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THE STORY OF 1808

TROLLEY WIRE

AUSTRALIA'S TRAMWAY MUSEUM
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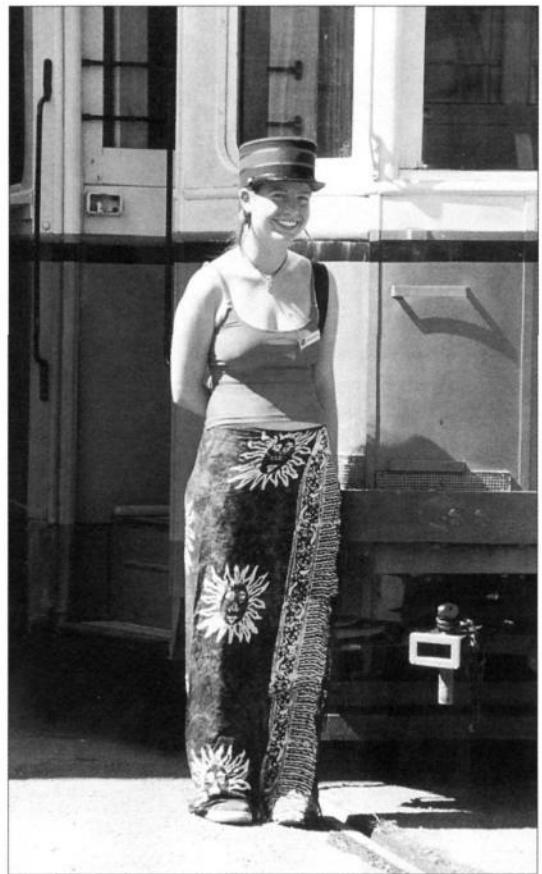
The historic façade of the Melbourne's Flinders Street Railway Station forms the backdrop as Sydney R class 1808 crosses Flinders Street during the Moomba Festival's Trams on Parade on 12 March 2001. Robert Merchant

Back Page Top:

Sydney R class 1808 swings into Tramways Avenue, Bendigo following its official relaunch at the Deborah Central Mine on 29 December 2000. Howard Clark

Back Page Bottom:

Sydney R class 1808 is followed by Bendigo's ex-Melbourne SW5 class 808 in a typical suburban street scene during the tour run after the relaunching ceremony on 29 December 2000. Graham Jordan



Australia's youngest woman tram driver, Shannon Barker, 19, is dressed in beach attire to pose with Sydney R class car 1808, her charge for the day. Bendigo Tramways Depot, 29 December 2000.

Dale Budd

Editor's Note:

This issue was held back to include the account of Sydney tram R 1808 in Melbourne's Moomba Festival Parade on 12 March.

THE STORY OF 1808

By Chris O'Sullivan, Howard Clark and Dale Budd

Sydney R Class tram No 1808 was ceremonially recommissioned in Bendigo on Friday, 29 December 2000. Its operation on that day was the first time an R class tram had operated in a city street since the last R class tour in Sydney on 19 February 1961.

Service History

1808 was placed in service on 17 April 1934 and was allocated to Fort Macquarie Depot for use on the Watsons Bay line. It was noted as being attached to Fort Macquarie in 1945, and again in 1952. When Fort Macquarie was closed on 23 October 1955, it was transferred to Dowling Street, from where it moved to Rozelle on 26 December 1955. It returned to Dowling Street on 23 November 1958, but is unlikely to have seen any further service after that transfer.

R class 1808 turns from Victoria Road into Darling Street at Darling Street Junction in 1958.

David Keenan

It received air raid precaution modifications (to minimise bomb blast damage to window glass) on 20 May 1942, and was outshopped from Randwick Workshops after an 'A' overhaul on 31 October 1955.

It was officially scrapped on 17 June 1959 ('written off' would be a more appropriate term) – just after the burning of R class trams ceased. Its body was sold on 1 June 1960, its record card giving the name of the purchaser as 'Mr Maylan, Ashford'. It was transported to Ashford, in the far north of NSW, where for the next 24 years it was used for the seasonal housing of farm hands.

Restoration by Waverley Council

The story of the recovery and body restoration of the tram started early in 1984, when Chris O'Sullivan, tramway enthusiast and local resident, began working with Waverley Council on the heritage listing and exposure (with commemorative plaque) of a small section of the intact Bondi tramlines in Oxford Street, Bondi Junction, as part of a Stage 2 Mall proposal.



