries and railways into a single organisation.

The Transport Authorities Act, 1980 (1980, No.103 – 1/5/1980 – 1/7/1980) – established an Urban Transit Authority NSW. It consisted of four ex officio members (Managing Director of the Urban Transit Authority, Commissioner for Motor Transport, Deputy Chief Executive (Industrial Relations) of the State Rail Authority and the General Manager, Operations, of the State Rail Authority); and six appointed members (Chairman of the Authority, one representative of each of commuters, omnibus proprietors, taxi-cab proprietors, one elected representative of employees and one nominee of the Labor Council of NSW). Buses and ferries were again separated from rail services, but the Act specified that the 'State Rail Authority shall, on a regular basis, consult with the Urban Transit Authority in connection with the provision and operation of rail services...'. This provision and others in the Act, and the inclusion of two State Rail Authority representatives on the Urban Transit Authority, were intended to promote the co-

ordination of urban passenger services.

The Transport Administration Act, 1988 – (1988, No.109 – 21/12/1988 – 16/1/1989) – abolished the Urban Transit Authority and created the State Transit Authority of NSW and State Transit Authority Board consisting of the Chief Executive and between four and seven members appointed by the Minister for Transport. In summary, the bodies corporate referred to above have been known as the:

- Commissioner for Railways (1861-1888)
- Railway Commissioners of New South Wales (1888-1907)
- Chief Commissioner for Railways and Tramways (1907-1916)
- Railway Commissioners for New South Wales (1917-1930)
- Metropolitan Transport Trust (1930-1932)
- Newcastle and District Transport Trust (1931-1932)
- Transport Commissioners of New South Wales (1932)
- Commissioner for Road Transport and Tramways (1932-1952)
- Commissioner for Government Tram and Omnibus Services (1952)
- Commissioner for Government Transport (1952-1972)
- Public Transport Commission (1972-1980)
- Urban Transit Authority of New South Wales (1980-1989)
- State Transit Authority of New South Wales (1989-)

The operating titles (as shown in the relevant annual or periodical report) have been:

- Railways of New South Wales (1861-1878)
- Railways and Tramways of New South Wales (1879-1888)
- New South Wales Government Railways and Tramways (1888-1930)
- Metropolitan Transport Trust (1930-1932)
- Newcastle and District Transport Trust (1931-1932)
- Transport Commissioners of New South Wales (1932)
- Department of Road Transport and Tramways (1932-1952)
- Department of Government Tram and Omnibus Services (1952)
- Department of Government Transport (1952-1972)
- Public Transport Commission (1972-1980)
- Urban Transit Authority of New South Wales (1980-1989)
- State Transit Authority of New South Wales (1989-)

One wonders how long it will be before the next change is introduced, in the interests of efficiency, accountability and promotion of the latest concepts in corporate management.

The author gratefully acknowledges input to this article from Dale Budd.

HERE AND THERE

NEWS ITEMS OF INTEREST FROM ALL OVER

Sydney – Metro Light Rail

The first trial run over the new extension from Wentworth Park to Catherine Street, Lilyfield took place on Thursday, 22 June. Car 2101, driven by Operations Manager Dodi Rogan, took company executives on an inspection of the line. The following day trials continued with control staff operating the trams. On Monday 26 June, Ted Gay became the first regular driver over the new line when he drove car 2107 to check clearances and adjust mirrors.

In July, a 'ghost' service was operated over the extension during daylight hours. Regular service trams arriving at Wentworth Park changed destination signs to 'Not in Service' and continued all stops to Lilyfield for driver familiarisation and timetable checking.

A preview inspection of the new extension was arranged for the Glebe Society on Saturday, 15 July

2000. Organised as a fund-raising venture by the Society, the tour commenced at the Glebe stop at the eastern end of the former goods railway tunnel with a standing load on car 2101. Inspection stops of about 15 minutes duration were made at Jubilee Park (western end of the tunnel), Rozelle Bay and Lilyfield. A 60km/h run was made back to Jubilee Park where many passengers alighted. The tram continued to Glebe while those passengers who had alighted were given a walking inspection through the tunnel back to the Glebe stop.

LRV 2101 on its inspection run near Catherine Street, Lilyfield on 22 June 2000. The Lilyfield tram terminus is under the bridge in the background. Vic Solomons





The tram stop at Glebe, at the eastern end of the tunnel under the Glebe ridge and the first stop on the new extension, is being completed in this view taken on 22 June 2000.

Vic Solomons

Members and friends of the Glebe Society, a strong supporter of the light rail extension, inspect facilities at the Jubilee Park tram stop at the western end of the tunnel on 15 July 2000.

Greg Sutherland



Sydney – Light Rail Extension Opens

The extension of Sydney's light rail line from Wentworth Park to Lilyfield was officially opened in a ceremony at Jubilee Park on Sunday, 13 August 2000. The opening was held in overcast weather with occasional drizzle, which did not dampen the enthusiasm of the attending crowd.

From 10:00am photographers and journalists from the media arrived and set up their equipment. At 10:45am the Premier of NSW was met at the Victoria Street entrance to the Jubilee Park tram stop by Kevin Warrell, General Manager of CGEA Transport Management Sydney, the operators of the light rail line.

The opening proceedings commenced at 11:00am with the master of ceremonies introducing Paul Espie, Chairman of the Sydney Light Rail Company. Councillor Marie Sheehan, Mayor of Leichhardt, provided a brief history of the tram and rail services in the Leichhardt municipality.

The Minister for Transport and Roads, Carl Scully was followed by the Premier of NSW, Bob Carr who unveiled a plaque and declared the inner western extension open.

The Epping RSL Kangaroo Marching Band struck up the music and the first official tram, No. 2102



This sign announcing the opening of the Lilyfield extension was erected on Sunday morning at each tram stop along the new extension. Dale Budd

driven by Operations Manager Dodie Rogan, broke through the banner covering the tunnel mouth at the end of the platform. To the sound of track detonators and in a cloud of smoke, it came to a stand about one metre from a black ribbon stretched across the track opposite the official dais. The Premier stepped forward and cut the ribbon, all but hidden from view by the press and television camera crews.

A large banner was erected across the entrance to the tunnel at Jubilee Park. The Epping RSL Kangaroo Marching Band (at left) entertained the crowd during the proceedings. Bob Merchant



The Minister for Transport and Roads, Carl Scully MP addresses the assembly from the carpeted shelter during the opening ceremony.

Bob Merchant



Two views of 2102, the official first tram breaking through the banner to the sound of exploding detonators.

Above: John Dunn
Below: Howard Clark



The master of ceremonies then advised attendees they were welcome to ride the first tram and encouraged them to attend the family fun day at adjoining Bicentennial Park. The official party and invited guests joined the tram for a return run to Lilyfield before adjourning to Bicentennial Park for refreshments.

Two trams more trams arrived in quick succession following 2102's departure for Lilyfield. These quickly filled and headed west to Lilyfield. Tram 2107 was the first to make the full passenger journey from Central to Lilyfield.

A special \$2.00 All Day Ticket Pass, available only on the day and valid for unlimited travel, was issued at the four new stops to commemorate the launch of the Metro Light Rail Inner Western Extension. It enabled travellers to ride the entire light rail line all day.



The special souvenir All Day Ticket Pass issued on 13 August to mark the opening of the western extension of the Metro light rail line from Wentworth Park to Lilyfield. Actual size of the ticket is 85mm x 54mm.

2102 draws up to the ribbon amid a swirling cloud of smoke. The lights of the following tram can be seen in the tunnel.

John Dunn



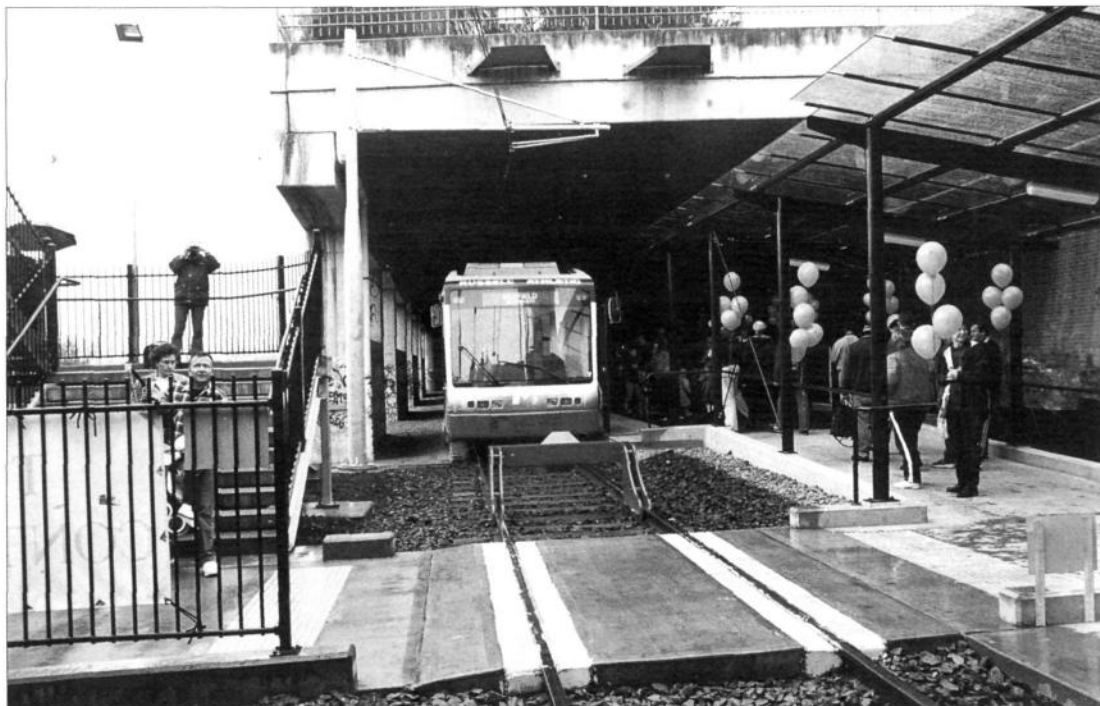


The media, with wide-angle lenses, jostle for positions and hide the Premier, Bob Carr from view during the cutting of the ribbon to mark the extension open.

