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THE TWO TRAMWAYS IN MELBOURNE'S DOCKLANDS

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Front Cover:

Torchbearer Bill Booth acknowledges a shout from friends in the crowd as Sydney C class car 290 carries the Olympic Flame through the entrance gate of the Sydney Tramway Museum and across Pitt Street. The journey ended at the Army Depot level crossing and formed part of the Wollongong to Cronulla segment of the Olympic Torch Relay on 11 September 2000. This view was taken from the rear platform of media car F class 393.

Howard Clark

Back Page Top:

The Launceston Tramway Museum's magnificent restoration of bogie car 29 had reached the stage displayed in our photograph by October 2000. Car 29 sits on railway freight bogies until suitable trucks can be obtained.

Howard Clark

Back Page Bottom:

Passengers enjoy the open centre section as Bendigo Tramways 31, alias M&MTB 421, departs from the depot at Bendigo on 8 October 2000. The rebuilt car had been recommissioned three days earlier.

Dale Budd



Sydney C class car 290 provides transport for the Olympic Flame during the Torch Relay on Monday, 11 September 2000. The tram, with Torchbearer Bill Booth holding the Flame high, is running beside the TAFE college grounds on its journey from the Sydney Tramway Museum to the Army Depot level crossing.

Howard Clark

THE TWO TRAMWAYS IN MELBOURNE'S DOCKLANDS

By Ross Willson

Background

While the essential details of the history of most Australian electric street tramways are reasonably well known, there are several examples of lines where the relevant dates are obscure, where a considerable time elapsed between completion and opening to traffic or where a very short period elapsed between opening and closing. There are also examples of street tramways whose existence or otherwise is uncertain. However, there are few examples of tramways which were completed to the extent of having rails laid but which were never opened.

Melbourne's New Docklands Tramway

The welcome news that Melbourne's tramway system would be extended westward from the city to the Docklands was announced formally on 20 May 1999 by the Victorian Government.

Parts of the new line have been completed. One section proceeds west from Spencer Street along Flinders Street before entering a tramway reserve and running along the northern side of the road, to reach a point near the new approach to Charles Grimes Bridge. The other section runs along the extension of La Trobe Street west of Spencer Street, before turning south onto an alignment on the western side of Harbour Esplanade, which is followed to a point adjacent to its intersection with Bourke Street West. The route of the remaining part of the loop, linking the two sections already built, has yet to be finalised.

Harbour Esplanade has had many names over the years. It was originally Cowper Street, before becoming part of the grandly named 'New Melbourne and Footscray Road', later simplified to New Footscray Road, then just Footscray Road. Recently it was briefly renamed Docklands Esplanade, before receiving its present name.

In addition to serving the new Colonial Stadium, the Docklands loop will serve a new Commonwealth Technology Park to the north of the La Trobe Street extension, and new residential and commercial developments at Victoria Harbour and Batman's Hill, the latter being on the site of the former Melbourne goods yard.

Trams have begun using the loop in its partly completed form. On 5 December 1999, Wattle Park trams (Route 70) were extended a short distance west along Flinders Street to a new terminus at the World Trade Centre. Initially one crossover was available, close to Spencer Street, but two widely separated crossovers are now in use: the date on which trams were first able to run to the second crossover has not been established. Passengers were not conveyed west of Spencer Street, trams running empty to and from the new terminus, until 3 September 2000 when the service on Route 48 (City-North Balwyn) was altered to terminate there instead of at the intersection of Spencer Street and La Trobe Street.

On 1 March 2000, new track on the La Trobe Street Extension opened from Spencer Street to the corner of Harbour Esplanade, when a ceremony was held on the new line to launch Yarra Trams' new livery. This section had been tested on 25 February 2000. On 9 March special trams commenced running shuttle services to football matches at Colonial Stadium. The terminal point is a crossover close to the No 6 Gate of the stadium. On 26 March 2000, Bundoora trams were extended along Spencer and La Trobe Streets to Colonial Stadium from their former terminus in Bourke Street. Since its testing on 12 April 2000, the new track alongside Harbour Esplanade, which includes a central storage siding, has been used by trams laying over for return traffic from events at the stadium.

It has recently been announced that Collins Street, and its tramway, will also be extended across the rail yards and into the Docklands area, providing another means of access to the Docklands precinct.

More detailed descriptions of the new Docklands line and its construction appear in the July 1999 and October 2000 issues of *Transit Australia*.

The Flinders Street Cable Tramway, 1885

In this context, many readers may be surprised to learn that the new tramway is not the first tramway to traverse that part of Flinders Street beyond Spencer Street. Of course, the line in Flinders Street, from

Spencer Street to Swanston Street, forms part of Melbourne's first cable line which was opened from Bourke and Spencer Streets to Richmond on 11 November 1885 and was closed on 29 June 1927. It was converted to electric traction from Bourke Street to Swanston Street (east side) on 14 July 1927, and across Swanston Street on 23 July 1927 and thence to Richmond on 4 December 1927.

The Melbourne Harbor Trust Commissioners' Tramway, 1915

As is only to be expected, the details of the history of this little known section of tramway are difficult to ascertain. Notwithstanding this, it is possible to trace the essential facts from the relevant legislation and printed material issued by the Melbourne Harbor Trust.

The Coode Report

In his report of 17 February 1879, written at London following a comprehensive inspection of the port facilities of Melbourne, a distinguished civil engineer, Sir John Coode, noted:

It will be seen, that it is proposed to lay a complete system of railways around the wharves and quays; these would be considered with the Spencer Street Station and Depot by a double line, carried up by an inclined embankment; a horse tram might also be constructed from the Dock passing at the back of the Australian Wharf, along a suggested road at the southern end of Spencer Street Station, and thence along Flinders Street to the Station at the foot of Elizabeth Street. Probably the use of locomotive engines might not be found objectionable along this line, under proper restrictions as to speed.

The Coode Canal

Having seen the great Yarra flood in 1878, Coode recommended in his report the construction of a channel across Fishermen's Bend which would both shorten the river passage to Hobson's Bay and carry off floods. The Trust adopted the report and proceeded to implement its recommendations.

On 11 September 1886 the Governor raised the sluices to let water from the Yarra into the new channel through Fishermen's Bend (the 'New Cut') which eliminated a severe curve in the River Yarra. The embankments at either end of the channel were removed and the channel was officially opened to the public on 27 July 1887. This made available some 550

acres between the proposed new Footscray Road (from Spencer Street to Hopkins Street, Footscray) and the former course of the River. It also made available land which was utilised as a railway goods yard and ample space for future extension of its Docks.

The Royal Commission on the Extension of Melbourne Westward

The Report (dated 18 August 1887) of the Royal Commission on the Extension of Melbourne Westward recommended the retention of the present site of the station at Spencer Street (Batman's Hill). It also made the following two recommendations, which are directly relevant in the context of the tramway under construction in 2000, which involves the extension of La Trobe Street:

- (2) That as "the best means of connecting the city with the proposed docks to be constructed on land known as the West Melbourne Swamp" the undermentioned streets be improved and extended in the following manner:-

Flinders Street, from the swinging basin near the Falls Bridge, to have its northern alignment produced across the southern portion of the Railway Reserve, excising therefrom an area of about 6 acres, and to have a width of 3 chains available for vehicular and foot traffic from the swinging basin to its junction with Spencer Street, and from this point to be continued, with the same width, along the margin of the River Yarra to its junction with the Saltwater River crossing the dock entrance by means of a bridge.

- (3) That, in addition to the widening and extension of Flinders Street, a new street, not less than one chain and a half in width, be made at a point starting from about 14 chains west from the corner of Spencer Street and Flinders Street, curving from Flinders Street as improved to the north-east corner of the Metropolitan Gasworks.
- (4) That La Trobe Street be extended by means of a viaduct over the present Railway Reserve to the site of the proposed docks.

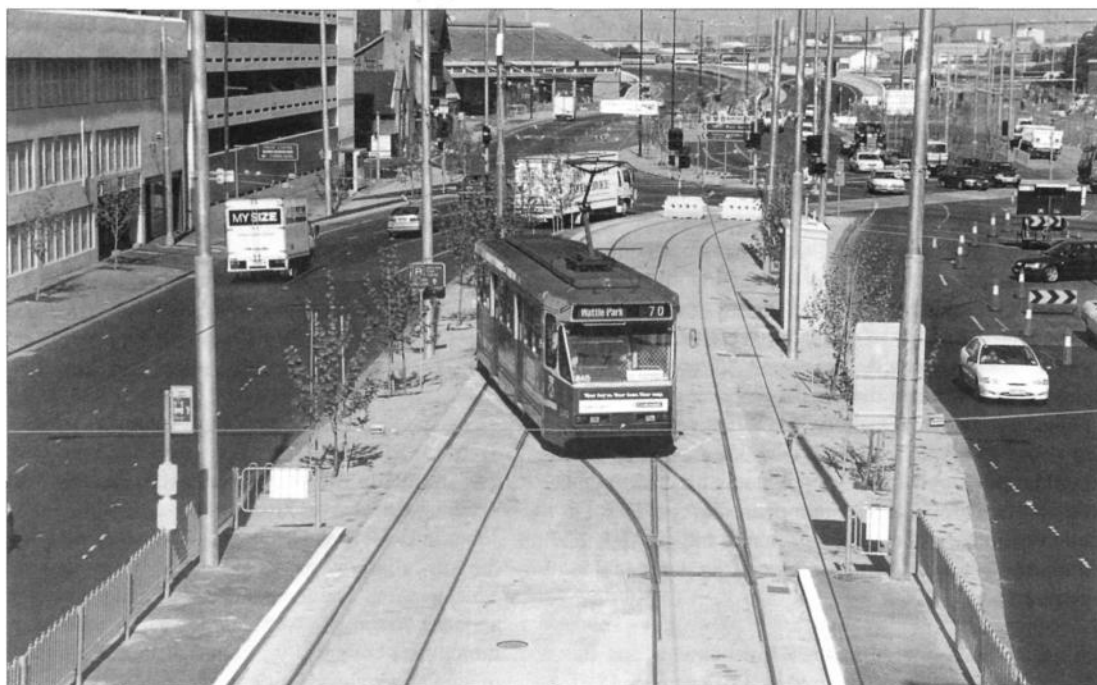
The Melbourne Harbor Trust Act Amendment Bill 1890

During the second reading debate in the Legislative Assembly on the Melbourne Harbor Trust Act Amendment Bill on 16 September 1890, reference



These two photos show Flinders Street west, looking eastwards (above) and westwards (below) from the pedestrian overpass leading to the World Trade Centre. The two crossovers, which are available for trams terminating on routes 48 and 70, can be seen. The tramway laid by the Melbourne Harbour Trust in 1914 would have been on approximately the same alignment as these tracks. The lower photo shows in the distance the new track, not yet in use, swinging to the northern side of Flinders Street.

Both photos: Dale Budd



was made to the proposal to give 25 acres of land to the Harbor Trust on condition that it made a new straight road to Footscray from Napier Street, Footscray to Dudley Street, West Melbourne and constructed a new bridge over the Saltwater (now Maribyrnong) River. The Trust also had to pay the Railway Commissioners for a narrow strip of land which would enable the Trust to continue Spencer Street in a straight line towards the gasworks.

On 17 September 1890, during the committee stages of the Legislative Assembly's consideration of the Bill, concern was expressed about the powers which it sought to confer upon the Trust to make it a land developer, road builder and a tramway operator. The Minister in charge of the Bill noted that: "The Harbour (sic) Trust looked forward to a tramway being constructed on the northern bank of the river, and it would therefore be to their interest to make the road of a sufficiently solid character to carry the line."

On 8 October 1890 the second reading of this Bill was moved in the Legislative Council of Victoria. One member moved an amendment to clause 8. To quote from Hansard, "... the object of the amendment was to give the Harbour Trust power to construct tramways along the whole extent of the new road. By an oversight in framing the clause, power was proposed to be given to construct tramways over only a mile and a half or a mile and three quarters of the road – from Footscray to a point about the middle of the West Melbourne Swamp – which would be perfectly useless; and it was desirable to authorise the trust to extend the tramway along the trust's own road to the foot of Spencer Street along the wharfs and on to Footscray, and thus afford accommodation for people going to and from the steamers in the docks or at the wharfs and to passengers to and from Footscray."

Following further debate, debate was postponed in order that the ramifications of making the Harbor Trust a tramway operator could be properly considered. Debate resumed on 4 December 1890 when one member expressed concern about competition between the Trust's proposed tramway to Footscray and the railway to Williamstown. The response was that "... the silt now thrown by the trust into the Bay would be utilized in doing away with one of the plague spots of the metropolis, and converting it into valuable territory, where factories and a variety of industries connected with the trade of the port could be carried on."

The Council agreed to these amendments and the Legislative Assembly concurred on 11 December 1890.

As enacted, section 8 of this measure conferred the Trust with all the powers of a municipality in relation to the construction and operation of tramways. The routes were specified in two new Schedules to the *Melbourne Harbor Trust Act 1890*.

The new Tenth Schedule authorised:

A tramway commencing at or near a point of the Queen's Wharf Road, distant about four chains, more or less, in a direct line from the angle formed by the intersection of the west side of William Street with Flinders Street, proceeding generally in a westerly direction along the said Queen's Wharf road and the Wharf Road on the north bank of the river Yarra Yarra to the entrance of the West Melbourne Dock; thence along the said entrance and along the continuation of the Wharf Road to its intersection with Dudley Street and the entrance to the Railway Canal; thence generally in a north westerly direction along the proclaimed road to Footscray to its intersection with the Saltwater River, in the line of Napier Street, Footscray.