The then General Manager, Robert Ball, asked Chris to investigate the possibility of obtaining a tram for display in the municipality, the restoration of which could be jointly funded by the Council and a possible Bicentennial grant. Following many inquiries and help from other enthusiasts and from the then Newcastle Tramway Museum, 1808, together with three sister cars 1741, 1749 and 1805, was located at Ashford. The Newcastle Museum had already recovered three R Class trams – 1744, 1804 and 1892 – from the area. 1741 and 1749 were side by side with a 20-foot wooden floor between them, and covered (except the drivers' cabs) by a large pitched roof. 1808 and 1805 were built into a similar structure, and the four trams had been used over the years as accommodation for tobacco pickers.

When approached, the property owner, Mr Les Thompson, was more than happy to donate a tram, so long as it found a good home. Waverley Council Engineer Rick Jarvis and Chris O'Sullivan visited Ashford in July 1984 and, after a day of inspections, selected 1808 for the Waverley Council project. While the tram looked very sad and battered, it was restorable, despite the fact that it had been thoroughly stripped of all underfloor gear, and just about everything that could be removed from the body itself.

While checking 1808, Chris opened a side destination box, and hundreds of field mice ran all over the place: they had made a very comfortable home in old 1808! While in Ashford, local crane people and transport carriers were contacted, for the lift and move to Sydney.

Soon after, Les removed the roof between 1805 and 1808. However it was to be several months before anything happened – but when it did, on 1 September 1984, 1808 was very big news in the Inverell/Ashford community. The lift was covered by the press and television, including an interview with Les Thompson.

The journey to Waverley went smoothly, and the tram was unloaded at the then Council depot in Bronte Road, a thoroughfare which still housed the Bronte tram lines, a few centimetres under the bitumen. When a number of councillors saw the tram, there was some dismay at its condition, so there was much convincing on 'future potential'! 1808 was then boarded up, a

R 1808, en route to Balmain, pauses for passengers at the Albert Street stop on the private right of way past the Harold Park Paceway. Rozelle Depot bound R1 class 2052 is following. David Keenan





R class car 1808 on the farm at Ashford in 1984, showing the side exposed to the weather. A roof had protected the other side, which was in much better condition.

Waverley Council, Chris O'Sullivan collection

tarpaulin was thrown over the worst end, and there it sat (being relocated once within the depot) for a period of time until the Bicentennial grant was approved and the expenditure of Council funds passed. Some preliminary work was carried out by Wayne Dempsey to remove the hundreds of nails that had been hammered into the inside of the body and used for coat hooks, lantern holders and clothes lines.

The overall project was managed by Council's John Aiosa. In mid 1985 carpenter Joe Heiss was assigned (part time) to 1808. His first task was to construct a roof over the tram to enable all-weather work. A small workshop was also attached and power connected to the structure. Joe had built or repaired just about everything over the years, but a tram was a real challenge! As the restoration began to gather momentum, Chris and Joe met a couple of times each week, increasing to daily towards the end of the project. Photos and plans were studied, and Chris embarked on the big task of finding all the missing

pieces. The exposed side of the tram was in a very bad state, very rusty, with rotten window sills and most windows smashed. Ironically, the side that had been enclosed by the house, looked as if had just left Randwick Workshops.

The internal number panels and numbered destination box covers had long before been souvenired, and the car was devoid of all seats, both drop centre wooden ones and the padded type from the saloons. Two of the saloon sliding doors were gone, and three of the drivers cab doors were full of dry rot. All internal grab rails as well as most of the external handrails were missing; there was not a single light shade, nor any headlight fittings and one bumper bar was missing. While Les Thompson was more than happy to let Council have any spares from the other trams, these had been just as thoroughly stripped, and 1741 and 1749 were still built into the semi-occupied house structure. Slowly but surely items came to light, many of which had been collected from the numerous tram bodies which were located in the Joadja Valley near Berrima, south of Sydney, and from spares Chris had collected when he acquired R 1842 back in 1972. It was also clear that a number of parts would need to be manufactured, including two couplers, eight pleated canvas doors, and small items such as 'Do Not Spit in the Car' signs.