Dale Budd

The first passenger-carrying tram to make the full trip from Central to Lilyfield was 2107, seen here at the terminus which is located under part of the City West Link Road. When further western extensions take place Lilyfield will, it appears, become an island tram stop.

Dale Budd





Tram 2102 approaches Wentworth Park from under the bridge carrying the Western Distributor. It is proceeding onto track constructed for the new extension.

Bob Merchant

Tram 2101 has left Wentworth Park and is about to cross the bridge over Wattle Street on its journey to Lilyfield. The line traverses a curving brick viaduct between this point and the Glebe tram stop.

Dale Budd





A view from above the tunnel at the Jubilee Park tram stop with tram 2103 about to depart for Lilyfield. The construction depot in the centre of the view is to become a commuter car park.

Howard Clark

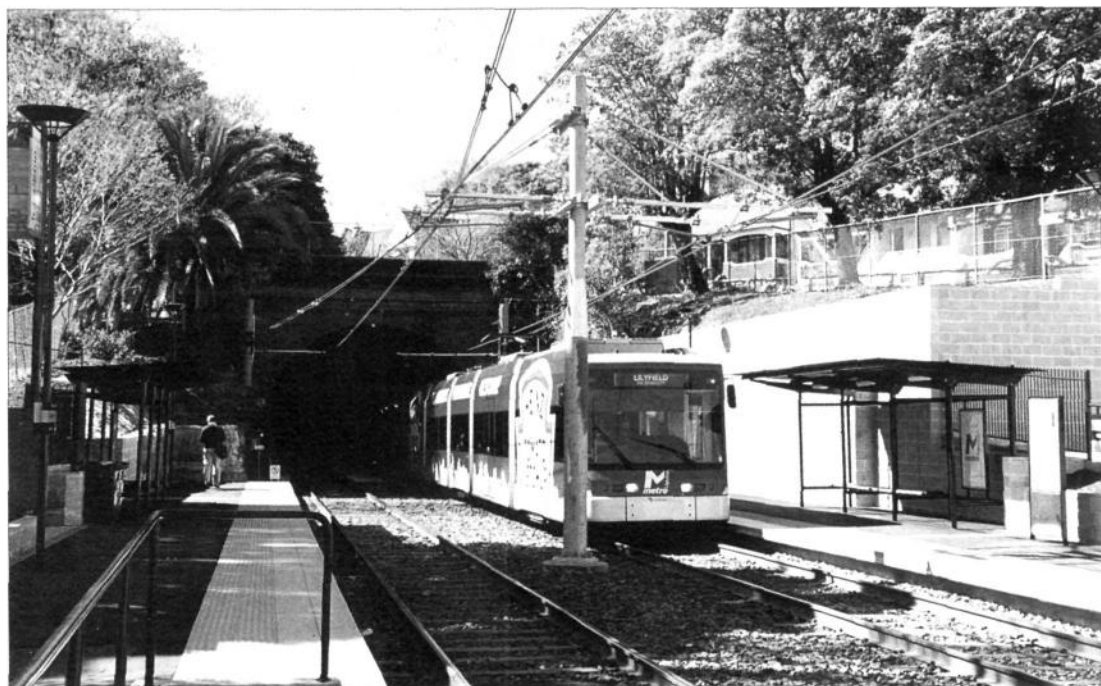
The tram stop at Rozelle Bay is constructed on an embankment running between The Crescent and Bayview Crescent on the tip of the ridge overlooking Rozelle Bay. This view is from an approaching city-bound tram.

Dale Budd





These two pictures were taken at the same location, more than a third of a century apart. In the top photo, taken in February 1967, a steam-hauled suburban goods train is leaving the western end of the Glebe tunnel. Below, a light rail vehicle leaves the tunnel in August 2000. The residents of the nearby houses would never have imagined in 1967 that one day they would be able to board a tram at this spot. Above: Eddie Oliver Below: Dale Budd





This sign was placed at the foot of the access stairs at Lilyfield. An extension west and south to the centre of Sydney's Italian district at Norton Street, Leichhardt is desired. This view is looking west under the Catherine Street overbridge.

Dale Budd

Melbourne – W Series Brake Problems

On 2 June, SW6 class 869 collided with the rear of Z1 class 75 on an up journey in St Kilda Road near Albert Road. The SW6 suffered considerable damage but the Z1 was repaired at its depot. Pending further investigation of the accident, the blame was put on 869's brakes.

Meanwhile, Yarra Trams' W series trams continued to operate until Wednesday, 14 June. On that day, one of that class suffered brake failure, which fortunately did not result in a collision. The Government's response was to order the withdrawal of all W series trams from service. As a result, the City Circle operates a reduced service and only between the peak hours, using four A series trams from Kew Depot. In addition, all 'day in' routine maintenance carried out at Southbank Depot on Yarra trams is performed during the night, with only two Swanston trams being serviced during the day shift to increase fleet availability.

The entire braking system on one W series tram has been dismantled for evaluation but progress towards a return to service appears to be slow. With a shortage of 50 trams, it is clear that there are gaps in services which cannot be filled. Following temporary, more severe service cuts, by late August Yarra Trams had combined routes 11 and 12 to minimise the impact of the shortage, while Swanston Trams was operating

route 16 as a shuttle between St Kilda Junction and St Kilda Beach. A press report in mid-August reconfirmed that the Ws would be returning to service, but no date has been set.

Brisbane – Light Rail Plans Shelved

The Queensland State Government has announced that the proposed Brisbane Light Rail project will not proceed at this time.

The Minister for Transport and Main Roads, Steve Bredhauer said the project had been the subject of detailed evaluation by the State Government, but in spite of its obvious merits, significant difficulties remained. Evaluating the tender process had taken longer than expected because the consortium bids required significantly higher financial contributions from the State Government than initially anticipated. This meant that the State government had been faced with the prospect of having to contribute at least an additional \$80 million to enable the project to proceed.

Another key issue was the disruption that would occur in the inner city if the project was to proceed while major events and other projects were also under way or planned to start in the near future. These events and major projects include the Goodwill Games, South East Transit project, Inner Northern Busway, Brisbane City Council's Inner City Bypass, the Roma Street Parklands project and a number of private sector developments in the inner city area.

These facts, together with significant construction impacts, meant that it would not be possible to build



the project within the time frame required under the Centenary of Federation funding agreement between the Federal and State governments without causing significant disruption in the inner city.

Mr Bredhauer also indicated the State Government would talk with Federal counterparts about using \$65 million of Centenary of Federation funds, which had been allocated to the light rail scheme, to support alternative public transport projects in Brisbane.

Hobart's Planned Waterfront Tramway

Hobart's plan for a waterfront tramway is still moving forward. The restoration of tram No. 39, which started last December is expected to be completed by August 2000. A restorer from the Tasmanian Museum and Art Gallery, Tony Coleman, is carrying out the restoration work.

Hobart City Council is funding the restoration from a project budget of \$100,000 this financial year. The supply and installation of mechanical components is listed for council funding in the 2000-2001 budget. The restoration of a double-deck tramcar is also contemplated, with the estimated cost of both projects being \$250,000.

Four A class cars from Kew depot are running a reduced City Circle service during the W series withdrawal period. A black on white full dash sign reading 'City Circle/Reduced Service' identifies the cars operating the service.

Ray Marsh

A man living at Mount Seymour, south east of Oatlands had owned tram 39 before the council bought it. The council is yet to resolve where No. 39 will reside until the tramway becomes a reality but it is expected to go on public display.

Mr Coleman reported it was not an easy restoration as there had been three different owners in later years who had made changes to the body or started restoration in some way. There are no plans and no photographs of the interior. However, most of the tram's original Blackwood, Kauri pine and Huon pine features remain.

The restored tram is to be unveiled by the Rt Hon the Lord Mayor of Hobart, Alderman Rob Valentine on Thursday, 24 August at a function commencing at 6:00pm at the old Moonah bus workshops.