The new Eleventh Schedule authorised:

A tramway commencing at or near the intersection of Flinders Street and Spencer Street, proceeding along the western extension of Flinders Street to its junction with the Wharf Road on the north bank of the River Yarra Yarra.

In general terms, the tramway described in the Tenth Schedule would link the Yarra docks with Footscray, while the tramway described in the Eleventh Schedule would link the Yarra docks with the city along a westward extension of Flinders Street.

Subsequently, both Schedules were re-enacted and consolidated as Parts I and II of the Sixth Schedule to the *Melbourne Harbor Trust Act 1915*.

The proposals for these tramways lapsed until the Trust proceeded to implement a comprehensive port improvement review. The annual report of the Melbourne Harbor Trust Commissioners for 1913 stated:

Tramway to Wharves

The necessity of providing some facilities for reaching the wharves along the River and around the Victoria Dock is realised by the Commissioners, and the installation of a Tramway is receiving consideration. The large amount of trade now done at these lower wharves and the large number of immigrants continually arriving make the provision of some such convenience necessary.



The whole of the route of the tramway built by the Melbourne Harbour Trust can be seen in this picture taken from the 38th level of the Rialto Tower. At lower left is the intersection of Flinders and Spencer Streets; at top right is the end of Footscray Road, as it reaches Flinders Street. On the left side of Flinders Street, close to the top of the picture, is the Missions to Seamen Building. The route of the new tramway can clearly be seen, including its crossing of the intersection of Flinders Street and Wurundjeri Way, at which point the tramway reaches a reservation on the northern side of Flinders Street, and heads to the top right of the photo.

Dale Budd

The report for 1914 noted:

Tram rails have been laid in Flinders Street Extension, in the section wood blocked, in anticipation of the installation of the electric tramway with the Town Wharves. Final consideration of the question is necessarily postponed until the scheme for the improvement of the Australian Wharf Berths is decided upon.

An item in *The Argus* of 10 December 1914 referred to the proposed electric tramway from Flinders and Spencer Streets to Cowper Street (later Footscray Road), near the Victoria Dock and Government Cool

Stores. Proposals for motor bus and trackless tram (trolley bus) services had been abandoned, but the Railway Department had been asked to furnish an estimate of the cost of providing electrical energy for the Trust's tramway and the Trust hoped that the desired particulars could be furnished shortly.

The following extract from the report for 1915 makes the situation perfectly clear:

The wood blocking of the Australian Wharf Road, along the Northern side between Flinders Street Extension and Customs Gates, at No. 14 berth has been satisfactorily completed, and tramrails laid in this section in view of the proposed tramway along the Wharves. The cost of the work has been £3,853/10/9.

The Melbourne and Metropolitan Tramways Board's General Scheme, 1923

Following a prolonged period of gestation of its own (and failed Bills of 1915 and 1917), section 34 of the *Melbourne and Metropolitan Tramways Act 1918*, as finally enacted, required the Melbourne and Metropolitan Tramways Board to prepare, as soon as practicable, "a general scheme for the future development of tramways for the service of the

metropolis." Details of the scheme were published in *The Age* on 2 December 1922. In the 'City and Adjacent Suburbs' section, provision was made for a new electric tramline to Victoria Dock from Spencer Street, along the Yarra. It also included a line incorporating the West Melbourne cable tramway, thence (beyond Abbotsford Street) to Barkly Street, Footscray via Dynon Street. Neither proposal came to fruition.

On 19 April 1923 the Parliamentary Standing Committee on Railways recommended the adoption of the scheme as prepared by the Board and submitted to the Committee for consideration and report. However, "It was for the Board to determine the order of construction, selecting those which it considers to be the more urgent to meet the needs of the public or the traffic, and then submit each proposal in turn to the ... Committee ... as a special construction scheme with the view of Parliament authorizing the work."

Amendments of the M&MTB's legislation

The Melbourne and Metropolitan Tramways Act 1920 related to special construction schemes. It permitted the Board to defer the general scheme and submit to the Committee special construction schemes, which, in the Board's opinion, were urgently required.

The definition of the term 'Tramway' contained in the interpretative provisions of the Act of 1918 specified that it meant [a] "tramway within or partly within the metropolis, but does not include any tramway referred to in section 109 of the *Melbourne Harbor Trust Act* 1915." This definition was amended by the *Melbourne and Metropolitan Tramways Act* 1923 by repealing all words after 'metropolis' together

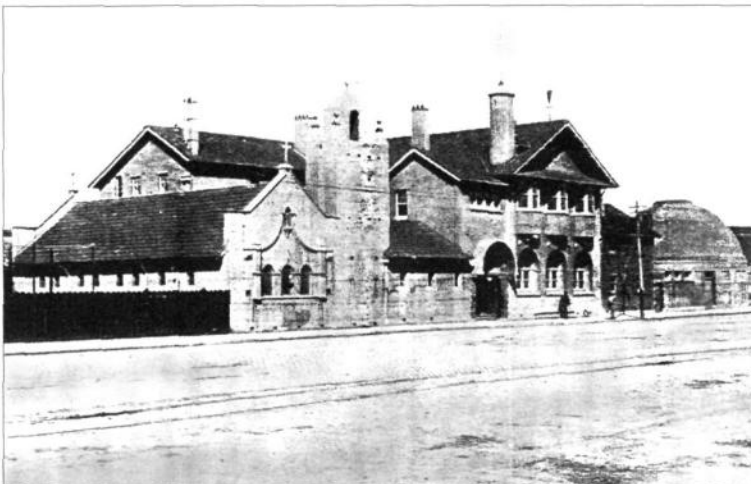
with section 109 and the Sixth Schedule to the Melbourne Harbor Trust Act. The effect of this amendment was to provide that the Board could construct tramways within the Trust's area, which it had not previously been able to do. The repeal of the Sixth Schedule meant that the Board was now free to select any route which it might choose.

Subsequent Developments

In the review of the period from 1921 to 1925 contained in the Trust's Jubilee History of the Melbourne Harbor Trust, which covered the years 1877-1927, there is a photograph showing the Victorian Missions to Seamen Building in Flinders Street Extension. In the foreground of this photograph there are tram rails. This building had been erected in 1917 on land leased from the Trust (aided by a contribution of £8,500 from the Trust to the Missions) and replaced a building at Australian Wharf Road and Siddeley Street.

In its Twenty Years Progress, 1913-1932 the Trust mentioned the tram rails which had been laid in the wood-blocked portion of Australian Wharf Road in 1914. The need for the facility had been referred to the Tramways Board for consideration in the context of its General Scheme of 1922 when the proposed electric tramway from Melbourne to Footscray is under discussion." This item mentioned that: "At present there are three buses running to and from the Docks." This reference indicated that there was insufficient traffic to justify the construction of an electric tramway.

It is not known when the track was removed from Flinders Street. It could have remained there in some form until the early 1970s when major road



The Victorian Missions to Seamen Building in Flinders Street Extension with the tramway visible in the street. This view is a photocopy from the Jubilee History of the Melbourne Harbor Trust held by the National Library of Australia



Seventy years on, a photo of the Missions to Seamen Building again shows tram track in the foreground, awaiting future use. At this point the new tramway reaches the reservation on the northern side of Flinders Street. The traffic lights visible are for the intersection with Wurundjeri Way, immediately to the left of the picture.

Dale Budd

construction work occurred in connection with the opening of Charles Grimes Bridge. There is anecdotal evidence of the remains of rails being visible in the roadway up to this period. However it has been suggested that these might have been the remnants of a railway siding rather than the tramway. Further research into this possibility is required.

Bus Services to Victoria Dock

It is not known when privately owned bus services commenced and ceased operation to Victoria Dock. The Motor Omnibus Act 1924 established a Motor Omnibus Board. Details of the routes authorised by Orders-in-Council made by the Executive Council following a recommendation of the Board under this Act were published in the Victoria Government Gazette and so provide an indication of the period of operation. The first such list published in the Gazette of 29 January 1925 referred to a route (No. 7) from Spencer Street and Flinders Street Extension to Victoria Docks. The last such list, published in the Gazette of 6 January 1955, showed Route 7 with three

diversions from Spencer Street Extension. The diversions were:

- (1) via Flinders Street Extension and North Wharf Road to No. 17 North Wharf;
- (2) via Flinders Street Extension, Cowper Street and Pitt Street to No. 24, Victoria Dock; and
- (3) Flinders Street Extension, North Wharf Road, Piggott Street, Cowper Street and Pitt Street to No. 24, Victoria Dock.

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TRAMS AND THE OLYMPIC TORCH RELAY

By R.I. Merchant

The Olympic Flame was ignited in Greece in May and travelled through a number of island nations in the Pacific region and to New Zealand before arriving in Australia. One hundred days prior to the opening of the Games in Sydney the Flame arrived by air at Uluru in Central Australia to commence a Torch Relay designed to bring the Flame within a one hour's drive of 90 per cent of Australia's population. During its transport around and across the continent, many different forms of transport were used to carry the Olympic Flame. On three occasions the Flame was carried by tram.

On 15 July the Olympic Flame travelled from Glenelg to Morphettville on freshly painted H class

H class tram 372 with the Olympic Flame on board prepares to leave Brighton Road, Glenelg on 15 July 2000.

John Porter



tramcar 372. The Flame joined the tram at stop 19 at Brighton Road, Glenelg, and travelled to stop 16 at Morphett Road where it was transferred to the next Relay torchbearer. During its journey H 372 travelled with its front doors open to enable the Flame to be held outside the car and for the torchbearer to be seen.

The second occasion was in Melbourne on 31 July. Here Z3 class 214 with driver Fred Thompson was selected to carry the Olympic Flame. Robyn Manning carried the Torch on the tram from the corner of Hawthorn and Dandenong Roads to the junction of Dandenong Road and Chapel Street. Car 214 had been freshly repainted in Met colours with Swanston Trams logo and lettering, and in smaller lettering, 'Part of the National Express Group' on the sides and end dash panels.

On Monday, 11 September, day 96 of the Relay, the Torch entered the Sydney metropolitan area and was carried on a 104-year-old tram from the Sydney Tramway Museum.



H 372 is about to cross the Sturt River close to its destination at stop 16, Morphett Road. The tram travelled with its front doors open on both sides to enable the Olympic Torch and its torchbearer to be seen from either side of the tram during its journey.

John Porter



Fred Thompson drives Z3 class tram 214 along Dandenong Road on 31 July 2000 with Olympic Torchbearer Robyn Manning standing on the front step.
Ray Marsh



The Olympic Torch viewed from tram 214 as it travels along Dandenong Road.
Steven Altham



Robyn Manning holds the Torch high as the tram arrives at Hawthorn Road.
Ray Marsh

The Sydney Experience

The opportunity to carry the Torch was drawn to the Museum's attention by member Alan Marshall, who carried out most of the required spadework on behalf of the Museum. C class car 290 was selected for the Torch transport as it had entered service in 1896, the same year as the first Games of the modern era were held, a fact warmly embraced by the Sydney Organising Committee for the Olympic Games (SOCOG). Car 290 would be preceded by F class 393 carrying the media and followed by L/P class 154 carrying any VIP travellers.

Many a tale can be told of the organisation (or seeming lack thereof) that followed. Who said that The Games with John Clarke on ABC television was satire? It now appears to some Museum members to be a humorous documentary!

On 15 May, the final written communication from SOCOG was received by the Museum. It detailed what was expected and the time it was to happen. Arrival, boarding, journey and embarkation times were provided to the minute, with 20 minutes being scheduled for a trip which, even when run at very slow speed, would take barely five minutes. Departure time was to be 4:38pm. The passengers on 290 would be six SOCOG officials, two Flame Security and two police



officers, plus possibly some additional VIPs to be confirmed closer to the transport date.

The Museum had requested that the Torchbearer be someone disabled, as the tram would provide ideal transport for such a person. Eventually advice was received that the Paralympic Games would have their own Torch Relay and an elderly local citizen was thus expected to be the Torchbearer. The identity of the Torchbearer who would carry the Flame on 290 was kept a close secret by SOCOG but the Museum found out by chance the Torchbearer's identity eight weeks before the event and invited him to visit the Museum. He was William Booth of Engadine who had represented Australia as a 17-year-old boxer at the Tokyo Games in 1964. Bill visited one Tuesday, met the Museum's weekday workers and inspected the tram on which he would be travelling with the Flame. By invitation he visited again with his family in August and also met Glenn Killham, a Museum member who lives locally and would be driving car 290 on its Relay run.

An on-site meeting with representatives of the Roads and Traffic Authority, Sutherland Shire Council and Sutherland Police revealed that nobody knew what to expect on the day. Anticipated crowd numbers could only be guessed and the police would be thinly spread throughout the Shire. Council's Traffic Committee approved the closure of the northbound lane of Rawson Avenue (Old Princes Highway) from Pitt Street, Loftus, to the roundabout at the Leisure Centre (near the Army Depot crossing) for an hour from 4:00pm. Pitt Street would also be closed to traffic.

Olympic Torch Relay banners were received from Sutherland Shire Council. We had arranged for

This view up Pitt Street from Rawson Avenue shows portion of the large crowd waiting for the Olympic Flame to arrive.

Bob Merchant



The rear end of F class 393 was the media vantage point during the Torch Relay journey along the Museum's tramway.