When work commenced, one saloon floor was in poor condition, but it was decided that the whole of the floor should be replaced. One driver's cab, deteriorated through weather exposure, was completely removed for later rebuilding. Fortunately the old timbers were still suitable as templates for new material. The whole tram was then professionally sandblasted, which took it back to bare metal and wood, revealing in the process the many coats of paint applied over the years. The roof was quite sound: it was repaired in some places, given a good scraping, general clean off and a light coat of sealant.

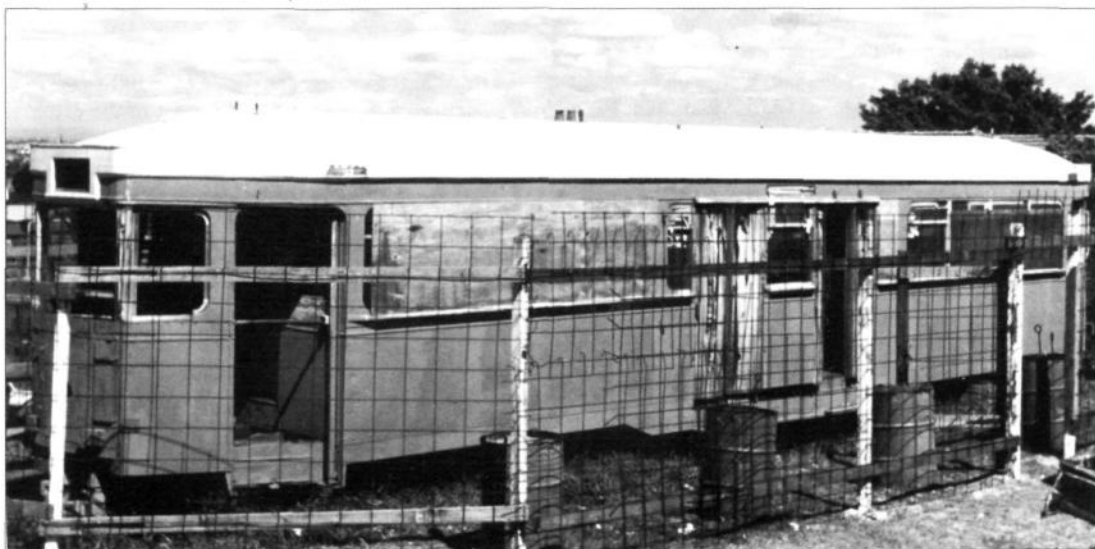
The weeks, then months, saw just about everything unscrewable removed for cleaning/sanding/replacement or manufacture. All the window mechanisms were overhauled, and in some cases replaced. In the meantime, the spare parts list was compiled, and parts began to be delivered to the worksite. These included items such as handles, depot plates, one driver's cab side external panel (from R 1816), glass light shades, internal grab rails and brackets (a full set from R 1863), individual drop centre bulkhead seats (painted in all colours, depending from which tram body they came from), their metal supports, a number of underfloor seat mounting plates, Bakelite hand grips, ten saloon glass windows, foot rests, buzzer units and their pulley brackets, fuse box, metal identification plates (drivers' cabins), headlight rims and inserts, driver's glare wooden sliding panel, pole rope hooks, internal window rails, windscreen wiper units (one Sydney, one Melbourne) tool box (with 'Lifting Jack' plate), one concertina door mechanism, driver's gongs (both from R 1769) and one driver's seat. A shopping list from Melbourne was also compiled, namely a set

of bogies, trolley poles and bases, controllers and two back-to-back drop centre seats from a W2 class car. Assistance with this was again provided by the Newcastle Tramway Museum, and Waverley Council then opened negotiations with COTMA. The bogies and associated equipment arrived from Melbourne on 14 September 1985.

Earlier in 1985, Robert Ball contacted the then Minister of Transport, Barrie Unsworth, regarding the possibility of obtaining 16 reversible padded seats from the former Sydney ferry 'Kooleen' which was berthed at Berry's Bay in North Sydney. The Member for Waverley, Ernie Page also helped facilitate this, and following discussions with the new owner, Chris O'Sullivan together with a couple of council employees and a large Council truck, visited the ferry on 1 March 1986, unbolted the seats, and brought them back to Waverley. All seats were subsequently dismantled, the frames and stands sandblasted, primed and repainted, while the seat backs and squabs were reupholstered by TAFE students.