London – Croydon Tramlink Opens

Croydon Tramlink in South London has commenced passenger operations after a troubled start. The first 11km of the light rail service opened on 5 May 2000, 49 years after the last tram route in Croydon closed. The opening was delayed for almost six months by a number of frustrating problems. The section first opened is route 3, which runs from the Croydon town centre loop to Addington Village and New Addington.

The 7km second section, route 2, which junctions from route 1 at Sandilands and serves Addiscombe, Woodside Birkbeck and Beckenham Junction, opened on 23 May. The system was completed on 30 May when the 10km route 1 opened to Elmers End, Mitcham Junction and Wimbledon. FirstGroup, a bus and rail operator runs the system for Tramtrack Croydon Ltd on the basis of a 100-year operating lease.

The new tramway interchanges with the Underground District line at Wimbledon, and with rail services at Wimbledon, Mitcham Junction, West Croydon, East Croydon, Elmers End, Birkbeck and Beckenham Junction. Major bus interchanges are provided at Wimbledon, West Croydon, East Croydon, Elmers End, Beckenham Junction, Addington Village and New Addington. All services traverse the central Croydon loop in a clockwise direction.

Twenty-four new trams serve the 38 stops on the three routes and travel at up to 80km/h in off-street areas. Numbering of the new vehicles carries on from the number series of the former London tramways. The initial timetables provide services from 6:00am to midnight every seven minutes in the daytime and 15 minutes at other times, Mondays to Saturdays, on route 3, and every 12 minutes daytime, 30 minutes at other times on routes 1 and 2. Sunday services are 15 minutes and 30 minutes respectively from 7:00am to midnight.

The Croydon Tramlink cars are of the Siemens Combino type. There will be a strong resemblance in outline between these vehicles and the Combino cars ordered by Melbourne's Swanston Trams.

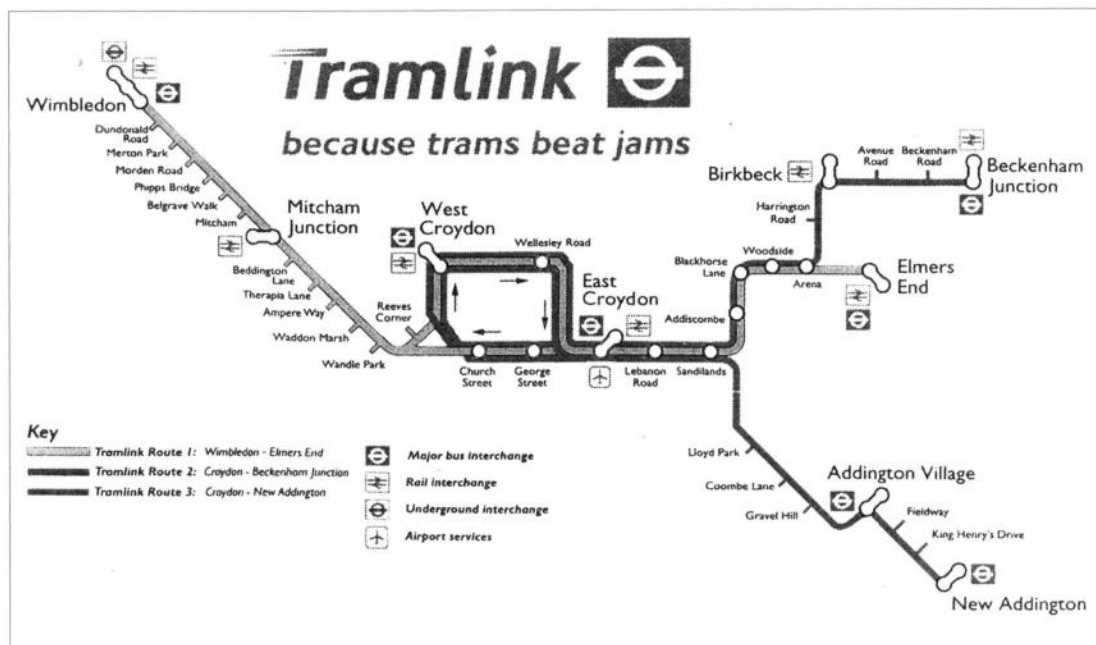
Passengers board Croydon tram 2543 at Sandilands on 7 July 2000.
Howard Clark





Croydon tram 2549 approaches Arena from Elmers End. The Beckenham Junction line swings off to the left of the photographer a short distance in front of the approaching tram.

Howard Clark





Croydon tram 2545 is seen on an outbound journey to New Addington between Lebanon Road and Sandilands.

Howard Clark

Oops!

Some text managed to disappear from the May issue. The missing words are as follows:

Page 4:

The last line on page 4 is missing. The sentence continues to page 6 and should read "An air-conditioner was fitted in both saloons, in the space previously occupied by electrical switches above the driver's access doors."

Page 18:

The first word – "The" – is missing from the first line on this page.

COTMA

Council of Tramway Museums of Australasia

Executive Officer, 158 Lorne Street, Fawkner, Victoria 3060

<http://users.netwit.net.au/~btm/cotma>

From Richard Gilbert and Carolyn Dean

COTMA's 25th anniversary Conference is being held in Ballarat from Friday evening 17 November to Thursday morning 23 November 2000. Those who indicated initial interest in attending the Conference should have received conference registration forms. The details have been set, and the partners' program and the two post-conference tours have been finalised.

Local supporting agencies, such as Sovereign Hill, Events Ballarat, City promotional coordinators and local business have warmly acclaimed this exciting Conference. The fact that our 25th Anniversary Conference is being held in Ballarat has prompted an enthusiastic response from our local politicians and leaders in the business world.

The conference will be a fitting commemoration of the 25th anniversary of COTMA. It is being held in the city that saw the first and formation meeting of COTMA in April 1975.

We encourage all who can to come along, revitalise old friendships, make new friends, enjoy the hospitality that Ballarat has to offer and partake in an exciting programme of COTMA related events, and socialise with the aid of kindred group attractions such as tourist railways.

The program will see practical workshop discussion sessions, visits to museum sites and convivial socialising. Outings will take participants to the Central Highlands Tourist Railway at Daylesford, with dinner in a 1909 period country hall, a visit to the Ballarat Tramway Museum property at Bungaree and a dinner at the 'local footy club' rooms.

The popular shining staged spectacular will be the evening sound and light show 'Blood on the Southern Cross' which tells the story of the Eureka uprising.

We ask museums attending to bring a 'brag' report covering events at their museum over the last two years and to advise us in what format the presentation will be made. All formats are catered for and the maximum time of a 'brag' is 15 minutes.

Two post-conference tours will be run. Tour 1 will

commence on Thursday morning 23 November. It will take us to Bendigo via the Victorian Goldfields Railway at Maldon. A fantastic visit to the Bendigo Tramways is promised. Dinner will be offered on the Cafe Tram. An overnight option allows for a journey to Melbourne via the Tramway Museum Society's site at Bylands.

After a free weekend in Melbourne, Tour 2 will commence on Monday, 27 November and take us on a 5-day tour of western Victoria along the rugged coastline. A visit to all the attractions along the Great Ocean Road and the Cable Tramway at Portland, plus the Limestone Coast Railway at Mount Gambier, will satisfy the rail interest diet. We will also visit the Mary McKillop museum at Penola and the rich winegrowing area around that truly South Australian town with its magnificent stone buildings. The journey between Mount Gambier and Penola will be by train.

The daily schedule will be Monday 27 November Melbourne to Warrnambool, Tuesday Warrnambool to Portland, Wednesday Portland to Mount Gambier, Thursday Mount Gambier to Grampians, Friday 1 December Grampians to Melbourne.

Bookings and enquiries are welcome and should be directed to Carolyn Dean, 8 Northwood Street, Ringwood East, Victoria 3135. Telephone and fax: (03) 9879 3241, email to cotma2000@email.com

ST KILDA

Australian Electric Transport Museum

GPO Box 2012, Adelaide, South Australia 5001

From Colin Seymour

Trolleybus Shed Improvements

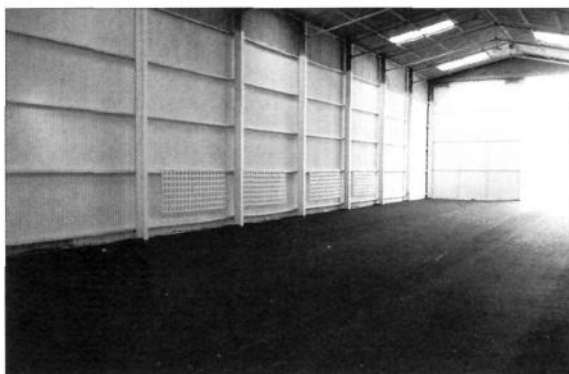
The main focus of the past three months at St Kilda has been the complete rearrangement of our trolleybus display. The project actually began late in 1999 when new skylights and a double people access door were installed in the Trolleybus Shed. The new people access doors avoid the need to open the heavy (and

stubborn) vehicle access doors at the front on operations days.