David Cooke

Museum members to erect them on overhead poles within the Museum grounds and along the right-of-way beside the TAFE College. They were the first to be erected in the Shire. Two of the banners were some time later stolen at night from within the Museum



The Flame is transferred to Bill Booth's torch as Mrs Florence Drury looks on.
Bob Merchant

grounds – the Museum fence and steel poles apparently being easier to climb than the rough wood poles along the right-of-way. Council told us that a number of banners had disappeared throughout the Shire. They were replaced but Museum members removed all banners within days after the Relay to thwart further theft. A set of the banners is now in the Museum's archives.

A late notification was that Mrs Florence Drury, a 104-year-old living in a nursing home within the Shire, would be travelling as a guest on C 290. There was initially some misunderstanding over this but it was eventually sorted out, Council omitting to advise that they already had SOCOG approval for Mrs Drury to travel on 290.

The morning of 11 September saw members preparing trams for the afternoon's event. Conductors are required on our trams under the Rail Safety Act but would not be required to carry cash bags and ticket cases. They would be Don Campbell and Hayden Holmes on F 393, Ron Ham on C 290 and Ian Saxon and Michael Ward on L/P 154. Two conductors were

rostered on the footboard cars so as to have both sides of the cars under observation. About noon the three cars were positioned in Tramway Avenue with F393 standing at the first span pole inside the gate and C 290 and L/P 154 spaced at the next span poles behind.

The spectators started arriving early, from 2:30pm, and took up positions around the Museum entrance. Mrs Drury's arrival required some shunting to position 290 at the disabled platform to enable her to board, assisted by nursing staff and a number of media photographers. The Hon. Bruce Baird, the Federal Member for Cook, arrived to meet our torchbearer and his elderly accomplice. We knew when Bill Booth was to arrive and he was transported from the Sutherland Leisure Centre to the Museum in a Torch Relay minibus, arriving within minutes of his scheduled time. The crowd continued to grow and spilled into the Museum along Tramway Avenue. It seemed half the population of Loftus was coming over the footbridge at the railway station. Members of the Sutherland Rural Fire Service and a couple of police officers controlled the crowd and traffic, while Museum members kept the track clear within the Museum grounds and at the entrance gate.

Among the media present was a film and press crew from Japan, who took great interest in the destination sign displayed on the front of C car 290. The sign displayed Sydney's most famous tram destination, Bondi, and the symbol must have appeared to represent the national flag of Japan. Questions were asked and an explanation given but it cannot be

The Flame is alight as Torchbearer Bill Booth stands with 104-year-old Florence Drury on the platform of C 290 for photographs before starting the journey northwards.
Howard Clark

ascertained whether their press representative understood its significance. They also took great interest in Nagasaki car 1054 parked with Sydney 1971, San Francisco 1014 and Munich 2666 along the track beside the TAFE College wall to provide some media interest as the Torch passed by.

The Olympic Flame arrived about five minutes late in a vehicle convoy from Engadine and was greeted with a cheer as a torch was lit from the Davey miner's lamp in which the Flame was kept. A runner entered the

Torchbearer Bill Booth and Driver Glenn Killham shake hands before transporting the Flame towards Sutherland.
Howard Clark





Another large crowd greeted the arrival of the Flame at the Army Depot crossing. Here Bill Booth (with torch now extinguished) and Glenn Killham are photographed as the next torchbearer (centre background) prepares to make his run into Sutherland.

Bob Merchant

Museum grounds to light Bill's Torch. Due to the stiff breeze the flame was set to burn more strongly than originally planned. Photographers crowded around and delayed the departure – not that we were worried, as we knew the journey time was somewhat excessive. A couple of young lasses from the SOCOG support crew armed with clipboards and in radio contact with each other joined 393 and 290. Finally F 393 moved off slowly with driver John Burgess clanging the gong to warn spectators to move back from the track. C 290 followed at an agreed safe distance. As 290 cleared the Pitt Street crossing, the crowd surged over the track to follow the tram. Fay McCabe, at the controls of L/P 154 had the unenviable job of driving through the throng. Norm Chinn, who was riding 154 in the first compartment behind the driver, reported that Fay accomplished this in a very professional manner.

A number of brief stops were made for the media en route to the TAFE level crossing (giving a chance to lose more time). Eventually word came from the SOCOG support team to "keep moving, keep moving". John Burgess commented that we were still running early but to no avail. At the Army Depot level crossing, F 393 crossed and stopped clear of the roadway at the foot of the grade. C 290 rolled to a stop with its front platform over the roadway and L/P 154 drew up behind 290 moments after. Bill Booth alighted after photos

had been taken. He made his way through the crowd to the centre of Rawson Avenue and passed the Flame onto the next Torchbearer for the run into Sutherland shopping centre. That Torchbearer left right on the scheduled time!

Our tram crew changed poles and ends for the return journey to the Museum, taking any spectators who wished to return to Loftus. F 393 waited for Bill Booth, who was to be picked up by his family at the Museum, to finish being photographed, signing autographs, handing the now-extinguished Torch to excited children wanting to be photographed with it, and chatting with friends and neighbours. Car 290 shunted and returned to the disabled platform so that a delighted Mrs Drury could alight safely. Car 290 then returned to the main line for some passenger running until dusk.

For some it was an emotional occasion. Others were pleased the afternoon's event had gone smoothly according to plan. It was a great moment in the Museum's history – after all, no other Museum had had an Olympic flame on its property – and it was just a small blip in the larger Olympic program.

Postscript

Bill Booth called into the Museum on a Tuesday in early October for a chat with our weekday workers. After an enjoyable hour and a half, Bill told them that the SOCOG representatives said he had held the lighted Flame longer than any other Torchbearer in the Relay around Australia. No wonder they had wanted the trams to keep moving, they were worried the Flame would go out before it was passed on to the next runner!

HOBART 39

By Howard Clark

In the wake of the very successful Sydney Olympics the cry of "Aussie, Aussie, Aussie, Oi, Oi, Oi" remains the lasting impression of locals and visitors alike. Years before, the cry of "Gold, Gold, Gold" by an iconic ABC commentator at an Olympics left a similar impression. Others, including speakers at the recent UITP conference in Melbourne credited Sydney with gold for its Olympic performance and one gave Victoria gold for its rail manufacturing industry export skills and for Melbourne's tramway network.

With thoughts of gold so prevalent, a little reflection to an occasion in Hobart on 24 August 2000 sprang to mind. It is often said that persistence, patience and perseverance pays. There is no doubt that on a typical freezing and wet winter night in a ramshackle former bus depot at Moonah, the delighted audience keeping warm under gas heaters, applauded Alderman Darlene Haigh as a deserved winner of gold!

On this evening in the presence of the Right Honourable the Lord Mayor of Hobart, Alderman Rob Valentine, the assembled gathering was there to witness the unveiling of the magnificently restored body of No. 39, the product of such qualities by its key

supporter and initiator, Alderman Haigh. On any score gold is in order for such a great outcome.

Alderman Haigh has for many years championed the vision of returning trams to Hobart, in the Salamanca Place precinct, referred to as the proposed Sullivan's Cove Tramway. This is a wonderful tourist and heritage area of Hobart just waiting for a heritage tramway and Alderman Haigh has pursued this objective with an unequalled vigour and passion for many years.

The Hobart City Council retrieved car 39 in 1998 under Alderman Haigh's sponsorship. (see *Trolley Wire* August 1998) after it had been recovered from its incorporation into a house at Mt Seymour.

With support from the Tasmanian Museum and Art Gallery's Heritage Furniture Restoration Unit, the

The magnificently restored body of Hobart Municipal Tramways single deck tramcar 39 after its unveiling in the former bus depot at Moonah. Howard Clark



body of 39 has been meticulously restored under the guidance of Mr Tony Coleman.

It was with some anticipation amongst the cocktails, fine local beverages and entertainment that those present were finally privileged to see the black wraps removed from the finished product complete with mannequin in driver's uniform and sparkling interior lights bringing the car to life. The Lord Mayor did the honours of unveiling the car and of course paid tribute to those responsible, particularly Alderman Haigh, the Chief Engineer of Hobart City Council, Mr Leyon Parker and the restoration team led by Mr Tony Coleman.

Those present learned that original spirit varnish had been sourced from India with great difficulty (and only after some diversions and mishaps involving mistaken delivery to the Navy for new submarines elsewhere in Australia!), and with wonderful etched red glass in the

clerestory windows. This was produced by one of only two such known skilled tradespersons in Australia, one being in Hobart and the other in Sydney (the recent supplier of similar etched blue glass to the Sydney Tramway Museum for F car 393). The original paint schemes were carefully researched by painstaking rubbing down of the old paintwork and from archival data.

On the night it was announced that the adjacent shabby drab fawn painted body of number 17, a former double-deck car, would be funded for similar restoration activity over the next year or so to restore it to its former glory as a double-deck tramcar. This is to be commended.

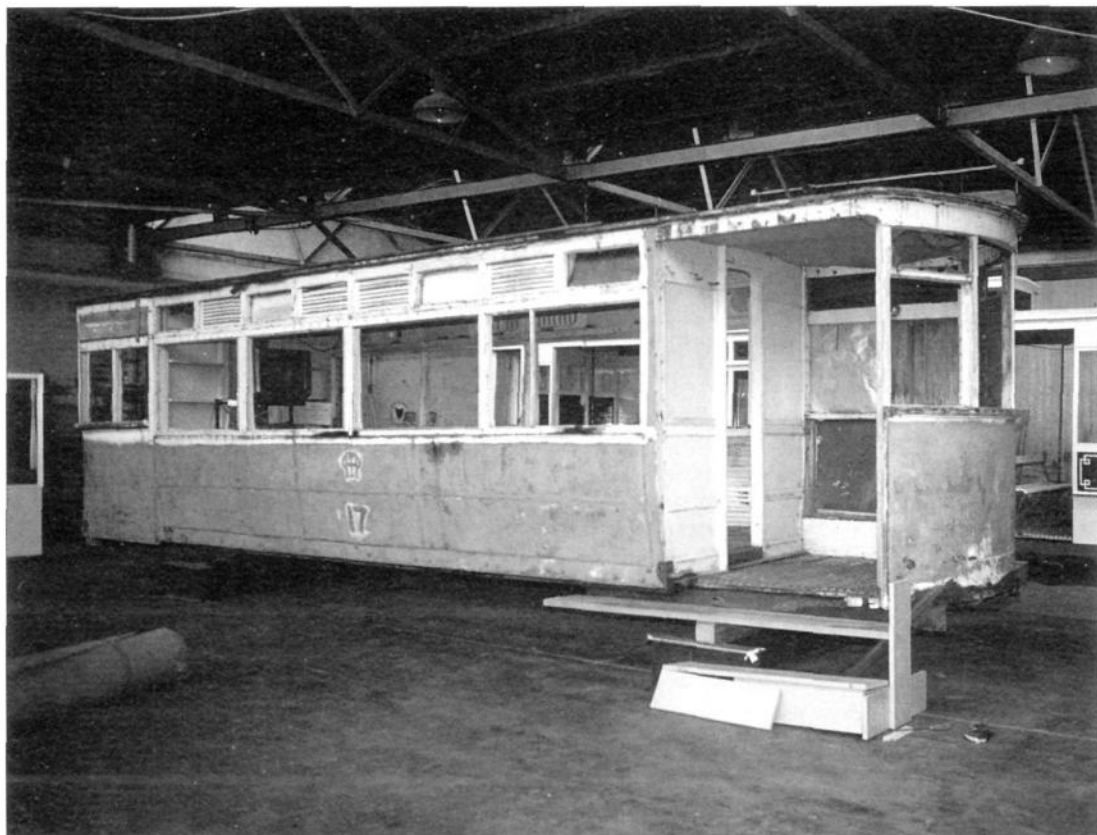
It is lamentable that to date funds have not been forthcoming to ensure that either of the above-mentioned cars will be restored to full operating condition, or that the proposed Sullivan's Cove Tramway will be constructed.

For heritage and sentimental reasons it is also proposed that the tramway, if built, will adopt the original 1067mm gauge used by tramways in Hobart and by the railways in that State. On sentimental grounds this is understandable. However, bodies of the former Hobart double deck cars in particular are almost identical in width and length dimensions to

Car 39 has been unveiled and Alderman Darlene Haigh stands with Lord Mayor Alderman Rob Valentine, Chief Engineer Leyon Parker and restoration team leader Terry Coleman on the evening of 24 August 2000.

Howard Clark





The lower saloon of former double deck car 17 has been retrieved and stored in the Moonah depot. It is planned that funding for similar restoration activity for car 17 will be made available over the next year or so.

Howard Clark

original single truck tramcars in four mainland states where standard gauge was the norm. Apart from the greater availability of spare parts for standard gauge equipment, in the writer's view the ongoing viability of heritage and tourist tramways has been best served by making some less obvious yet viable compromises in providing supplementary non-heritage activities. The funds thus provided ensure the essential additional cash flows to make the project both self-sustaining and enable it to operate and exhibit heritage equipment, without relying on the limited (and diminishing) resources of volunteers or subsidy from external sources.

There are numerous examples of this. The opportunity, for instance, to utilise a dedicated restaurant car adapted from the larger and successful Melbourne W cars in such a highly visible tourist precinct should surely have not escaped the promoters'

minds. Nor the possible availability of a visitor from interstate such as a Bondi or Manly toastrack O type car which would enhance the success of such a venture.