R 1808 at Waverley in 1986 after sandblasting, priming and roof repair, prior to the application of glass reinforced polyester.

Chris O'Sullivan





R 1808 is lowered onto Melbourne W2 trucks at the historic Boot Factory in Spring Street, Bondi Junction. The date is 25 November 1988. Chris O'Sullivan

By this time, Council management had been taken over by Paul Anderson, Director Public Works & Services. Chris and Joe continued regular meetings, as well as visiting several old tram bodies to remove parts, particularly for a side destination box mechanism, and for the two bogie centre castings, which came from R 1769 in a car wrecking yard at Merrylands. As the hinged panels above the four sliding doors were all missing, replacement ones were found, all with the Clyde Engineering emblem. Two of these were sanded off and the 1808 numerals applied by a professional signwriter. The procedure also took place for the replacement destination box covers, one from R 1741.

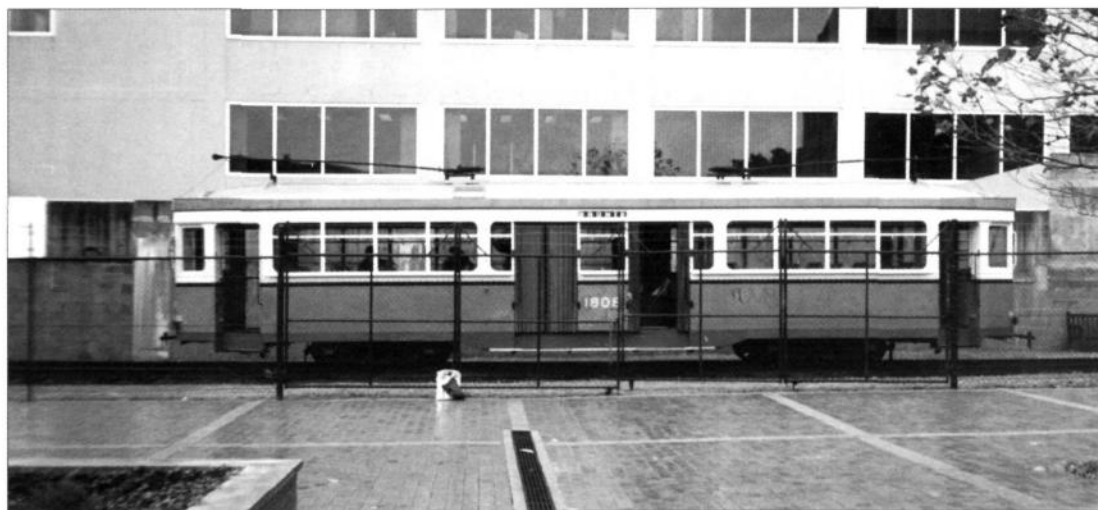
Display at the 'Boot Factory'

At a meeting on 19 November 1986, Waverley Council agreed that 1808 would be relocated to the historic 'Boot Factory' in Spring Street, Bondi Junction. Naturally track would be required, so Paul

Anderson contacted the State Rail Authority. State Rail donated the manpower (four track-layers) for the occasion, and the teams used this as a lead up exercise and speed trial for the forthcoming tracklaying competition at the 1988 Royal Easter Show. The Member for Waverley, Ernie Page, was invited to drive the first of 280 dog spikes to fasten the rail, which was sitting on approximately 35 sleepers. Ernie laboured with the 4 kg hammer, and in the presence of the local press, council representatives and amused onlookers, managed to hit the spike with roughly every second swing.

It was to be almost another twelve months before 1808 saw that track, and in the meantime, restoration continued, including the fitting of new flooring, refitting of the refurbished seats, and professional painting of the car. Other smaller parts were still being affixed, right up till the day before the move. The body was wired to carry 240 volts, thus enabling mains power to be utilised. With the body restoration complete, and costing in the vicinity of \$100,000, parts from many of 1808's sisters were utilised, and these are recorded for posterity, namely R cars 1769, 1776, 1781, 1816, 1820, 1821, 1827, 1829, 1841, R/R1 1937 and R1s 1962, 1974, 1998, 2016 and 2048.