After the removal of all wall mounted displays and all of the rolling stock exhibits in April 2000, the shed was cleaned and the interior walls were spray painted Colorbond off-white by Robbie Hay who volunteered

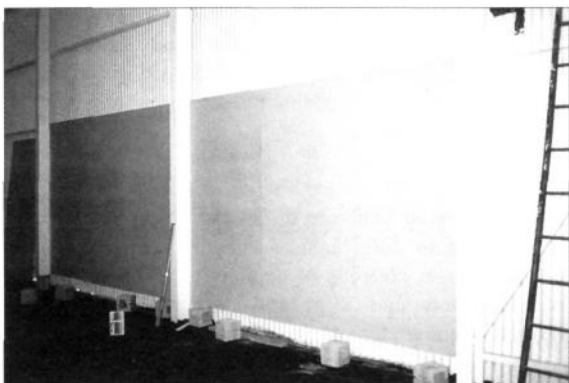
The freshly painted off-white walls and the new bitumen floor present a pleasing sight in the Trolleybus Shed in June 2000. The painted lattice sheets are merely hanging from the rail to dry and will later be placed around exhibits.

Neville Smith



New display boards have been erected on the southern wall of the Trolleybus Shed in readiness for brand new displays.

Neville Smith



The body of Adelaide, Unley and Mitcham Tramway Company horse tram No. 15, which sits on a workshop dolly, is towed out of the Trolleybus Shed. A TransAdelaide bus maintenance truck was used to tow most of the vehicles out of the shed.

Neville Smith



his painting services to the Museum. It is incredible to see the difference to the interior shed walls. Lattice fencing has also been painted for placement around some of the exhibits. New display panels have been erected on the southern wall.

For years we have battled to keep the exhibits clean due to the dust from the rubble floor. However, following the receipt of donations from several members, a bitumen floor replaced the rubble floor in June 2000. The difference in appearance of the shed is quite amazing.

As the shed will now only house exhibits related to MTT buses (the AEC Regal IV diesel bus is also housed there), Adelaide, Unley and Mitcham Tramway Company horse tram No. 15 has been temporarily relocated pending the setting up of a new horse tram display.

As part of the project, work continues on the refurbishment of Sunbeam trolleybus 526 in the body shop. Work to date includes rubbing down of the exterior panels, cleaning of the interior and treatment of rust spots and a general assessment of the refurbishment work that needs to be carried out.

Up to 20 members have assisted on the refurbishment of the trolleybus exhibition at various times.

Car 118

Some work continues on the reconstruction of E 118. A refurbished ceiling veneer and beadings have been re-installed in the clerestory section of the saloon. Metal strengthening plates for the chassis have been primed.

Annual General Meeting

The 43rd Annual General Meeting of the AETM was held at St Kilda on Saturday, 27 May 2000. The membership of the committee remained the same as last year, with some slight swapping of positions. Ian Seymour has been elected to a Trustee position. After the meeting and barbecue Peter Letherby entertained us with videos of museum events of the past 12 months. It is amazing what you do not see when you are busy working on some of these occasions. John Radcliffe also screened slides of his visit to India for the IATM Conference.

Earlier in the day, the AETM played host for a CHRTSA (Council of Historic Railways and Tramways of SA) meeting.

Kym Smith tows with the museum tractor Australia's first trolleybus, the Green Goddess, to temporary storage in April 2000 to enable the Trolleybus Shed to be refurbished.

Neville Smith





The somewhat battered AEC trolleybus 417 (Meal bus S 106) is being towed from the Trolleybus Shed. It had to be stored outside because of its height.

Neville Smith

Canton trolleybus 488 takes a rest in the museum yard on its way to temporary storage in April 2000.

Neville Smith



BALLARAT

Ballarat Tramway Museum

PO Box 632, Ballarat, Victoria 3353

<http://www.btm.org.au>

From Dave Macartney

Tram No. 28 has reached the stage of moving under its own power once more. By the beginning of July work was concentrated on repairs to the drop end floors, which were looking very worn. A sheet of 7mm ply is to be placed over the original floorboards, which have become rather uneven. The malthoid will then be applied over this. One of the lifeguard trays has proved rather reluctant to sit squarely, but will be brought into line with a little perseverance. Sandboxes and other fittings will be replaced in position over the winter months, and final painting will occur in the spring.

No. 33 has had the field coils refurbished and replaced in the casings, with the armatures due to be refitted and the car then returned to its truck. It should also be back in the running fleet shortly.

The Museum's model tramway layout featured once more at the Ballarat Model Railway Exhibition over the Queen's Birthday weekend. The sales table performed well, bringing in some much-needed revenue at the quietest time of the year.

As part of Ballarat's program of winter activities, the Museum is to operate an evening service on two nights in July. Customers will be able to enjoy hot chocolate after their ride through the stygian gloom of the Gardens after dark.

Some time in May, one of the Wendouree Parade tram warning signs was removed while the trams were actually operating. This was thought to have gone forever, but late in June a gentleman dropped it off at the depot, having found it in the waters of Bo-Peep Creek, near Lake Burrumbeet. A little the worse for wear, it is now back doing its job again.

The Ballarat City Tramway project continues to remain a live issue, with a new report conducted by Harrison Project Management and funded by Tourism Victoria. This differs in some respects from the earlier report prepared by Maunsell and Partners. The new proposal calls for a line from Ballarat station, then via Camp Street and Sturt Street, to Peel Street either via the Mall or Curtis Street, then to Sovereign Hill via Steinfeld Street, Eureka Street and Main Road. The curve from the acutely angled Camp Street into Sturt Street would be something to see.

The capital cost of setting all this up is estimated at \$3.2 million, which will have to come from an external source, as the proponents of the scheme are looking to do no more than pay the operating costs from revenue, and not to service a debt burden from the construction phase. The Ballarat City Council has never fully endorsed or rejected the proposals, but is obviously not keen to become financially involved.



Paul Mong strikes the final blow to remove the cracked rail from Wendouree Parade while the rest of the gang stand and watch, on 20 March 2000.

Glenn Parkhill

WHITEMAN PARK

Perth Electric Tramway Society
PO Box 257, Mount Lawley, Western Australia 6929

From Michael Stukely

Rail Safety Accreditation

Further to our report in Trolley Wire, May 2000, the WA Department of Transport has granted PETS rail safety accreditation under the Rail Safety Act 1998 as a railway (sic) owner and operator, with effect from 8 May 2000. Payment by the Society of substantial application and annual accreditation fees was required, to our dismay.

Annual General Meeting

The nineteenth Annual General Meeting of the Perth Electric Tramway Society was held in the administration building at Whiteman Park on 15 July. The following Officers and Councillors were elected: President, Michael Stukely; Vice-President, John Shaw; Secretary, Robert Pearce; Treasurer, Martin Grant; Membership Secretary, Roy Winslow; Councillors, Garry Barker, Trevor Dennhardt, Tony Kelly, Geoff Morrison and John Stone.

To facilitate the management and auditing of the Society's accounts following the introduction of the new Australian taxation system on 1 July 2000, the Society's financial year has been changed to finish on 31 March rather than 30 June. As a result, most data presented in this year's Annual Report cover only nine months (1 July 1999 to 31 March 2000). During this

nine-month period our trams travelled a total of 6,995km, with individual (rounded) totals as follows:

Fremantle 29	743 km
Melbourne W2 329	757
Melbourne W2 368	974
Melbourne W2 393	2,590
Melbourne SW2 426	1,931
Melbourne W4 674	0
Ballarat 31	0

Steel Sleepers Acquired

Following successful trials (TW May 2000), an order for 1,200 steel sleepers and fastening clips was placed with mining company, Paddington Gold. These sleepers had become available as a result of the relocation of a section of the West Kalgoorlie-Leonora railway to allow expansion of their open-cut mining operation, and Bob Pearce was able to arrange for their purchase and transport to the Park. Special steel

Martin Grant (left), Tony Kelly and Lindsay Richardson packing newly installed steel sleepers near the Mussel Pool tram stop on 28 May.

Michael Stukely



spacers to allow the sleepers to be used with our 60/63 pound per yard rail also had to be ordered. The sleepers were delivered to a storage area near the carbarn fan on 3 and 4 May. Noel Blackmore operated our crane to unload the first trailer load, and a crane was hired on the second day to unload two more trailers of sleepers plus 12 drums of fittings. Trevor Dennhardt, Martin Grant and Scott Parker assisted on both days with this very heavy work. The cost of purchase was well below that of new sleepers, and we thank Paddington Gold and Sadliers Transport for their assistance in securing this important acquisition.

The steel sleepers will be used to replace timbers on the main line in our ongoing track improvement program. By early July, 65 steel sleepers had been installed between the Carbarn and Mussel Pool stop (45 of them from the new batch, the rest having been salvaged during the earlier Entrance terminus reconstruction project).