In any event a heritage tramway project for Hobart is long overdue. It is to be hoped that at some time soon we shall see the sterling efforts of Alderman Haigh and her supporters fulfilled in transforming cars 39 and 17 from static museum pieces to operable heritage tramcars available to run on a tourist tramway in Hobart.

In similar vein to the above, Tim Borchers from Bendigo Tramways and I had the opportunity the next day to see the results of excellent workmanship on the restoration of Launceston car number 29 under a Federation 2001 Fund grant. The body restoration is first rate and the efforts of such a small group are to be commended. The external paint, which is a brilliant gloss finish, only requires filling of the screw heads on the metal cover strips and a touch up. The only lamentable point is that paint consultants advised the use of water-based paint on external timber surfaces instead of the original oil-based paint, which would have provided a more traditional gloss finish to match the superior gloss finish on the external metal surfaces.



These two views show the dropcentre section (above) and an end saloon (below) of Launceston bogie car 29 on 25 August 2000. Car 29 was constructed in 1930 and was the last tramcar built by and for the Launceston Municipal Tramways.

Both photos: Howard Clark



FIFTY YEARS OF ELECTRIC TRAMCAR PRESERVATION

The movement by enthusiasts to preserve electric tramcars started in the USA and the first enthusiast group to preserve an electric tramcar was the New England Electric Railway Historical Society. Biddeford & Saco 31, a Brill 12-bench open car of 1900 was purchased in 1939. The Society operates the Seashore Trolley Museum at Kennebunkport, Maine, and is now recognised as America's national museum of mass transit.

A breakaway group was formed in 1940 as the Connecticut Electric Railway Association to be closer to the population centre of Boston. It runs the Connecticut Trolley Museum with an operating site at East Windsor, Connecticut.

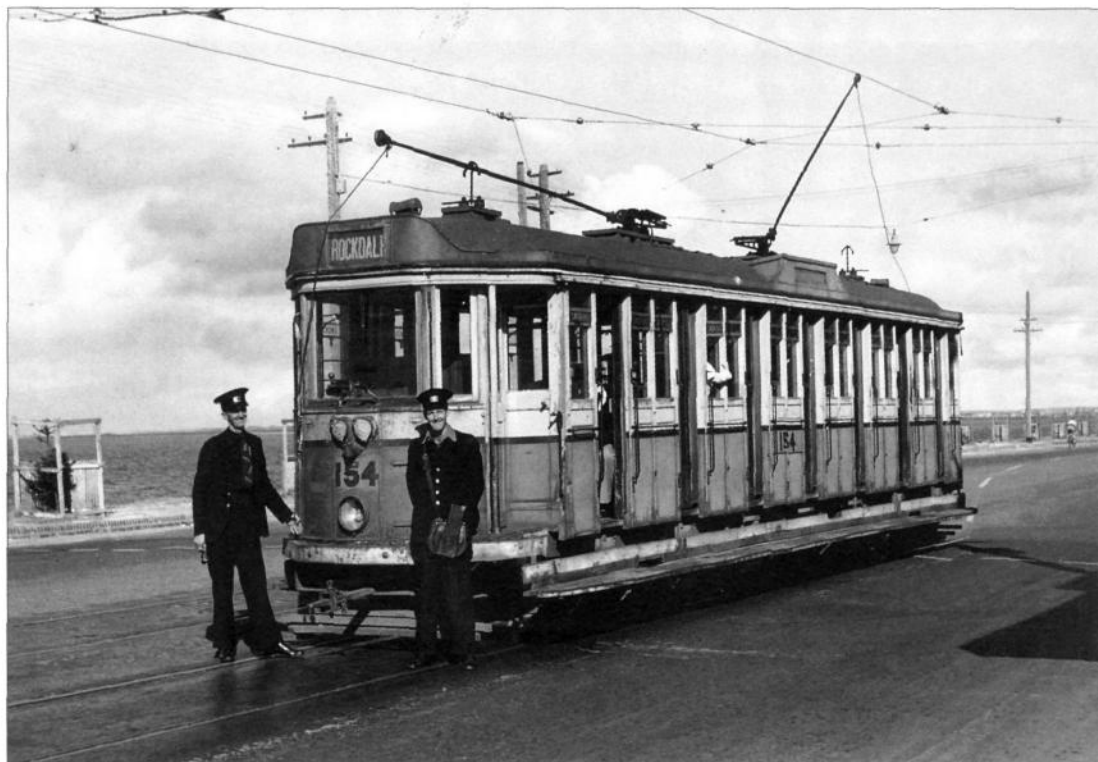
The Branford Electric Railway Association was formed in 1945 and became established as the Shore Line Trolley Museum at East Haven, Connecticut. It was the first trolley museum to acquire a home on a still-operating route.

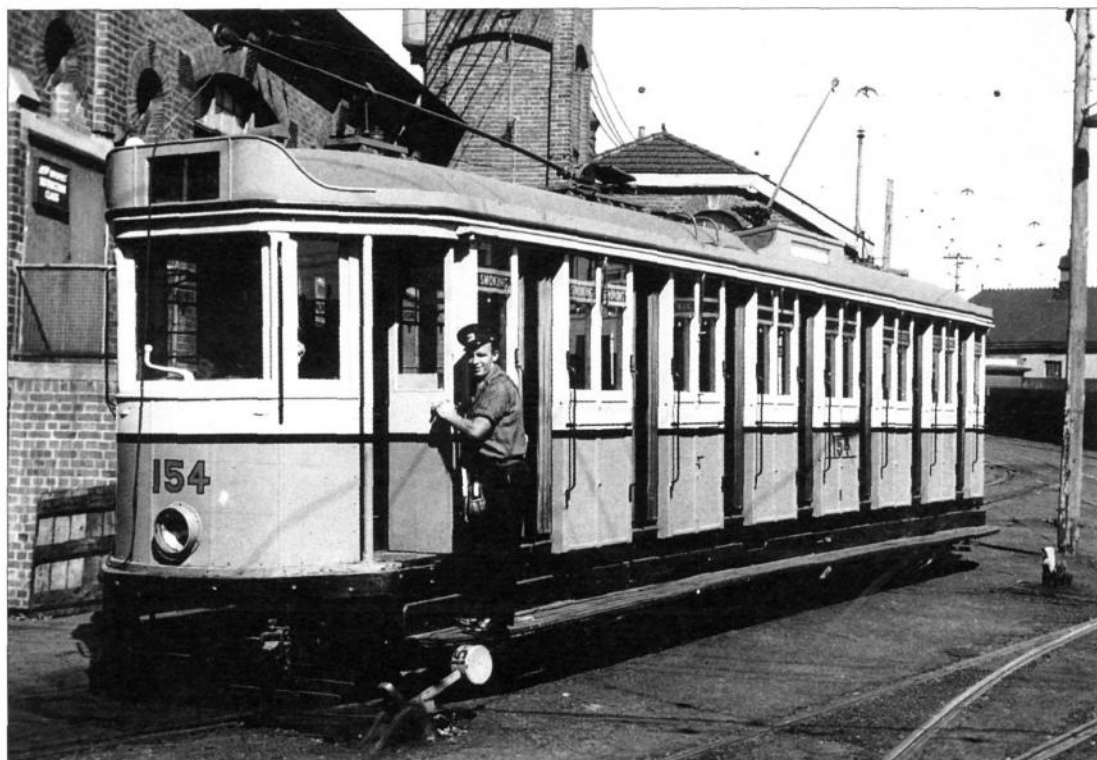
On the US West Coast, the Bay Area Electric Railroad Association was formed in 1946 and now runs the Western Railway Museum at Rio Vista, California.

In the United Kingdom, the Light Railway and Tramway League purchased for preservation its first electric tramcar in 1948. It was Southampton 45, an open-top, single-truck, double-deck unvestibuled car built by Hurst Nelson in 1903. The Tramway Museum Society was later formed to take over the growing collection now maintained at Crich, Derbyshire, as the National Tramway Museum.

In Australia, the Australian Electric Traction Association obtained Sydney L/P class car 154 in 1950. The Association's growing fleet of preserved trams was transferred in 1955 to the Australian Electric Transport Museum, which was later incorporated as the South Pacific Electric Railway Co-operative Society, operator of the Sydney Tramway Museum at Loftus, NSW. The Sydney Tramway Museum was the sixth group to preserve electric trams, and the first to be formed in the Southern Hemisphere.

L/P class 154 stands with its crew at the bayside terminus, Brighton-le-Sands during the last week of operation of the Rockdale line in September 1949. The bumper and kickboard are still showing faded white paint from the wartime brown-out era. Ben Parle





An overhauled L/P 154 poses at the entrance to Newtown Depot during 1950. It and a sister car were brought out from storage to assist with Randwick Racecourse traffic and both cars sustained minor damage in an accident. Despite a ban on overhauls and repairs to L/P class cars, 154 was repaired and returned to Newtown. Its condition ensured its preservation.

It was at 4:27pm on Sunday, 19 July 1964, after many years of preparation and toil, that L/P 154 was driven along the track in the yard at the Royal National Park depot. It was the first Museum tramcar to operate under its own power.

Both photos: Dale Budd Collection





Car 154 has for many years represented the Newcastle tramway system, being painted in the Newcastle version of the so-called olive, fawn and grey livery worn by the L/P class cars in the steel city.

Bob Merchant

HERE AND THERE

NEWS ITEMS OF INTEREST FROM ALL OVER

Melbourne

W Series Update

Slow progress is being made towards a return to service of W series trams. City Circle car 925 is at Preston Workshops, having its brake piping replaced by plastic tubing. There is a belief that a build up of foreign material within galvanised and copper pipes is affecting the operation of the brakes.

Two other City Circle Ws are having work undertaken at Southbank Depot, with the aim of returning them to service.

It is possible that the Ws – either the City Circle cars, or all of them – may be modified on a two-stage basis. The first stage would allow them to return to service possibly with a speed restriction. The second stage could involve the adoption of magnetic track brakes.

UITP Conference

The UITP (International Public Transport Union) held a light rail conference in Melbourne from 8-11 October, attended by several hundred delegates from around the world. It also held an Asia-Pacific Congress covering all modes of urban public transport, and a 'Mobility and City Transport' exhibition.

Yarra Trams took the opportunity to announce formally, on Friday 6 October, the acquisition of 31 Citadis 300 trams, to be supplied by Alstom. They will be used on route 109, Port Melbourne to Mont Albert (Box Hill from 2002) which will be upgraded as a 'flagship route'.

Siemens displayed a model of a five-section Combino tram at the UITP exhibition. This showed the new livery for Swanston Trams (possibly not the final

version) which is overall white, with several stripes of varying shades of green around the lower bodysides.

The new trams for Swanston will not be given a letter classification. The smaller trams will be numbered from 3501 to 3538, the three at the start of the number indicating a three-section car. The larger trams will be numbered from 5001 to 5021, the five at the start of the number indicating a five-section tram.

At the conference, senior representatives of both Swanston Trams and Yarra Trams spoke of plans for the future. Both were critical of the lack of priority given to trams in busy streets.

Potential extensions identified for Swanston include Highpoint Shopping Centre, close to the West Maribyrnong line where the intention is to run trams 'right to the door'; Pentridge Prison, in conjunction with the redevelopment of that site; and a possible

future link from inner southern services to the beach-side suburbs of South Melbourne and St Kilda, involving new track along Park Street, South Melbourne. The Operations Director of National Express Group, which runs Swanston Trams, said that they were considering introducing a City Sights tour, which would extend to St Kilda and Prahran.

On 11 October, chartered B2 class 2125 took conference delegates to the Docklands Authority office in the city, and then to inspections of Southbank Depot and Colonial Stadium. With the exception of the two City Circle cars being modified, all the Ws at Southbank Depot were temporarily taken to Preston Workshops prior to this inspection.

New timetables for Swanston Trams

Swanston Trams introduced new timetables on 9 October for their northern/western services. This is the start of a process of addressing timetable anomalies that were inherited at the start of privatisation. The new schedules include 143 additional services each week, and are designed to provide more reliability.