Early on the morning of 25 November 1988, a resplendent 1808 was lifted onto a semi-trailer, and



travelled the short distance along the former tram line in Bronte Road to Spring Street. The Melbourne bogies were already on the track. A trouble free lift, in the presence of the local press, representatives from the Council and the President of the Waverley Historical Society, Doug Cumming, soon saw 1808 back on wheels for the first time since it left Randwick. The sight of the tram and the resulting publicity was to result in many visitors and official inspections during the next five years. Photos of 1808 at this location appeared in the May 1989 issue of *Trolley Wire*.

Other plans for 1808

The display of 1808 in the Boot Factory forecourt was only intended to be temporary, while alternative sites and use were considered. During 1991/92, many options were explored, both for display and operation. Static display, for which the tram was originally obtained, was considered for the Bondi Pavilion, the Roscoe Street Mall at Bondi Beach, the courtyard of the proposed new Library in Ebley Street, adjacent to the Council Chambers in Bondi Road, and several places in and around the Bondi Junction Mall. Possible operation in the Mall, using a generator on a small trailer and running on the original lines, was considered by the joint Waverley and Woollahra Traffic Committees in consultation with the RTA.

As a result of these investigations, the track was uncovered in three places and inspected by the Melbourne Track Design Manager, Phil Smithers, on 7 June 1991. The subsequent report presented to the various committees pronounced the tracks as suitable for reuse, with details on how to replace the small

R 1808 on display at the Boot Factory in Bondi Junction in 1988. The tram was to remain at this site until 1993.

Chris O'Sullivan

sections of rail that had been cut out for the planter boxes in the Mall area in the 1970s. (Fortunately all the tracks in Bondi Junction now have a National Trust Classification). Quotes were also obtained from 'Bitupave' for the clearing of the roadway and lines (approximately \$35,000), as well as prices from Melbourne, ranging from getting 1808 operational to the purchase of a complete surplus W series tram.

The Bondi & District Tourist Committee was in favour of the latter proposal, and it conducted a full feasibility study titled 'Resurrecting the Tracks' which generated a great deal of support from local shopkeepers, hotels, business and the two large shopping complexes. The study officially became part of the 'Main Street' program with planned funding and sponsorships. The State Transit Authority was also approached, and discussions took place regarding the possibility of storing 1808 on the eastern side of the Waverley Bus Depot, the track turn-ins from Oxford Street still being in situ, under the bitumen, from the depot's tramway days. At the same time, plans were also looked at in respect of utilising 1798 and 1980, which had also been acquired by the Council, as tourist information centres.

While the various proposals were being evaluated, Waverley Council approved the development of the Boot Factory forecourt, which meant that 1808 would

have to be relocated. So, in the absence of any concrete plans, 1808 was moved in mid 1993 to the Council's Waterloo Depot. It was covered by a tailor-made tarpaulin, and there it sat in the company of 1798 and 1980 (both with temporary roofs) while further discussions continued regarding their ultimate fate. In the end, it all came down to security and protection from vandalism. All the plans for operation or display of the cars in the Bondi/Waverley area eventually lapsed.

Loftus and Beyond

A newspaper article on 16 April 1997 featuring Paul Anderson drew attention to the Council's concern for the future of the three trams, and its offer to hand over 1798 and 1980 free provided they went to a good home. No decision had then been made on the future of 1808. Discussions were held between Sydney Tramway Museum Chairman, Howard Clark, and both Chris O'Sullivan and Paul Anderson and subsequently

In 1993, R class 1808 was placed in storage at the Waverley Council's depot at Waterloo. It was later covered with a custom-made tarpaulin. R1 class 1980 and R class 1798 can be seen in the left background.

Chris O'Sullivan

separate letters of interest were sent in respect of 1798 and 1980, and 1808. Almost two more years were to pass before 'in principle' agreement was reached for the Museum to take over responsibility for the trams.

At a meeting on 4 May 1999 between Paul Anderson, Howard Clark and Chris O'Sullivan, it was agreed that the Sydney Tramway Museum would take the three trams, with several conditions attaching to 1808. This agreement was ratified at the Council's meeting on 25 May 1999.

Nine months later, on 3 February 2000, 1798 and 1980 left Waterloo for storage at Cessnock and 1808 left for Loftus, where in the late afternoon it was lowered on to a set of Sydney bogies and moved inside the confines of the depot.