General

The Marlow's Classic Car Show, held at the Whiteman Park Village on 9 April, saw three trams – W2 class 329, 393 and SW2 class 426 – in service for most of the day, running between the Village stop and Mussel Pool only. Park Management hired the trams at an hourly rate. Fremantle 29 was again on static display in the Village Mall outside the Administration building, beside a tent containing our display of photographs and a sales desk. Fourteen members assisted in various roles, and the day was enjoyed by all. Our ex-MTT Recovery Vehicle No. 3 was loaned to the Bus Museum (after their vehicle broke down), enabling them to tow Leyland 'Canton' trolleybus No. 38 to the Village for display along with several other buses.

Patronage during March, April, May and much of June has been very good as a result of excellent weather on most weekends (May was one of the driest on record in Perth). Mothers' Day and Bennett Brook Railway's 'Friends of Thomas the Tank Engine Day' in May, and the Foundation Day long weekend in June all produced good results, leaving our Treasurer very happy.

In addition to the steel sleeper installation, the never-ending job of track maintenance has continued with work being done on several sections. In March, 13 sleepers were replaced between the cattle grid and Tractor Museum on the Village line, and a 65m section of track here was lifted and packed in May. The



Noel Blackmore (left) and Vic Sweetlove working on the new hydraulic power pack which will operate lifting rams for the lifting of tram bodies, on 28 May.

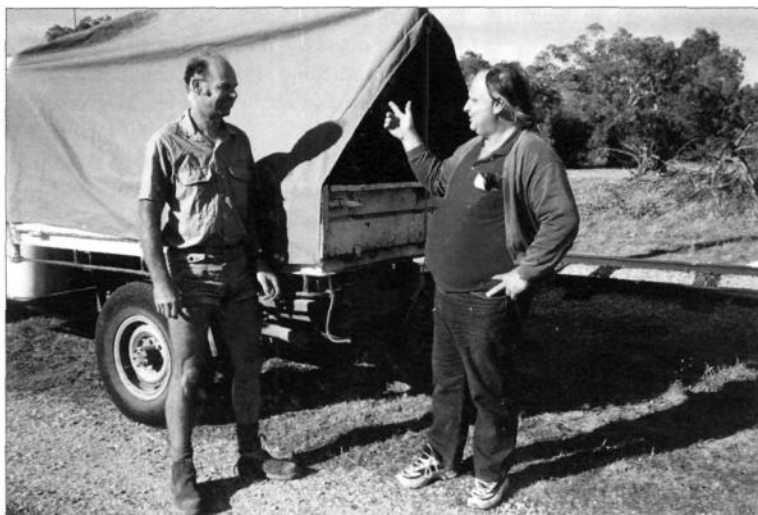
Michael Stukely

disused siding at Stockmans Triangle has been lifted, and a number of good quality wooden sleepers recovered. Trevor Dennhardt and Lindsay Richardson have been assisted at various times by John Shaw, Martin Grant, Terry Verney, Garry Barker, Vic Sweetlove, Ray Firth, Kim Herne, Tony Kelly, John Stone and Michael Stukely.

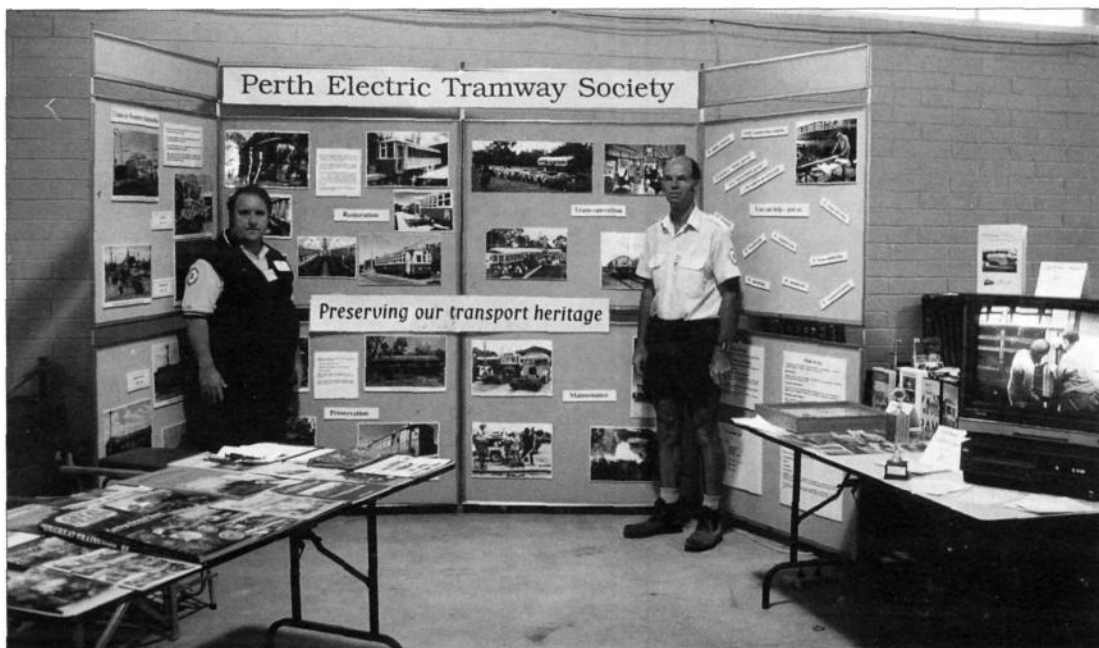
Repairs to ground-stays on span poles at the Bennett Brook curve have been carried out by Noel Blackmore, with assistance from Wednesday Team members. The overhead here has been realigned and retensioned following track modifications associated with the recently completed level crossing replacements.

A wooden pole in the wet area east of Bennett Brook failed in May, and a steel replacement is to be erected. The overhaul of section insulator units (ex Perth trolleybus overhead) has started. Units will be installed on the Entrance and Village lines at Stockmans

Tony Kelly (right) presents the new canvas cover, made by him for the Toyota Landcruiser, to Trevor Dennhardt on 28 May.
Lindsay Richardson



John Stone (left) and Trevor Dennhardt with our award winning display at the Australian Model Railway Association Exhibition on 5 June.
Michael Stukely



Triangle to facilitate isolation and testing, after problems were experienced in locating damage after the last lightning strike. David Secker has continued with the numbering of all poles around the system.

Eddie Vagg has completed the No. 1 truck motor and wheel set refurbishment, so we now have a spare unit available for the four W2/SW2 class trams. Work on a leaking door-engine on SW2 class 426 revealed that a full set of new buckets and seals was required. Fortunately, a local supplier for these has been located. Noel Blackmore, Eddie Vagg, Geoff Morrison and Bill

Gilbert have completed repairs to the line-breaker and lifeguard of W4 class 674.

Lindsay Richardson reports that the final fitting out of the hydraulic power pack has been arranged by Noel Blackmore, and the unit commissioned with excellent results. It will now be extended to operate four lifting rams. The Oketon Geddes Trust has funded this unit.

In the motor vehicles department, Vic Sweetlove has kindly donated a new exhaust system for the Albion cherry picker, which has been fitted, along with a new

passenger seat, at long last. Tony Kelly has made a new tarpaulin for the Toyota Landcruiser, and has now turned his upholstering skills to modifying the oversized seat squabs that arrived with Brisbane 550.

John Stone has been busy installing new stormwater drains below some of the roof down-pipes, with the aim of alleviating the flooding that regularly occurs in the back compound after heavy rain.

LOFTUS

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

<http://www.railpage.org.au/tram/loftus>

From David Cooke

Works

A major pour of concrete occurred in early May when the area between 7 and 8 roads and two smaller sections between 8 road and the external wall were poured; a total of some 29 cubic metres in all. Only two relatively small sections in this area now need to be poured and this will complete the back half of the shed, enabling the area to be made available for display purposes.

Our Work for the Dole people under their supervisor, Keith Hughes, have been busy with the disabled persons platform. They mixed their own concrete for the platform facing, but the platform top was obtained from Concrete. Concrete subsequently donated two further batches of surplus concrete with some being used for the platform ramp and the rest being used in the traverser pit. The platform is now in use and has been found to be most useful for many of our less mobile visitors. Platform lighting is still to be installed. It will use former pedestrian safety zone bollards which are being cleaned and painted by our weekday team.

The Work for the Dole group have also dug trenches for the traverser's side bearing rails and for the footings for the retaining wall between the main depot and the top shed. Further excavation has been carried out at the intersection of Cross Street and the depot entrance. It has been decided to incorporate into the roadway at this point an illuminated 'silent cop' once used on the Sydney Harbour Bridge approach.

Tom Tramby and Greg Sutherland have commenced replacing sleepers on the main line.

The Society again provided a manned display for the annual three-day Australian Model Railway Association Exhibition held at Claremont Showgrounds over the June long weekend. Sales were excellent and a good deal of interest was generated. We were very pleased that our stand won the award for the 'Best non-trade display'.

Car News

F class 393 has had remedial work carried out by 'Dad's Army'. The seats were repaired and new handrails and leather straps installed in the saloon and both open ends. These last items were manufactured after close examination of many early photographs. No photographs of an F class car saloon interior have been found to date. New patterned blue glass has been purchased for the crown lights. Examination of the photographs has shown that the external wire bell cord communication and leather straps were an obvious later addition, installed when the car was converted for driver training duties. These have now been removed. The car has now been placed on road 8 where John Burgess is carrying out repainting.