Track Extensions

New double track in concrete has been laid along about two thirds of the length of Station Pier at Port

Delegates to the UITP light rail conference board chartered car 2125 on 11 October at the western end of La Trobe Street, following an inspection of Colonial Stadium. Car 2095 at right is completing a trip from Bundoora.
Dale Budd



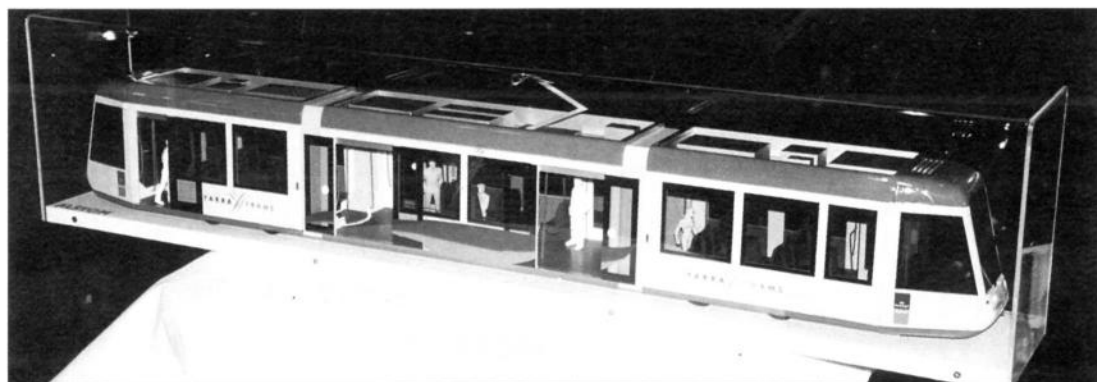
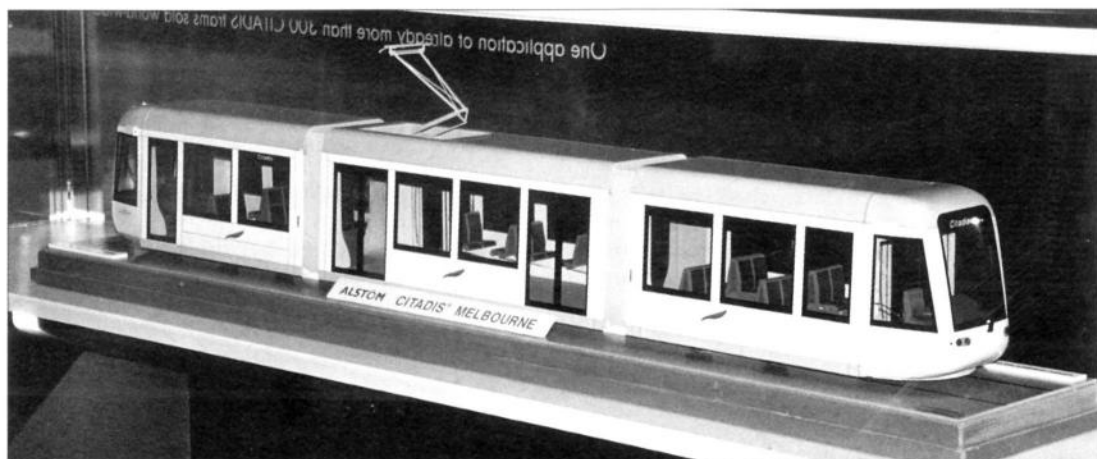
Melbourne. Extension of the Port Melbourne service onto the pier is not imminent, but it was decided that, during maintenance of the pier, the straight sections of track should be constructed.

It is intended that regular services will eventually terminate at a crossover located about one quarter of the distance along the pier. For special requirements,

such as the visits of ships other than those operating to Tasmania, trams will be extended to the international terminal at the outer end of the pier, where a stub reversing track will be provided.

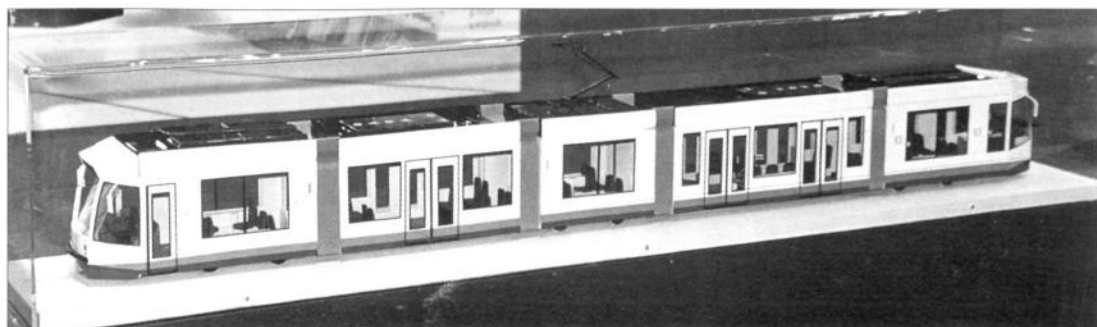
Planning is progressing on extension of the Mont Albert line to Box Hill. The new extension will

(continued on page 28)



Models of a Citadis 300 tram, (top) in an approximation of Yarra Trams colours displayed by Alstom, and (above) displayed by Yarra Trams, at the UITP exhibition early in October. Both: Dale Budd

A model of a five-section Combino car for Swanston Trams, displayed by Siemens at the UITP exhibition. The model shows the expected new livery for Swanston Trams. Dale Budd



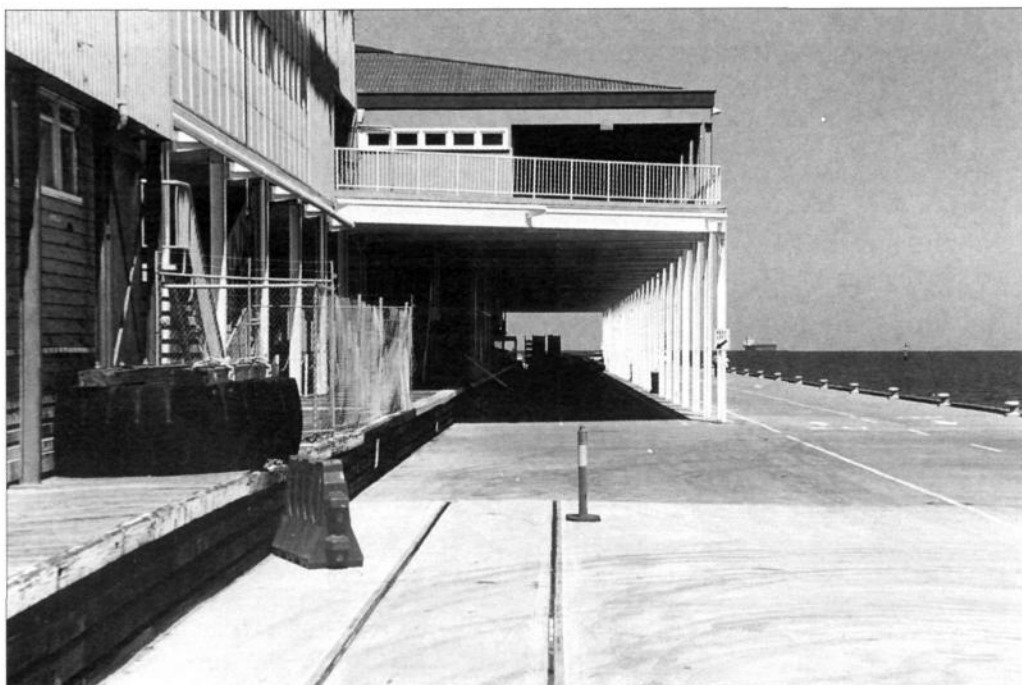


A view of Station Pier, looking landwards on 11 October. Beneath the mobile crane and stacked building materials can be discerned the future tramway. The bitumen area at bottom left is the location of the future crossover; which will be the terminus of most Port Melbourne services.

Dale Budd

End of the line on Station Pier: the international terminal, with the tramway terminus in the foreground. To reach this point, the tramway runs through a structure similar to the one visible in this picture before terminating in a space between the two buildings.

Dale Budd





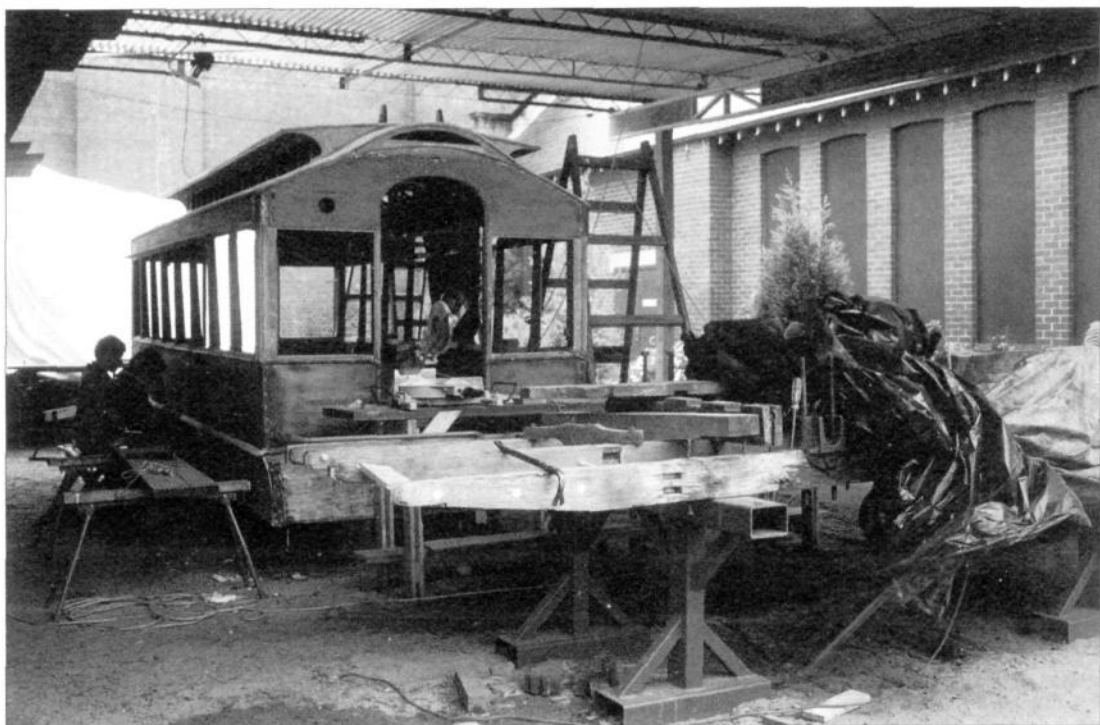
B2 class 2126 of Yarra Trams at the junction of Nicholson and Gertrude Streets on route 86 to Bundoora RMIT on 8 October 2000.

Ray Marsh

Z3 class 226 of Swanston Trams travelling along the Footscray line towards Moonee Ponds on 14 September 2000. The car is fitted with 'T' shaped front panels to take advertising

Ray Marsh





A cable grip car and trailer are being restored at Malvern Depot as a Work for the Dole project by the staff of Bayside Employment & Training. Project leader Graeme Aitken is researching the original colour schemes and details for the finished cars. The grip car came from Newport Workshops and the trailer is from Bylands. Wheelsets are being refurbished by Clyde Engineering at Newport Workshops.

Both photos: Ray Marsh



terminate in Whitehorse Road, rather than reaching closer to the railway station. This is a decision of local government, not Yarra Trams. For the first time in Australia, the track extension will be laid with a grass surface, rather than in mass concrete. The adoption of grass follows current practice in France, and is a result of the French influence in the Yarra Trams consortium. The use of a grass surface imposes a cost premium compared with construction in mass concrete, but has environmental/aesthetic benefits, and should result in quieter running.

Return of Conductors

On 10 October the Victorian Premier and Transport Minister made a joint announcement about the return of conductors to Melbourne trams. One hundred are to be employed and they will be known as either 'Roving Conductors' or 'Tram Attendants'. To be introduced next year, the conductors will sell daily Zone 1 tickets for \$5, a 10% premium to the normal rate of \$4.60.

The Transport Minister said the 10% premium would cover the cost of reintroducing daily tickets to the tram system, with surplus revenue to go towards the future conversion of tram ticketing machines to sell daily tickets.

A Swanston Trams spokesman was reported as saying that the premium was to encourage people to buy their tickets at retail outlets, rather than becoming

fare evaders by waiting for a conductor to board a tram.

The new conductors will be able to impose fines on fare evaders.

Sydney Trams

At the UITP conference in Melbourne in October, Sydney Light Rail Company Chairman, Paul Espie, reported that prior to the opening of the Lilyfield extension, the Sydney Light Rail system was carrying three million passengers per year, with a growth rate of 13% per annum. The Lilyfield extension had added one million passengers, and he expected the line to be carrying 4.5 million passengers per annum by the end of this year. Other reports have indicated that patronage on the extension is 30% above expectations.

A map displayed as part of Mr Espie's presentation indicated that the Leichhardt extension would run to Leichhardt Town Hall.

This view of the West Maribyrnong terminus taken on 30 September 2000 shows the revised layout. The siding has been removed and the shunt lengthened to allow three Z class cars to shunt. The 'T' shaped panel on the front of car 165 is being fitted to Swanston Trams' Z class cars to assist in applying advertising.

Ray Marsh





Sydney 2101 emerges from the stygian gloom of the Glebe tunnel to arrive at the Glebe tram stop.

Dale Budd

The company is considering an option for an initial city extension to Park Street, as a first step in running to Circular Quay.

Blackpool Trams in Exchange

Trolleyville USA is a museum owned and operated by the Gerald E Brookins Museum of Electric Railways. Located at Olmstead Falls near Cleveland, Ohio, it has organised with Blackpool Transport to trade their 1924 vintage Blackpool standard double-deck car 147 for a Blackpool boat car. It was reported on an Internet newsgroup that 'mechanics' from Blackpool were in Ohio over the weekend of 30 September-1 October to prepare 147 for its long journey back to Britain. Car 147 is to be transported by road to Baltimore where it will be loaded onto a ship for Blackpool.

Blackpool 'boat' tram 606 was reported in Maryland on Sunday, 1 October travelling westbound on Interstate 70, en route from the port of Baltimore to Trolleyville USA.

102 Years Ago

David Burke sent us these items from the *Berrima District Press* of 19 November 1898:

THE ELECTRIC TRAM

The electric tram from Circular Quay to Darling Harbour is now close upon completed, and will no doubt be a great convenience when opened. I have not heard yet what the charge is to be from Circular Quay to the Redfern Railway Station, but if the Railway Commissioners are wise they will make it a single penny. The penny section buses in London and other cities have been an enormous success, and to my mind there is now traffic enough between the Harbour and the Railway Station to justify it.