Making 1808 Operational

Under the terms of a New South Wales Heritage Federation 2001 grant to the Sydney Tramway Museum, dating from an application in 1997, four corridor type Sydney cars were included for restoration 'to be available for any heritage operation on a city extension to the light rail system'. Three of the car bodies referred to in the application were (and at the time of writing still remain) unavailable to the





Museum as they are locked up in the old Rozelle tram depot, pending resolution of a dispute between the NSW Harness Racing Club and the Sydney City Council.

As a consequence, following agreement between the Museum and Bendigo Tramways, it was agreed that the first two trams to be dealt with would be 1808 and 1951, the latter having always been in the restoration program. NSW Heritage agreed to the substitution of 1808 as it was of the same type and vintage as the alternate car originally applied for under the program.

Tim Borchers of Bendigo Tramways paid a visit to Loftus and made detailed assessments of the restoration needs for the two cars and prepared detailed estimates of the costs involved. Agreement was reached with Bendigo and the trams were duly loaded at Loftus on 13 June 2000 for the journey south. The cars made front page news in *The Border Mail* (Albury-Wodonga) of 15 June 2000.

Bendigo Tramways immediately started work on the rewiring of 1808 and on the bogies for 1951. Good progress was made with the rewiring of 1808 in accordance with W2 wiring diagrams. None of the original equipment had been left under the car, unlike

Central Deborah Chairman Dennis O'Hoy watches as a bottle of premium Bendigo red swung by Sydney Tramway Museum Chairman, Howard Clark, smashes against the bumper of 1808 during its relaunch as a fully operational tramcar.

Robert Mills

1951 which carries a fair proportion of its original equipment. Some additional engineering work was required to accommodate the brake cylinder and air tanks since on R cars, unlike R1s, brake cylinders were mounted on the bogies or trucks.

The trucks which Waverley Council acquired from Melbourne for 1808 had been subject to the elements at the Council depot for seven years. One was soon made operational, however the other required some major work. Accordingly one of the other bogies sent to Bendigo from Loftus was checked and reconditioned for initial service under 1808. The result was that 1808 is probably the first tram to run (temporarily) with one bogie equipped with spur gears and the other with double-helical gears!

On Wednesday 20 December 1808 was placed on its trucks. On the morning of 22 December the tram made

a successful trial run, and an excited Tim Borchers rang Sydney to advise "one small step for man ..." to confirm its return to operational status after a 40-year gap. Its ceremonial recommissioning was set down for the following Friday.

The Recommissioning: 29 December 2000

A Bondi Beach theme was adopted for the day, and participants were encouraged to wear beach attire. 1808's driver for the day was Shannon Barker – at 19, Australia's youngest woman tram driver and a recent recruit to the Bendigo Talking Tram service.

Around 9:30am car 1808 ventured out of the depot for some driver-training runs in Tramways Avenue. Shortly after 10:30 the three 'official' trams left the depot. In the lead was No 7, built in Sydney in 1916 for the Prahran and Malvern Tramways Trust. Next came SW5. 808; and a few minutes later, R 1808.

1808 on tour in Pall Mall. It is followed by Bendigo's No. 31 in Rivers Clothing's corporate livery. The famous Shamrock Hotel is in the background.

Howard Clark

At the Central Deborah Mine terminus a load of sand had been provided to help convey a beach atmosphere, and appropriately clad (or unclad) beach girls and lifesavers were on hand. The climax came when 1808 rounded the corner and ran down to the terminus, breaking a 'ribbon' held by two lifesavers.

James Thompson, General Manager of Central Deborah Bendigo acted as Master of Ceremonies. He introduced Sydney Tramway Museum Chairman Howard Clark, who gave details of 1808's history. Central Deborah Bendigo Chairman Dennis O'Hoy then invited Howard Clark to break a bottle of premium Bendigo region red wine against 1808's bumper to officially mark the car's recommissioning.

Following refreshments the three trams then made a tour of the system, with numerous stops for photography. It was an immensely enjoyable and satisfying experience to see and to travel on 1808. The depot and workshop were visited, allowing inspection of other cars undergoing restoration and rebuilding.

In mid-afternoon 1808 returned to the depot, where some final mechanical work, including fitting of a second overhauled truck, was to be carried out to complete its restoration.