The F car's place in the workshop was taken by Berlin car 3007. This car was scheduled to receive a tune up before the Olympic Games. On closer examination Joe Kirchberger realised that it would be quicker and cheaper to replace the steel sheeting on the sides rather than try to repair it. Removal of the exterior panelling has revealed the construction methods used on this tram. Rather heavy C-section channels form the underframe with a combination of timber and steel being used for the superstructure. Considerable material build-up was discovered between the top of the underframe and some of these lighter sections, pushing them out of shape. The material was later found to be composed of brake dust, dirt and rust probably caused by water and road grime thrown up by the wheels. Joe Kirchberger, 'Dad's Army' and one of our CSO workers have cleaned the



R1 class 1951 is raised in the air ready for the bogies to be pulled clear. The truck in the foreground will be backed under and the tram lowered onto the bogies already in position on the trailer's deck.

Bob Merchant

R class 1808 and R1 class 1951 in Tramway Avenue ready to leave for Bendigo on 13 June 2000.

Bob Merchant



Attentive students from PLC Burwood are ready to raise their hands in response to a question asked by Ron Ham during their inspection of the display hall. Howard Clark



Bendigo Birney 30 rolls down Tramway Avenue on its first revenue run at Loftus on 16 July 2000. Greg Sutherland



Our Work for the Dole team is being assisted by Mike Giddey (left) to dig trenches for power cables during the construction of our platform for persons with impaired mobility on 6 May 2000. Bob Merchant





This view of the remaining section of the stone façade of the original Sydney YMCA building in Bathurst Street was taken in February 1998. Bob Merchant

rusted sections. All steelwork has been primed and is ready of for the new panelling. The interior has been repaired and cleaned by Brian Hague, Jimmy Jowett and the rest of the gang.

Two Out and One In

R class 1808 (from Waverley Council) and R1 class 1951 have been sent to Bendigo. Arrangements have been agreed with the Bendigo Trust for that organisation to carry out the installation of electrical and mechanical equipment, and both cars will be returned to Sydney in operating condition. This work will be completed in a few months time, and is funded by part of the dollar for dollar grant under the NSW Heritage Office 2001 program, of which readers were advised some time ago. The cars arrived in Bendigo on 14 June, having left Loftus the previous day. Their passing through Albury created some interest and a colour photo of 1808 appeared on the front page of the *Border Mail*.

In conjunction with the above arrangements, the Bendigo Tramways have generously agreed to lend Birney car No. 30 to the Museum for a period of two years ending on 30 June 2002. The JG Brill-built little American left Bendigo on 14 June and arrived at the Museum late on 15 June.

Both of these activities are excellent news for the tramway restoration movement and open a new chapter in inter-museum cooperation for mutual benefit.

Tramway Avenue

We are pleased to announce that the Museum has acquired the Victorian Gothic stone facade of the original YMCA building in Bathurst Street, which dates from 1885-86. We signalled our interest in this structure to the Sydney City Council some two years ago when the conditions of the site development were announced. Under the arrangements the developers, with the supervision of consulting heritage architects and a stonemason, are required at their expense to remove the facade stone by stone and re-erect it at Loftus. The brick and stone Pitt Street main entrance to the building, which dates from 1907, is to be retained and incorporated into the new development. The Pitt and Bathurst Streets corner of the building was demolished in 1957 to make way for a multi-story bank.

Fortunately, provision for a facade along Tramway Avenue had been allowed for in the engineering drawings recently completed for us. This is a truly exciting development and will provide the Museum's entrance with a much more finished and impressive appearance. Work will commence shortly at the Bathurst Street site and the stone will be stored off site. We can expect some activity with the re-erection to commence on site in the next few months.

Archives

Tony Cody has been working hard sorting and storing the Society's archives. David Cooke and Laurie Gordon are assisting him in this work. Tony's workload increased dramatically a few weeks ago when the late Ron Murray's material was delivered. At the same time Bob Merchant forwarded a considerable amount of Museum archive material he had been storing. Chris Olsen used the Museum's yellow truck to transport the material and a full load was delivered to Loftus for cataloguing.

Members Social

A members' social evening was held on Saturday, 15 July 2000. In order to do something just a bit different, a number of trams were strategically positioned in order that some night photos could be taken. A barbecue was also provided, with members bringing their own food and drink. The barbecue commenced a little late due to work projects being completed on the day. R class 1740 and O class 1111 were the first to be photographed, followed by the PCC and the Birney. The trams were returned to the depot by about 8:30pm.

50th Anniversary

On Saturday, 19 August, a celebration to mark our 50th anniversary will be held at the Museum. During

the afternoon a time capsule will be buried in the museum grounds, member Canon Lewis Nyman will conduct a 'Blessing of the Fleet' ceremony and L/P 154 will re-enter service.

Our members' annual dinner, normally held in September, has been deferred due to the Olympic Games. A commemorative dinner fully catered for by the staff of our neighbours, the Loftus campus of Southern Sydney TAFE will be held at the Museum on the evening of Saturday, 11 November 2000. Members from kindred museums, visiting for the COTMA Conference commencing in Ballarat the following weekend, are welcome to attend. Please let us know by mail, or e-mail to bob.merchant@bigpond.com if you wish to join us on this occasion. Costs have yet to be finalised.

HADDON

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

<http://www.railpage.org.au/mtpa>

From Grand Union

It is some time since a report on our activities has appeared in these pages. In an effort to rectify this, our report covers the period from January 1999 to March 2000.

Administration

We are pleased to announce that we have been successful in obtaining accreditation from the Department of Infrastructure to operate subject to restrictions. Initially we can operate within the depot/upper terminus area as we have in the past, but another inspection is required when our signalling system is completed, prior to commissioning the main line to the lower terminus. This is a major achievement. Craig Tooke and all those involved are to be congratulated.

L Class 103

Arthur Ireland and Tony Smith are responsible for the restoration of this tram. Work on the body has continued with varnish removal and fitting of new timber panels to the internal lower sections of the four dropcentre quarter panels, along with new timber

inserts and quad beading. These areas then received their first coat of clear lacquer.

Work on the outside of the car centred on filling and sanding the numerous countersunk screws in the panelling and timberwork. All the eastern end saloon windows have had the old varnish and paint stripped. This is a time consuming job as we removed all the beading so it could be hand sanded. The brass screws were buffed and polished before they were reinstalled. These windows are now painted.

The drivers cabin floors and aprons received their first coat of grey gloss and both saloon and dropcentre floors were scrubbed clean and primed

Work also continued on the filling and sanding the numerous dents and countersunk screw holes on the outside panels. The windows from the eastern end saloon were undercoated and shellac applied to the inside surface. These have now been finished and only require the panel cream topcoat to be applied. This will be undertaken when we paint the body. All internal bulkhead panels and cover strips were rubbed back and received a second coat of clear lacquer. The eastern

end saloon door was stripped of old varnish, scraped and sanded. The only item from L103 that has not been attended to are the dropcentre seats – but not for long!

In March 1999, work on the 77E trucks came to a standstill due to others projects taking priority, but a new motor suspension bearing is being sourced to replace the damaged original. As previously reported, we intended to fit a DH10 compressor as a stopgap measure due to a DH16 original not being available. This is now on hold as there is a possibility we might be able to obtain a DH10.

During January a trial fit of the modified motor suspension beam for an MV 101A motor was carried out, with excellent results. The remaining three motor beams will be now be machined to the same specifications. This will enable the larger MV motors to be fitted into the Brill 77E trucks instead of the GE motors originally fitted and retained by the Tramways.

North West Curve

During January 1999 work commenced on the dismantling of this curve and the excavation of the roadbed. This was brought about by a decision to realign the curve to increase its radius. The old curve was 14m at its sharpest and by careful surveying we found we could rebuild it to a uniform 20m radius throughout. Work completed by March 1999 saw the roadbed relaid and centre-pegged, suitable lengths of 80lb rail selected and towed into position and rail bending commenced.

The rails for the curve were bent by John Withers and Tony Smith, towed into position and bolted together. A small amount of additional bending was required to obtain the correct alignment. New sleepers for this curve were obtained and spiked into position during July by Tony Smith, John Withers, and Arthur Ireland. In August 1999 the whole curve was lifted, aligned and packed by our track gang. During March the curve was filled and levelled for vehicle access along with some additional drainage work.

Earthworks and Drainage

During April 1999, 150 metres of drainage pipes was run in the vicinity of the south east curve and mainline straight to control the water run-off from the lower terminus/driveway area. In addition, the driveway around the south side was widened and blue metal laid to make it easier for big vehicles such as buses and

trucks to manoeuvre. Twenty-eight tonnes of blue metal was spread in the car parking area and driveway.

Overhead

During January 1999 the mainline/No. 1 road overhead point pan was realigned to improve pole tracking. A two-piece overhead line contactor was fitted to the No. 2 road wire at the same time. This contactor will be used to activate the level crossing lights when a tram is moving from No. 2 road to the top terminus and also to operate the car wash plant.