TRAM ACCIDENTS

This week by the way a lady got damages to the tune of £50 against the Railway Commissioners from injuries received when alighting from a tram at Phillip-street. Accidents of course will happen, but in this case it seemed to be carelessness on the part of the guard, similar to that which one often notices when the whistle is blown as a signal to start again before a portly woman with a baby and parasol and other impediments has a chance to set firm foot on the roadway. By the way it is an object lesson, how not to do it, to see some women leave a tram. One would think from the way in which boys generally sling themselves in and out of the cars, everyone would know that you should alight with face towards the [steam tram] motor, head thrown back, and the outside leg flung forward ready for action. This is the only safe way to do it, for it is beyond all human calculation as to just when a tram will stop or start again – they are most erratic in their movements. But the average middle-aged woman always clutches the handle of the door with her wrong hand, swings around with her back to the motor, clutches with the free hand at a parcel or umbrella left on the seat, and if she is not tumbled out by the starting of the tram backs off into the roadway, taking her chance of being run over by a passing cab.

Correction

In the news from Ferny Grove on page 37 of the May issue of *Trolley Wire* the name of Sam Serman was spelt incorrectly. In addition Sam would like the historical record corrected. The item stated that he was changing bus wheels at Ferny Grove on his 80th

birthday. Sam was actually 35 miles south of Melbourne celebrating with many old and valued friends, some of whom he had known since the early 1920s. We are happy to correct the record. Thanks Sam.

The photo caption at the top of page 36 of the August issue mentions students from PLC Burwood. This should read PLC Croydon.

In the article on the Croydon Tramlink system in the August 2000 issue of *Trolley Wire*, it was stated that the Croydon cars are of the Siemens Combino type. This is incorrect: the cars were supplied by Bombardier Transportation and produced at the BWS factory in Vienna. The design is based on the K4000 articulated tram supplied to Cologne from 1995. Although photos indicate a strong similarity in outline, the Combino and Bombardier cars are different products, supplied by different manufacturers.

COTMA

Council of Tramway Museums of Australasia

Executive Officer, 5 Felecia Street, Mordialloc, Victoria 3195

From Bill Kingsley

The Sixth Annual General Meeting of the Council of Tramway Museums of Australasia was held on Saturday 17 June last at the Australian Railway Historical Society (Victorian Division) rooms above Windsor railway station in Melbourne. Our gratitude is expressed to the ARHS for allowing us to use their facilities.

The AGM followed a delightful luncheon in the new Railway Cafe below us. The food, ambience, atmosphere and surrounding railwayana are recommended to all (lunches seven days a week).

It was great to have folk from as far away as Perth and Brisbane at the meeting and to know the dedication of all who attended toward the total Australasia-wide success of our tramway preservation movement.

Some selected and important notes from the AGM follow.

Ownership of the ex-railway B-van at Bylands, which has been the COTMA spare parts store, has passed from COTMA to the TMSV. We thank TMSV for enabling us to have the use of the van at Bylands over so many years. The new (and we mean new) COTMA store will be at the BTM site at Bungaree.

COTMA was about to commence moves towards establishing a Tramway Heritage Trust in Victoria along the lines of the Rail Heritage Trust of NZ. If successful, the move could flow over to other States.

The idea is to identify and catalogue tramway infrastructure items of heritage value (shelters, signal boxes, sub-stations, depots, etc) and seek their protected preservation. But our hopes have been overtaken by a Tramway Heritage review being sponsored by the Department of Infrastructure for the Victorian Government and which will also consider the identification and preservation of specific heritage trams in Melbourne and at the Victorian museums. This review has the potential to benefit our whole movement immensely. Obviously, COTMA and the Victorian museums are supporting the Review with enthusiasm. More will be revealed at our Ballarat Conference when Mike Ryan of the Department of Infrastructure (DoI) speaks with us.

We have determined to establish annual awards to recognise major achievements by museums. Projects which reach completion during the two years preceding a Conference will be considered for awards at that Conference. Projects could include restoration, infrastructure, management systems, financial reorganisation, marketing, recruiting – there are no limits. This is not a competition. There will be no single winner or placing. There will simply be our formal recognition of a task well done. Explanatory material has been mailed out to all museum secretaries.

COTMA and the Victorian museums have assisted the DoI to remove truckloads of obsolete spares from Preston Workshops, which are surplus to the requirements of Swanston and Yarra Trams. We are

extremely grateful to the DoI for the opportunity to assist them in this way and to be able to put to very essential use in our museums, parts which otherwise may have been scrapped.

John Phillips will be producing videos of the Christchurch Conference (1998) on behalf of COTMA. John's videos (with help from Carolyn Dean and Richard Gilbert) have been strongly acclaimed for their coverage of earlier conferences and we all look forward to enjoying this next production from our video team.

An Executive Meeting was held preceding the luncheon that preceded the AGM! These meetings are mainly to discuss management issues within COTMA and to streamline items on the AGM agenda. One item of discussion was that of insurance and liability, of the differences between professional indemnity, cover for workers, public liability, etc. There is confusion within our museums on the differences and overlaps of these aspects. We will have a representative from the insurance industry to talk with us at the Ballarat Conference and be available for advice during the Conference.

ST KILDA

Australian Electric Transport Museum

GPO Box 2012, Adelaide, South Australia 5001

From Colin Seymour

Re-opening of Trolleybus Pavilion

The Trolleybus Shed was officially re-opened as the Trolleybus Pavilion on Monday, 2 October 2000, the Labor Day holiday in South Australia.

Steve Woodcock, Mayor of Campbelltown (back to camera) watches visitors enter the newly opened Trolleybus Pavilion at St Kilda on 2 October 2000. AEC diesel bus 623 is parked outside for the day.

Neville Smith

As part of the day, Ron White and Roger Wheaton ran a bargain bookstall in the tram shed, disposing of a variety of publications contributed by members, and also some old Museum bookshop stock.



Operations Manager, Beverly Smith, as master of ceremonies, highlighted the importance of volunteers to the Museum and to the success of the project. The Pavilion was formally opened at 2:00pm by Steve Woodcock, Mayor of Campbelltown, which is the present-day local government area in which Australia's first trolleybus, 'The Green Goddess' ran between Payneham and Paradise in 1932-34. (Campbelltown is currently sponsoring the development of a large historical quilted wall-hanging for the local community of Campbelltown, and the group undertaking the task recently visited St Kilda to inspect 'The Green Goddess' which is to be incorporated into it.)

The previous interpretive displays in the building have been replaced by four full size display backing boards, each fitted with three feature panels of 'heritage' cream or 'iceberg' green. Attached to these panels is a series of photographs following a thematic approach, and tracing aspects of the history of Adelaide's trolley and motor bus system. Standing apart is a mobile display with panels featuring a trolleybus at each terminus of the system, and featuring the different types of vehicles on display in the Pavilion.

A great amount of thought and work has been put into building and lighting the new displays. Feature pelmets with 'hidden' lighting have been painted a dark red, and lift the whole appearance of the displays to a very high level.

A cosmetic touch up has been applied to several of the buses with floors being painted black, scratches and rust spots treated, and the general appearance improved where possible. Public access is available to all vehicles in the Pavilion except AEC double-decker 417 which sits fenced off in a corner.

In addition to the erection of displays in the weeks prior to the reopening, other tasks carried out included painting the exterior doors through which visitors enter the building, erecting a new 'Trolleybus Pavilion' sign above the doors and completion of a number of structural repairs. These included improving stormwater management and replacing damaged fixings on the cladding of the building.

The Trolleybus Pavilion project has been well coordinated by Neville Smith who advises that 32 members were involved at different times. Neville prepared the wall display area, with a series of panels. John Pennack, assisted by Kym Smith, erected pelmet-style lighting above the display area, which is 40 feet in length. The wall displays, assembled by John Radcliffe, were expanded to cover early Adelaide motorbuses, the trolleybus era, and motor buses from 1945 until the present day. Several members, friends

Roger Wheaton mans the bargain bookstall in the tram display shed on the 2 October 2000, the day the Trolleybus Pavilion was opened. Neville Smith



A close up view of some of the displays in the Trolleybus Pavilion.

Neville Smith



With diesel bus 623 back inside the pavilion, this is the view that visitors normally get when viewing the southern side of the Trolleybus Pavilion at St Kilda.

Neville Smith



AEC double deck trolleybus 417, which has not yet been refurbished, is fenced off in the Trolleybus Pavilion. Canton trolleybus 488 can just be seen to the left whilst another interpretive display is in the foreground.

Neville Smith



and the general public made the project financially possible.

Sunbeam Trolleybus 526

A separate project timed to fit in with the refurbishment of the trolley bus building was the refurbishment of Sunbeam trolleybus 526. Tasks carried out to refurbish the vehicle as a static exhibit included:

- Dismantling and clearing much of the interior.
- Thoroughly cleaning the inside of the vehicle, particularly the ceiling. Much of the interior paintwork was still in good condition.
- Repainting those parts of the interior requiring it, including considerable surface preparation.
- Removal of the seats for replating of their top rails along with various other handrails and fittings, and repainting those parts of the seats requiring it on



return. (The seats were the largest job the plater had ever attempted, as he normally works with smaller items).

- Repainting the silver exterior which included reinstating the carnation red bands with which the bus had been originally completed in the 1950s, but deleted in a later repainting as an economy measure.
- Cleaning the exterior of the bus, particularly the windows.
- Repolishing the window surrounds of the side drop windows.
- Adding the fleet numbers and registration plates back to the vehicle.

The main people involved in the refurbishment of 526 were John Radcliffe, Kym Smith, Ron White, John Pennack and Christopher Steele.

E 118

Work has picked up again on the reconstruction of tram 118 to its original bogie combination style. Steel plate reinforcement is being installed at both ends of the car in the region of the trucks where water damage has ruined the timbers. The crossbench end is worse

An interior view of refurbished Sunbeam trolleybus 526 in the Trolleybus Pavilion.

Neville Smith

and the two transverse timbers either side of the motor hatch have been replaced with new timbers which rest in the modified old mortice and tenon position on the longitudinal timbers. The steel plate takes the load with the timber being merely a spacer. Larger angle brackets are also being installed to brace the chassis. The next work will be the side bearing points for the 22E trucks, replacing the existing arrangement as was done successfully with car 111.

All components on the 22E trucks have been colour coded to aid reassembly. Cleaning and unseizing is taking place to determine what parts need replacing. Sheet timber flooring is being installed, as are the inner saloon doors. Saloon interior fittings are being worked on. The recovering of the roof is almost complete, new trolley plank timbers have been made and two trolley poles selected for cleaning and installation. Quotes are being received for an air reservoir to install for a datum point to commence piping. Supports for the resistance boxes have been installed.

BENDIGO

The Bendigo Trust

1 Tramways Avenue, Bendigo, Victoria 3550

From Len Millar

Bendigo Tram No. 31

Former Melbourne W2 class tram 421 has emerged from the Depot Workshop in a new physical form, a new livery – and with a new number.

On Thursday, 5 October the Chairman of Central Deborah Bendigo, Dennis O'Hoy, launched No. 31 as the 'Rivers tram' at the Tram Depot. Car 31 was launched from the depths of the Depot, out through a specially prepared banner – and accompanied by a very loud bang!

The former W2 had languished out of sight at our Gasworks Depot since its purchase from the Met in 1985. It had a brief moment of glory during Melbourne's 2000 Moomba Festival, by being parked in Swanston Street during a tram parade day – minus its dropcentre panels and seats, and sporting a pale blue livery.

Upon its return to Bendigo, 421 moved into the workshop to have the pale blue removed and two longitudinal tip-over seats (previously prepared) installed in the vacant dropcentre. Voila! Instant

Melbourne W1 class – and an instant Talking Tram with full 'air-conditioning' (not that Bendigo ever has hot weather).

Our staff and volunteers, working to a fairly tight time frame, prepared an excellent base for a total repaint. The ceiling 'colorflek' was sanded smooth and delightfully 'wood-grained' by a local artist. Our painter, Les Woodfield, set to and produced a startling livery to suit the new sponsor, clothing and footwear company Rivers. Les tells us that the body and window sash colour is 'Rivers' blue and it is very close to midnight blue. Trim colour is 'Fireplace' and the signwriting needed ten different colours. Oh, and let's not forget the gold leaf!

Our sign-writer, Greg Forsberg (helped at times by Linda Storey), very professionally lined out the exterior with lots of straight lines and clever little scrolly bits. The decision was taken that, since the highest numbered SEC tram was No. 30 (currently with the Sydney Tramway Museum), 421 would become 'No. 31'. To be totally correct in these accreditation days, the running boards are edged with Safety Yellow.

And so we have a new fleet vehicle - a good summer car with tip-over seats in the dropcentre. A job well done! We are proud of the standard of our new tram.

Bendigo Tramways No. 31 sits on the depot fan after its official launching as Tim Borchers explains some details to guests, on Thursday, 5 October 2000.