The No. 3 and 4 road overhead frog was also realigned as it had been causing pole-tracking problems for some time. This fault is now rectified.

Signalling

John Withers completed the last of the wiring alterations and the fitting of standard type relays. All that is required is the fitting of the signal contactors to the lower terminus to complete this project. John has performed all the sequencing tests with perfect results. Signal No. U1B, which controls the movement of trams from No. 1 and No. 2 tracks, is to be replaced with a larger signal head to improve visibility. A signal body has been selected from the store and this unit is being sandblasted in preparation for overhaul.

Running Shed

Rubber strips have been fitted to the bottom of the doors and any gaps in the eave line filled into prevent swallows entering. As fast as we find and block one entry point, they find another. New bottom locks have also been fitted to these doors. John Withers fitted micro switches to the doors and wired them up to our security system.

The overhead troughing has had flexible strips fitted above the doorways to keep birds out, and still enable the pole head on our trams to pass through without derailing.

A former heating oil tank has been acquired and is currently being modified for use as a sand hopper.

Shed Improvements

A major program of bird proofing the doors in the workshop building has commenced. Like the car barn, rubber stripping has been fitted to all doors, and any gaps in the eave line filled in. This has now been

completed successfully. It is hoped that this will cure our sparrow problems.

John Withers has also fitted micro switches wired to the security system to the roller doors in the machine shop and machinery annexe.

Workshop Meal Room

It had been planned for some time to line the walls and properly fit out this area. During January and February 2000, the walls and ceiling were lined and painted. This involved considerable battening work to accept the plywood sheeting. New cupboards, kitchen unit and a microwave oven have been provided. The wood heater has been removed and replaced with an LPG unit. This has made our meal room much cosier.

Machinery Annex

This area situated on the north side of the tram shed has been used to store various items of machinery such as the motor/welder, poison trailer, etc since constructed. As part of a total reorganisation of storage space it was decided to convert this area into a wood working shop along with test equipment for electrical and pneumatic parts used on the trams. An asphalt floor has been laid and a sliding door into the tram shed provided. Fitting work has commenced with provision for a large bench for woodworking. Materials are being acquired to construct the electrical test cell and pneumatic test bench.

Tram Wash Plant

The tram wash plant has been complete for some time, but required a drainage system to control the run-off water. During March, a 6 x 4m area around the water columns was dug out and asphalted. This basin is connected to a grate drain, which runs into the main storm water system. We will now be able to start washing our trams.

Lathe

Frank Schroeders turned a new drive shaft and the lathe drive was reassembled. John Withers cleaned and lubricated the bed and carriage and we obtained, overhauled and fitted a gear driven pump with an electric motor drive for the cutting fluid. John also machined and fitted a bracket to the carriage for the fluid nozzle. A metal safety guard is being fabricated to protect the machinist from the motor belts.

Dodge Cherry Picker

A new exhaust system has been fitted as the original was well past its use by date. The bench seat has also been recovered. The hydraulic equipment for rerailing work has been installed and tested. The badly dented roof of this vehicle has been panel beaten and various rust areas cut out and replaced with metal. A new battery cover for the bucket drive batteries has been fabricated as the old one had seen better days. New tail light brackets have also been fitted.

Bedford Tower Wagon

The battery has been relocated to a more accessible area and new cables run. In addition, a fixed charger has been installed and wired along with a 240 volt socket on the vehicle enabling the battery to be kept fully charged at all times. This same system was installed on the Dodge cherry picker some time ago with excellent results.

Accreditation Work

One of the items brought to our attention during the assessment visit was the lack of signage around the Museum. Work has now commenced on fabricating portable posts which have been constructed from old car rims and pipe, set with concrete in the rim to prevent them being blown over. These will be used for the car parking area and can be relocated as needed. Internal shed signs are now being applied.

Trams and General Works

During servicing work on W3 663 it was discovered that both trolley bases are badly worn. Two replacement bases were selected from store then dismantled, cleaned, greased and reassembled. They now await fitting.

In January the last section of the galvanised piping in the water mains failed with a geyser-like effect. This has now been replaced with copper.

As part of a general site cleanup, the point motors stored in the vicinity of the railway B van have been relocated to the perway area along the northern fence. The spare tramway point casting has also been re-stacked and a large quantity of rubbish removed. This has improved the appearance of the site considerably.

BENDIGO

The Bendigo Trust

1 Tramways Avenue, Bendigo, Victoria 3550

From Len Millar

Sydney Trams Arrive in Bendigo

Wednesday, June 14 witnessed the arrival of two Sydney trams for the fitting of mechanical and electrical equipment. R class car 1808 and R1 class car 1951 arrived from the Sydney Tramway Museum, together with a small mountain of parts. Our task is to make the cars operable, using Sydney and Melbourne equipment.

Two more trams are planned to follow in due course, and it will be good to see this commercial restoration

activity brought to a mutually advantageous conclusion. As readers may be aware, R 1808 was restored (from the floor up) back in 1988, and R1 1951 was renovated more recently at Loftus. Our work will involve marrying M&MTB No. 15 and No. 1 trucks to bodies; wiring, fitting controllers, compressors and all the other steps needed to make the trams operational.

As back loading to Sydney, after delivering 1808 and 1951, Birney No. 30 has made the long trek north,

Unloading Sydney R class 1808 in Tramways Avenue, Bendigo in the late afternoon of 14 June 2000. Bendigo Advertiser



Sydney R1 class 1951 and Bendigo tourist fleet W2 class 470 in the depot. Joe Slaverio





Our maintenance staff is repairing M&MTB No. 15 trucks destined for use under Sydney R1 class 1951. Joe Slaverio

and we have had reports back that the one-man car has acquitted itself well on the Loftus rails. The Bendigo Talking Tram Tour signage on the car will be a fine advertisement to attract more visitors to our city and onto our trams!

Battery Tram

Our carpenters have completed the Oregon underframe, and have commenced making the above-floor frame components for this tram. A patentable wood-bending steam chest has been invented and used successfully on those reverse curve roof ribs. The American oak took the bending beautifully, and the car

will soon begin to take shape. We are proud of our workshop personnel's workmanship, and some of our recent purchases of additional woodworking equipment are starting to pay dividends.

Refurbishment of 421

Former Melbourne tram 421 has been undergoing a major transformation to its original W1 configuration. After its sojourn in Swanston Street as part of the Moomba festival in March, 421 has had the plastic paint decoration stripped off, the dropcentre stanchions installed – together with the red gum 'wooden carpet' floor slats – and the route number



Car 421 is undergoing refurbishment and conversion to a W1 class. The dropcentre stanchions have been installed and the floor slats are being fastened. Joe Slaverio



Sydney R class 1808 on stands in the workshop. The M&MTB No. 1 trucks in the foreground are ex-W2 class 470 and were used under 1808 for three weeks. These trucks will shortly be transferred to Launceston for use under ex-Launceston Municipal Tramways bogie tramcar 29.

Joe Slaverio

indicators have been taken off the roof. They will augment our stock of saleable spare parts.

We secured the services of a local artist to 'wood-grain' the ceiling of the car. Many of Melbourne's W cars had their varnished timber slat ceilings spray-painted with a mottled, light green plastic paint called 'Colorflek'. These ceilings were much easier and cheaper to maintain when the cars came in to Preston Workshops for overhaul, but they were not aesthetically pleasing. The 'new' ceiling in 421 looks marvellous and has saved our staff for more important (and less back-bending) work.

External timber surfaces have been sanded back smooth, and painting has just commenced. We have received generous sponsorship money from the Rivers clothing and footwear company, so the tram will receive the company's preferred livery of a deep

purplish blue on the panels and a creamy tan on the window areas.

The two longitudinal tip-over seats for the dropcentre are ready to be installed, and we believe a trip on the tram seeing the sights – especially in summer – will be a delight!

Tramway Avenue Depot – Heritage Works

A grant kindly made available by Heritage Victoria has enabled us to manufacture new decorative fascias for the front of the depot building. Four individual pieces of Oregon seven metres long were cut with the original curving frieze pattern, painted and, with the tram power switch off, hoisted up into position. The timber was not easy to source, as not all timber yards stock 457mm by 62mm Oregon.

Heritage Victoria also helped us with funds to repair four rusted steel door pillars. At ground level the pillars had rusted somewhat over the 97 years since construction by Dorman Long, so repairs were timely, and welcome. Thank you, Heritage Victoria!

X1 466 Works

This former Footscray four-wheeler of weathered timber, folding doors, internal wall and ceiling linings. After it has been sandblasted to remove surplus paint and rust over at the Gasworks Depot, it will return to the workshop where the Trust's employees and volunteers will set about restoring the tram.

Most of the components needed to make it operable have been sourced and the Tramway will benefit by the income provided by the project. Meanwhile it is good to see the Depot's No. 1 road occupied by, successively, M&MTB 466, Sydney R1 1951, Scrubber 9W (ex M&MTB Q class No. 197) and the silver and black Cafe Tram 976. Quite a meeting of cultures!

Machine Shop

With the completion of the major body shop, attention has now been turned to our machine shop. A wheel press (ex Preston Workshops) and various other items of heavy engineering machinery have been donated to the Tramways. Last month saw the purchase of a fully operational lathe capable of turning 33-inch wheels on standard gauge axles. As soon as appropriate building and heritage permits are issued, an annex will be added to the body shop. It will house all machinery and have a roll in, roll out truck facility.

On The Human Front....

To better manage our human resources, Don Storey has taken over from Darren Hutchesson as Operations Coordinator for the day-to-day running of the tram service, cafe tram, etc., while Darren now is our Volunteer/External Works Coordinator. He is responsible for our various and varying Work Skills and Correctional Services attendees and maintaining the order and quality of heritage rail external work projects.

Linda Storey and Don Stewart have joined our qualified driver ranks, and Shannon Barker is our new (weekend) museum attendant.

9W at Work

Some of the streets along which we operate are not main roads. Some of our sections of track disappear under a lovely golden carpet of fallen elm tree leaves in Autumn. Very picturesque and very dangerous!

Our scrubber car 9W regularly sallies forth to deal with the problem. In its inimitable noisy, poorly sprung way it dozes those pesky leaves out of the way – until

the next gentle Bendigo zephyr deposits another golden shower.

39AW/42BU

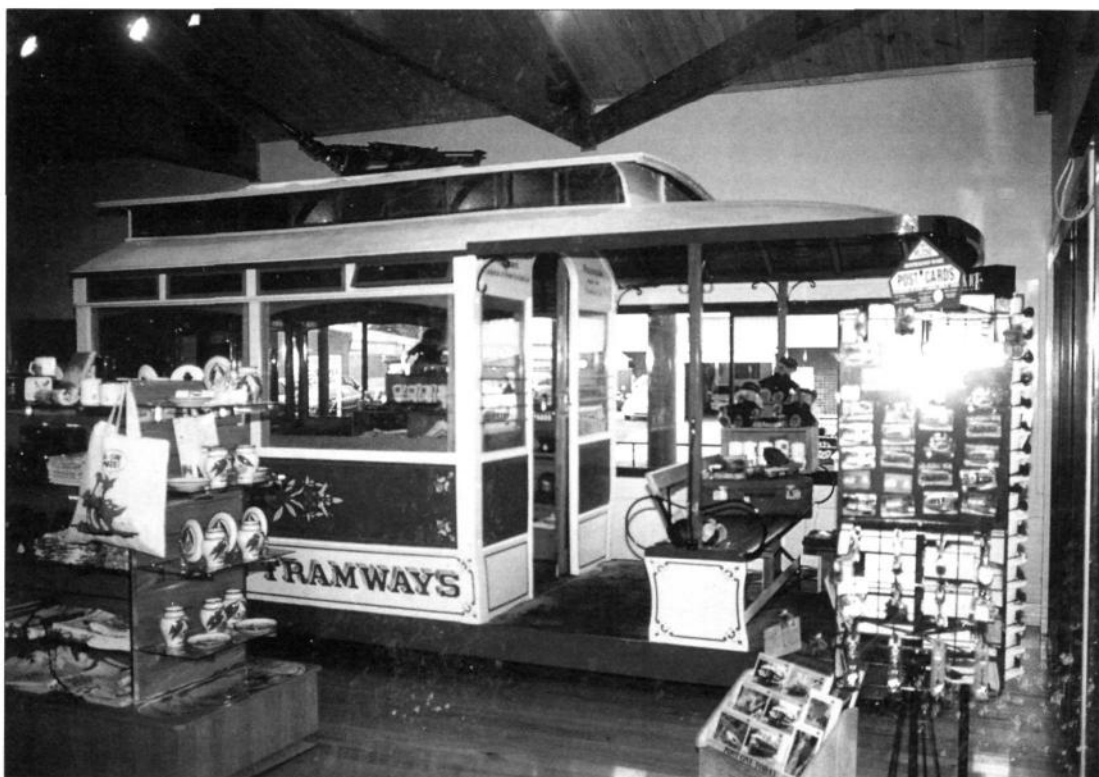
We recently won a contract to repaint the exterior of two of the Victorian Goldfields Railway's carriages. The nearby Castlemaine and Maldon Railway Preservation Society, which runs the railway, operates a steam train each Sunday and Wednesday and on public and school holidays. They recently decided that some carriage refurbishment was needed.

In commercial competition we won the job, so Les Woodfield, our painter, marshalled his troops and set to work. The task is being carried out in the middle of a relatively mild central highlands winter, and inside the engine shed at Maldon. After extensive preparation, Les wielded that airless spray gun with the help of Simon Jenkins, Don Wood and one or two

The Tramways Avenue depot showing the renewed barge boards across the front of the building.

Joe Slaverio





Bendigo No. 7 of 1903 is on display in the enlarged reception area/souvenir shop at the Gold Mine terminus.

Howard Clark

others. Our signwriter, Greg Forsberg applied the finishing touches to first class carriage 39AW and second class car 42BU, and the railway now has two gleaming cars in its regular consist.

For Les, the project was like old times. In his working life he had been a carriage painter at the Victorian Railways' Bendigo North workshops.

BYLANDS

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

From Running Journal

Museum Work

With the repainting of W3 class 667 completed, the car made a welcome return to traffic on Sunday, 14 May 2000. Doug and Sawako Prosser carried out the vast majority of this work, and must be congratulated for a job well done. The sight of this car resplendent in its new uniform is one to behold.

The Queen's Birthday long weekend saw a hive of activity at Bylands. A walking crane was ordered for Friday, 9 June to relocate several items around the site. First, the six PCC bogies (ex-Brussels) were relocated from the No. 2 road extension to the rear of No. 3 road (the alley track). This was followed by the placement



of the point castings, which will be used in the connecting trackwork for the vehicle maintenance shed, in a more accessible location to allow for track construction to commence. After lunch, Ballast trailer No. 24, which has for many years been stored on the disconnected northern remains of the former rail siding, was transferred to the main line for storage on the depot fan area. The final job to be done was the lifting of the B van so that a more suitable and stable base could be constructed. We have been unable to use the storage space in this vehicle due to the unstable footings beneath it.

With these jobs out of the way, a start was made on the major task to be attempted. This was to string a continuous length of new trolley wire on the main line from Union Lane to the section insulator north of the yard limit. This was to replace the old wire (which was made up of short lengths and terminated near the kiosk well short of Union Lane), which will be used to wire roads 4 and 6 in the depot. Initial preparation work was undertaken several weeks before with the setting up of the roll of wire on rollers on a trailer and the servicing of new ears and other replacement fittings.

Saturday morning saw the new wire rolled out for the total length, but some difficulty was experienced

This view of the Exhibition Goods Shed shows the stage of reconstruction reached in April 2000.

Rod Atkins

due to the wet or soft ground and the need to build up sections over rails or sleepers on the open ballasted sections of track. With the aid of the tower truck, the wire was hung from the span wires or bracket arms using especially made-up hooks, which allow the wire to slide when tensioned. The end of the day (or the start of the rain again) saw the wire pulled tight and fitted into the section insulator. On the Sunday the old wire was progressively lowered into the hooks and the new wire and fillings installed. Unfortunately, difficulty was experienced in refitting the overhead frog pan at the depot access and reworking the former pull-offs near the kiosk. Together with mechanical problems with the tower truck, this saw more time lost. By day's end the new wire had been completed and a start made to remove the old. As a result the tram service did not operate on a Sunday for the first time in more than 15 years. Following repairs to the tower truck, the old wire was removed the following Saturday.

A considerable number of members must be thanked for their help and support over this period. Assisting with the crane movements were Keith Kings, John Walker, Charlie Huggard and Peter Carwardine. Assistance for the work on the overhead came from Rod Atkins and Jeff Stocco. We are indebted to Geoff Dean and Graham Jordan, both of whom planned the work schedules and spent three consecutive days at Bylands supervising and/or undertaking the bulk of the work. Thank you to all for a job well done.

Repair and maintenance work on the motor vehicles continues. Alan Tovey and Ken Peck have almost completed repairs to the Ford Trader so that it can be re-registered. Alan also arranged at short notice for the necessary repairs to the tower truck so that we could complete the changeover of the overhead.

Sleepers and rails are being laid through the vehicle repair and maintenance building under construction at Bylands.

Rod Atkins

Exhibition Goods Shed

By the end of May the framework of the former exhibition goods shed was complete. An earthmoving contractor was engaged to level, refill or reshape areas around the building and along the alignment of the former eastern roadway. This roadway is to be reinstated upon the completion of the building. Cladding of the structure commenced early June but wet weather has forced some further delays, as have the soft, wet and slippery ground conditions around the site, some of which can be attributed to the constant passing of road vehicles within the adjacent area.

Vehicle Repair Shed

No major work has been undertaken on this building since our last report. However a quote is being obtained for the cladding to be installed for us by a contractor, thus saving considerable time and effort that can be utilised elsewhere.

Sleepers, point castings and other rail have been laid out in readiness for trackwork construction to link this facility with the main line. A timetable for this is being prepared.





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