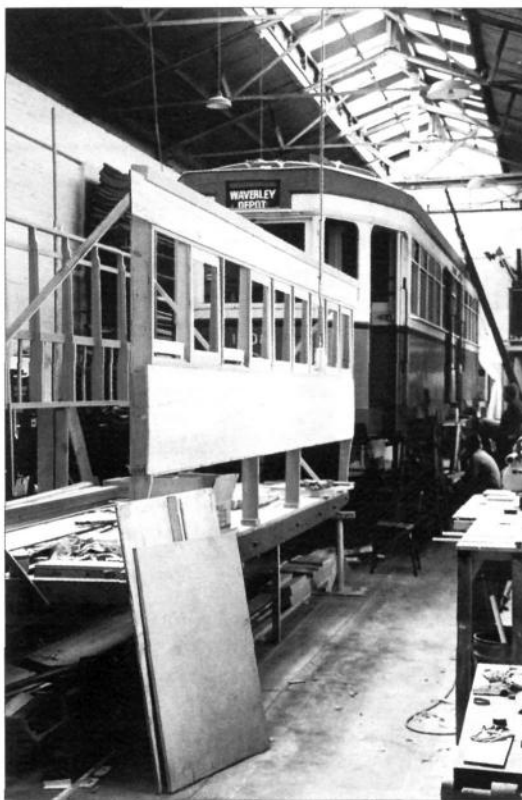
Dennis O'Hoy





Signwriter Greg Forsberg displays some of his handiwork. The auxiliary board above the headlight will become a standard fitting on the operating fleet. The reverse side reads 'Sorry, Not in Service.'

Len Millar



The extent of progress on the construction of a replica of a Sandhurst and Eaglehawk Tramway Company battery-powered car, using parts from the former No. 2, is seen in this picture taken on 8 October 2000. Sydney R car 1808 is in the background.

Dale Budd

Sydney Cars

In the workshop, up on four metal stands, 1808 is receiving new wiring, a line-breaker and resistance grids. Reconditioned K35 controllers have been installed, and its bogies are undergoing reconditioning.

For R1 class 1951, the workshops have been busy overhauling trucks, trolley bases and other components prior to installation on the car. The tram is soon to be painted in the 1954 Royal Visit colour scheme of ivory and blue edged with gold.

Melbourne X1 No. 466

This tram body is showing distinct signs of coming back into (operating) life. Since last issue, more parts have been removed, the exterior panels have been sandblasted and a coat of metal primer applied.

The effects of years of Victorian weather have warranted the removal of the aprons and drivers cabin structure. Gone are the rust and the rot. In its place are new aprons and newly constructed timber cabin framing and sashes. Our carpenter, Geoff Middleton, has completed the joinery required in a truly professional manner. He makes it look so easy! He also made four new sets of double folding doors (16 units), and has installed new flooring to the drop ends.

The owners of 466 (Darren Hutchesson and your correspondent) occupy themselves in spare weekend moments with the interminable slog of heat-gunning/scraping off old paint and varnish. The purchase of extra parts, and the all-important wheels, motors and other under-floor equipment has been arranged – so it is just a matter of time before the tram gets its 'Chicken and Champagne' launch. Expressions of interest for purchase or lease are solicited!

Former Melbourne X1 class 466 undergoes sandblasting at the Gasworks Depot. Cut-to-fit panels from Coca-Cola advertisements protect the standee window glass. Bendigo 22 can be seen lurking in the left background.

Darren Hutchesson



After 466 received its sandblasting, the new aprons and cabin timberwork were installed and bare metal surfaces given a coat of metal primer.

Darren Hutchesson



The Café Tram

Our flagship, No. 976, is doing great business carrying happy lunch and dinner patrons. Its one problem is its inverter which changes 600 volts DC to 240 volts AC, and 12 and 24 volts DC. The various microwave, heating and air-conditioning units are a heavy load on the inverter – and it has not fared well.

Lateral thinking has produced a novel temporary solution. Chained securely to a stout, steel-bodied trailer is a petrol generator set. A thick cable from it supplies electrical power to 976.

The trailer is connected to 976 by means of two patent Birney sprung tow-bars bolted together. The unwary motorists of Bendigo are protected from this tram 'B-double' by a bright flashing yellow light. The flashing light has a valuable secondary role – it helps our drivers work out where the end of the (extended) vehicle is – handy when you are stowing it back in the Depot at night.

A higher-rated inverter is on order.

Other Trams

After its initial post-arrival servicing and the odd repair, 9W has enjoyed some more attention over the last few weeks. The high pressure flange-way flushing gear is back in operation, at one end at least. A 600-volt variable speed water pump is a thing of wonder and a joy to behold. We can now deal with the dust that car No. 31 stirs up with its deep flanges. 9W is about to be prepared for its advertising role, foreshadowed in the May 2000 issue of Trolley Wire.

Birney No. 15 is next on the list to be repainted, in its red Geelong livery.

The replica battery tram is taking shape. All the windows have been made and one side is almost complete. It has been an unusual task reproducing the louvre window blinds. Luckily we have found one almost intact to copy from.

Other Works

There has been major repair work done on the Pall

Mall points and some minor welding done on the track leading into the Depot. The Tramway overhead poles in View Street have been replaced after receiving new period light fittings for the top.

The increase in staff and volunteers has created a need for a larger mess room. The former meter display room has been emptied and work has begun on sealing the walls and repairing the windows.

BALLARAT

Ballarat Tramway Museum
PO Box 632, Ballarat, Victoria 3353

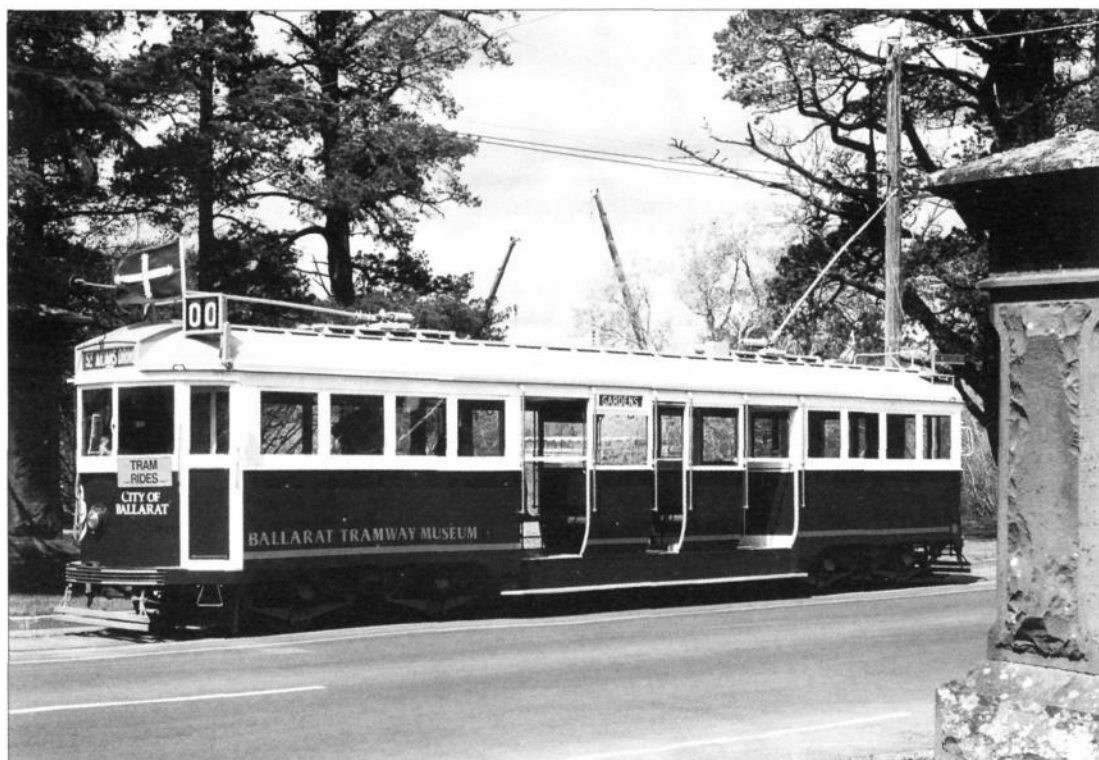
From Dave Macartney

Work on No. 33's defective motor came to a successful conclusion during September. The motors, one of them ex No. 32, were bench-tested on 22 July. Some minor finishing off followed, then the motors were replaced in the truck and the body lowered. The car returned to service on Saturday, 9 September, which turned out to be its eightieth birthday: it had entered service as M&MTB No. 189 on 9 September 1920. It is now settling back into routine traffic duties after an absence of some two years.

With No. 33 out of the way, work can proceed on No. 28, halfway through a major body refurbishment,

and Scrubber No.8, which will need some electrical work, among other things. The service stock did not receive the same level of workshop attention as the passenger fleet, and this shows when work needs to be done. Many of the timber components have a degree of

Ex-Melbourne W4 class 671 in its City of Ballarat livery and flying the Eureka flag arrives at the St Aidens Drive terminus in Wendouree Parade on 29 September 2000.
Ray Marsh



wood rot, the motors are almost totally out of reach, while one of the earthing wires was found to have been cut through by the adjacent wheel flange!

The Ballarat Winter Festival charter took place on Friday, 21 July. Patronage was modest, not surprising for an outdoor night activity in Ballarat in July, but a good time was had, with No. 14 doing the honours. It is quite a while since a single trucker ran after dark in Wendouree Parade, and the experience was just as magical as it always was.

The work on the Museum's house at Bungaree continues, with internal painting taking place during the latter part of winter. The new bathroom window is from Sandringham tram depot. The two storage sheds are at the lockup stage, and on 30 September sufficient

rail was transported from Steamrail's Newport depot to enable the sheds to be set up for their designed purpose of long term tram storage. As part of the refurbishment of the Melbourne-Ballarat railway for higher speed, it is proposed to construct the long-discussed deviation from Millbrook to Dunnstown. Should this eventuate, the railway through Bungaree will be closed. An interurban line from Bungaree to Wallace would be interesting!

Passenger figures for 1999/2000 came in at 14,551, down on the good old days, but consistent with recent years. Charter business is the growth area, having steadily increased over the past five years, from 375 to 1559. Tram No. 14 topped the kilometres run chart, with 1736, ahead of No. 18 on 1440. In all, nine of the trams ran in traffic, only Nos. 1, 28 and 33 missing out.

WHITEMAN PARK

Perth Electric Tramway Society

PO Box 257, Mount Lawley, Western Australia 6050

From Michael Stukely

Patronage on the trams during winter was fairly low, with both July and August in Perth being wetter than usual. As always, the weather is critical in determining Park attendance and our patronage levels, and a wet Fathers' Day was disappointing. However, levels have again picked up with the arrival of spring, which is traditionally the Park's busiest season.

In recent months a great deal of members' time at work days has been devoted to our track upgrading program (using steel sleepers), and to the maintenance of our operational trams. As a consequence, unfortunately, work on some important (and long-awaited) projects has had to be deferred, for example the completion of the maintenance pit in the Engineering shed, and the restoration of WAGT (Perth) E class tram No. 66.

Ray Blackmore carrying out repairs to the cherry-picker gearbox on 16 July.

Michael Stukely



Track Upgrading

This major project has continued at a fast pace, with the timber sleepers in worst condition being replaced with steel sleepers that we purchased earlier this year (TW August 2000). The rate of replacement varies between one-in-three (on curves) to one-in-five or six (straight sections). Occasional larger groups of newer timber sleepers are left intact at this stage.

Our sleeper replacement technique has now been significantly improved so that far greater numbers can be completed in a day. Our previous record of 15 was eclipsed when 23 sleepers were replaced on the workday held on 12 August by a team of nine members.

Prior to each track workday, Trevor Dennhardt excavates the ends of the wooden sleepers marked for replacement, carts steel sleepers to the site and places them adjacent to their new positions. The old timber sleepers can then be very quickly pulled out using the tractor and a noose of steel cable. The steel sleepers are inserted with a minimum of handling, clipped to the rails and shovel-packed ready for traffic; final mechanical packing then follows.

In addition to major track workdays, Wednesday regulars Trevor Dennhardt, Lindsay Richardson and Martin Grant keep the momentum going by carrying out smaller numbers of sleeper replacements as well as lifting and packing, re-spiking and other maintenance work.

We have purchased two new MacDonald ballast packers, one of them being funded by the Oketon Geddes Trust, to replace the old one that had clearly



Noel Blackmore repairs the crossing frog ramp on the point at the old Bennett Brook stop.

Lindsay Richardson

reached its 'use by' date. These make the arduous job of packing sleepers a great deal easier, with both new units being used in parallel on a section.



Eddie Vagg works on the brake hangers of the No. 9 truck for W4 class 674.

Lindsay Richardson

Trevor Dennhardt extracts steel sleepers from the stockpile (total 1200) for use on the track upgrading program.

Lindsay Richardson



Trevor Dennhardt pulls a steel sleeper into position as Justin Smith (left) and Matthew Blight move on to place the next, near Bennett Brook culvert on 23 September.

Lindsay Richardson



By early September, about 116 steel sleepers had been installed between the Car barn fan and the Service Road crossing at the east end of Swamp Straight, with nine on Farmgate Curve.

Overhead

Noel Blackmore reports that seven section insulator units (ex Perth trolleybus overhead) have been reclaimed for overhaul, and work on them is progressing well. Four refurbished and re-sealed units have been installed on Roads 1-4 of the Oketon Geddes Car barn, replacing old units which are now to be overhauled. The effectiveness of the electrical isolation of the Car barn overhead when required is now certain.

Assembly of equipment for the Village overhead upgrade is progressing, and the changeover to double

insulation using the new Siemens insulators on the bracket arms on the steel poles has commenced.

David Secker has completed the large job of numbering all overhead span poles on the system (including the line to the Park entrance). This makes it a great deal easier now to precisely locate any defects or problems on the track and overhead.

Rail Safety Accreditation

Mr Rob Burrows (Director, Office of Rail Safety) who was accompanied by Mr Matt Bradanovich, presented us with our Certificate of Accreditation on Wednesday, 19 July. Members then had the opportunity to discuss accreditation issues with them, and the visitors were able to see the excellent progress made with our track upgrading.

An audit on our track was conducted at the end of August, as required under our Safety Management Plan. This was a learning experience for all concerned

and served as good preparation for the more extensive annual audit of all operational areas due early in the new year.

BYLANDS

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

From Running Journal

General Manager Steps Down

Russell Jones decided to step down from his position as the Society's General Manager from the Annual General Meeting in August. Russell has held this position since 1994 and was a Board member from 1989. Russell cited increasing demands from his career and personal issues as the primary reasons for standing down.

Russell will remain an active member of the Society and hopes to resume a larger role with the society in a year or two. The Society respects and fully understands Russell's decision and looks forward to the possibility of his return to a management position in the future.

In other Board news, Director Doug Prosser tendered his resignation effective from the July Board

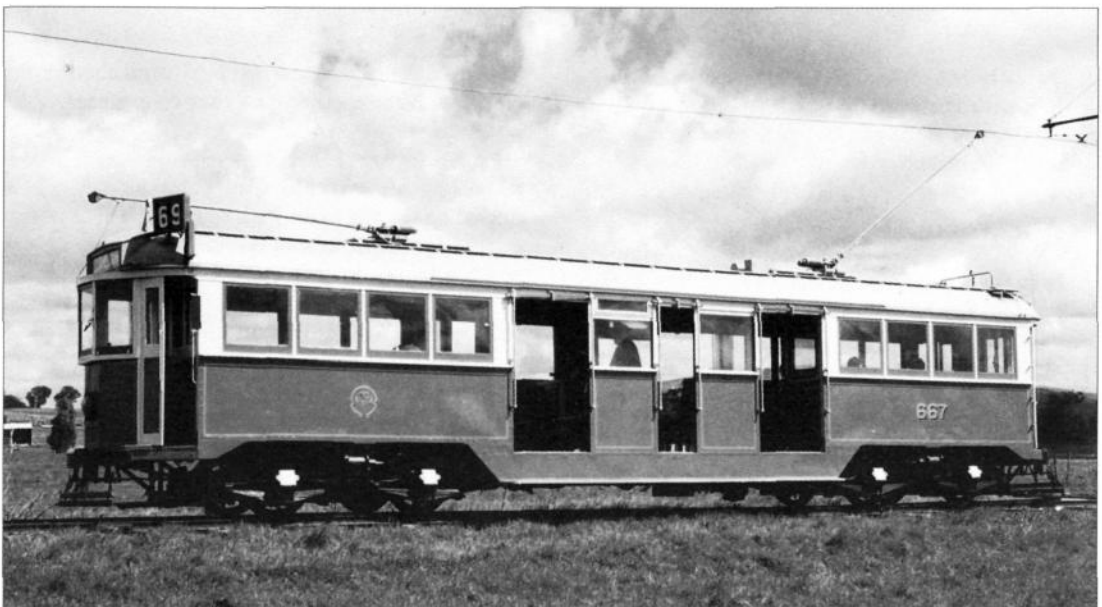
meeting as a result of personal and other issues. We thank Doug for his input at Board level over the past few years.

Annual General Meeting

The Annual General Meeting of the Society was held on Friday, 25 August 2000. Some 25 members and their guests attended and we were privileged to have as our Guest Speaker, Mike Ryan of the

Freshly repainted W3 car 667 poses for a photo at the northern terminus at Bylands, on 8 October 2000.

Randall Wilson



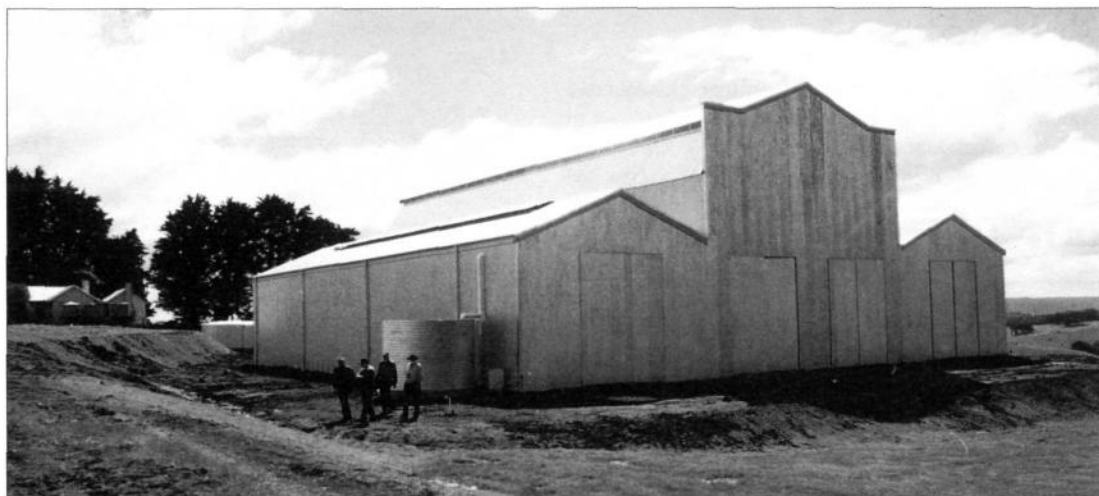
Department of Infrastructure. Mike enlightened us on several matters including the current status of the Government's Tramway Heritage Review. The consultants, Booz Allen and Hamilton have completed their study and have now passed on their report and recommendations to the Ministry. The report is very detailed and deals with a number of issues that require assessment by the Government before a final decision is made.

The result of the election for Office Bearers saw the following members elected: Chairman, Rod Atkins; Deputy Chairman, Geoffrey Dean; Ordinary Board Members, Graham Jordan, Jeff Stocco and John Walker.

Following the formalities of the meeting, members enjoyed the customary superb supper prepared by Aileen Jordan, a black and white movie film on Melbourne's famous cable trams from the collection of John Walker and another entertaining look at a collection of slides from Geoffrey Dean.

Exhibition Goods Shed

This structure is now nearing completion. With the exterior cladding almost complete, a start has been made on the installation of the electrical wiring, fittings, lighting and outlets. The water tanks which will collect the rain water for domestic and firefighting purposes have now been installed and plumbed. At



The newly reconstructed Exhibition Goods Shed at Bylands on 8 October 2000, showing both the back and front of the building.

Above: Randall Wilson; below: Dale Budd



each end of the building the doorways for each rail track have been fitted and clad. Initial filling of the surrounding landscape has been undertaken but still requires some further work and compaction, including the realignment of the eastern driveway.

Vehicle Maintenance Shed

Very little work has been carried out in recent months due to the change in the weather and other pressing tasks. The points for the main line have been set out, ready for drilling and spiking to the sleepers. With the improvement in the weather and the early introduction of daylight saving, it is hoped that a concerted effort can be made on this project.

Museum Work

As a result of the recent wet weather, considerable amount of work has been undertaken in an attempt to reduce the amount of surface water lying around the site. Constant clearing or redirection of drains has allowed this water to drain away, thereby reducing the amount of soft earth in public access areas. The need

for the building contractors who are re-erecting the Exhibition Goods Shed requiring regular access through the main museum site has not helped the situation. It has become necessary to resurface heavy traffic areas with screenings in an attempt to lessen the risk of surfaces becoming soft or boggy.

One of the contractor's semitrailers unfortunately reversed over the end of the major drain beside the substation, causing it to collapse. It took the contractor several hours to remove the offending vehicle due to the depth it descended into the drain. Initial clearing was carried out by the contractor's excavator but some further hard work was put in by our Society workforce over several Sundays to remove the top of the drain, dig it out, cut and replace the top decking timbers using unserviceable sleepers, and refill the ground surface.

On the first Sunday in August a small work party was assembled to collect, remove and transport to Bylands a quantity of railway and tramway track material from inner Melbourne. This material will be of great benefit and a wonderful addition to our stores.

LOFTUS

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

By David Cooke

Annual General Meeting

The Annual General Meeting was held at the Sutherland Guides Hall on Saturday, 26 August. It was a generally uneventful meeting with no contentious items being raised. The election of three officers for the Board provided the high point of the meeting. Six candidates offered themselves of whom John McFadden, Bob Cowing and Greg Sutherland were elected to the Board for a two-year period. David Cooke, Paul MacDonald and Frank McQuade were thanked for standing for election.

50th Anniversary Commemorated

A Commemoration to mark the Museum's 50th anniversary was held on Saturday, 19 August. On 24

July 1950, the Commissioner for Road Transport and Tramways advised the fledgling preservation group that their application to preserve the body of an L/P class tram had been granted - by the donation of a complete car. Later that year, because of its recent workshop attention, L/P 154 was selected to become the first electric tramcar to be preserved by enthusiasts in the Southern Hemisphere.

To kick off the anniversary events a sausage barbecue was held at lunchtime with Val Olsen manning this important stand and feeding the ravenous hordes.



L/P class 154 was the centre of attention on 19 August when it celebrated its 50th anniversary as a preserved tramcar. It is pictured here under an Olympic banner, ready to take up its role as VIP transport in the Olympic Torch Relay convoy on 11 September 2000.

Dale Budd

Three functions were planned for the afternoon. These were the burial of a time capsule, the blessing of the fleet and the re-entry into service of L/P car 154 after its first major overhaul in 50 years. To entertain the crowd, the Sutherland Shire Band played rousing music during the afternoon.

The first event went off without a hitch. Norm Chinn (member No. 1) and Chris Olsen (member No. 600)

Chris Olsen (left) and Norm Chinn prepare to lower the time capsule into its prepared burial plot behind the wall at the top of the display hall access ramp.

Howard Clark





lowered the capsule into its prepared position at the top of the ramp to the display hall.

The Rev. Louis Nyman (member No. 14) conducted a ceremony to bless the fleet for which a special order of service had been printed. This he did with all necessary aplomb although, unfortunately, a combination of traffic noise from the adjacent highway and a poor public address system made it difficult to hear all that was said.

Michael Giddey had been selected to relaunch L/P 154 into service. Mike is one of our tireless workers and always seems to be in the background when it comes to events such as this. Mike had accepted the invitation to cut the ribbon and drive but on the day chose, in a most unselfish act, to accord the honour to Chris Olsen. Chris had almost single handedly rewired the car in the preceding weeks, ensuring it was ready on the day, and Mike felt that this was more important. Thank you Mike, there are not many who would have done what you did.

L/P 154 looked resplendent with its green and cream paint gleaming in the sun. Brian Hague and Bob Cowing held the ribbon and with both Mike and Chris

Canon Lewis Nyman conducts the Blessing of the Fleet during the 50th anniversary commemoration on 19 August 2000.

Bob Merchant

in front of the car, Chris cut the ribbon to mark the occasion and drove 154 to the northern terminus and return with Mike acting as conductor.

Concrete from Concrite

Thanks to the management and drivers at the Kirrawee plant of Concrite Ltd, the Museum has been the recipient in the past few months of a fair amount of concrete surplus to other jobs. Their generosity has enabled the footings for the retaining wall between 14 and 15 road to be poured. This footing work is now almost complete. In fact one driver apologised for not having enough concrete on board to enable the job to be completed! Other areas where the surplus concrete has been used are the traverser pit, and at the intersection of Cross Street and the depot access track. A safe footpath has now been provided for those who need to use the disabled persons platform.

Miscellaneous Works

Work is continuing at the end of road 8. Thanks to Geoff Olsen all conduits are now in place. Bob Cowing has constructed the cable grip pit at the end of the length of cable track.

Dad's Army, our weekday workforce, mainly Jim Jowett, Les Coghill and Chris Jacobs, have rebuilt the inspector's cabin that formerly resided at the bus stop on the western side of Rockdale railway station. During its rebuilding it was noted that the bottom colour on the structural members was red. Sections of one upright that had to be replaced were retrieved and are now in the archives. It is thought that the red originated from the prewar period when Sydney's double deck buses were painted red and cream. As bus inspectors used this cabin, it may have been painted to match the buses. Vic Solomons and Brian Hague applied the finishing coats of paint.

The ribbon is cut to mark L/P 154's re-entry to service. From the left are Brian Hague, Lewis Nyman, Chris Olsen with scissors, Mike Giddey and Bob Cowing.

Alan Marshall

Re-sheathing Berlin car 3007 continues, with CSO workers, a welder and a welder's apprentice, carrying out much of the welding work involved. Jim Jowett and Chris Jacobs undercoated the bare steelwork and the completed work has been given a sprayed coat of grey primer.

Other more mundane work, maintenance, has been carried out. Rail joints have been welded, track repairs carried out and a drain near the Railway Square Waiting Shed has been rebuilt. Thanks to our Work for the Dole people, much scrub bashing has been completed, especially around the No. 2 sub station area. Our Work for the Dole team also carried out trackside rubbish collection and grass levelling along the line to the army crossing in preparation for the Olympic Torch Relay. Rubbish thrown from passing motor vehicles is a continuing problem along our track towards Sutherland.

Four replacement wheel and axle sets for an R1 class car and the bogies from P class car 1497 have returned from Garnock Engineering. However, two P wheel and axle sets had to be returned for further work. In the meantime the bogies have been painted black ready for refitting to the car.





a sper magazine