Deborah Beach, Bendigo is a bit light on for surf but a great place to relaunch a tram into service. The beach scene created outside the Central Deborah mine on 29 December 2000.
Howard Clark

The return to service of 1808 is a 'first' in many ways, but interestingly it is not the first tram from Sydney to be equipped to run in Victoria using electrical and mechanical equipment from Melbourne. In 1907 the bodies of Sydney C and D class cars were sent south, to be locally equipped to run between St Kilda and Brighton Beach following the Elwood Depot fire. History has a habit of repeating itself in unexpected ways. In a different category have been other Sydney electric trams sold for further service in Victoria: the three experimental electric cars and the three C class trams sold to Ballarat in 1905; and the two ex-K class scrubbers sold to Melbourne in 1959.

When the car returns to Sydney after its period in Victoria, a dedication ceremony to be hosted by the

Museum will be held to acknowledge Waverley Council's role in the project and the car will carry a plaque to highlight this. The role of Bendigo Tramways in restoring the car will also be permanently commemorated. The tram remains technically in the ownership of Waverley Council and is on permanent loan to the Museum to ensure its ongoing conservation.

Thanks are expressed to Ross Willson for the provision of details of 1808's service history and disposal.

1808 approaches Bendigo's famous fountain at Charing Cross during its tour of the system on 29 December 2000.
Howard Clark



1808 JOINS THE TRAMS ON PARADE

By Dale Budd and Bob Merchant

Following the recommissioning of R class 1808 in Bendigo, some final items of work were carried out on the tram. Among these tasks was the fitting of turn indicators and stop lights: these were carefully placed to minimise their visual impact while performing their function effectively, combined turn and stop lights being fitted beneath the bumpers at each end and blinkers on the four corners of the saloon. Accreditation of the tram for its operation in the Moomba parade required extensive interaction between the Bendigo Tramways and the Victorian Department of Infrastructure.

On Tuesday, 6 March 1808 was transported to Melbourne, where it was towed onto the rails at the Preston Workshops gate at around 10:45am. The

Sunday Herald Sun was on hand to record the event, for an article which appeared on the following Sunday. 1808 was driven around to the open inspection pits where its line breaker was adjusted, before making several successful runs on the test track. It was then placed in the body shop where, during the next few days, Z class mirrors were fitted at each end.

On Monday, 12 March, a public holiday in Melbourne, a convoy of decorated trams left Preston Workshops around 4:30am and ran to Southbank Boulevard beside the National Gallery of Victoria. Here the trams were lined up on both tracks ready for the Trams on Parade at 11:00am. The trams paraded along St Kilda Road and across Princes Bridge to their allotted positions in Swanston Street, between Flinders and Bourke Streets, where they remained on display for the street party until 3:00pm.

R 1808 was decorated with red and yellow balloons and streamers. It was accompanied in the parade by

Car 1808 undergoing testing at Preston Workshops on 6 March 2001. It is seen passing W6 class 992 in the workshops yard.

Dale Budd



A view of 1808 at Preston Workshops on 6 March 2001.
Dale Budd

young lifesavers, continuing the beach theme used in Bendigo.

Trams in this year's parade included, in order of appearance in Swanston Street:

- Portland's motorised grip car (numbered 1) and trailer 95 carrying a 6-piece gypsy band,
- Heritage toastrack V214 carrying the Melbourne Transit Concert Band,
- SW6 class cars 900 as the Egyptian Mummy tram, part mummy, part stone temple telling the story of the Melbourne 'connie' in hieroglyphics, and 'towed' by ten bare-chested conductors.
- SW6 class 899 as a temple to the Indian goddess Durga accompanied by 100 college girls and 35 dancers.
- SW6 class 949 as an inflatable cloud representing a travelling version of Heaven.
- W7 class 1008 as Orisha Fusion, celebrating the origins of African musical styles and traditions. 1008 towed a flatcar road trailer carrying 50 percussionists playing Afro fusion rhythms.
- Bendigo toastrack 17 unrecognisable as an interpretation of Bunjil the Wedgetail Eagle, acting as an indigenous performance stage,
- W7 class 1018 as a Church of Perpetual Motion with a 25-member gospel choir,



A beach theme was allotted to 1808 for the parade. With 'Bondi' displayed on the destination rolls, it proceeds north along St Kilda Road escorted by a team from the Royal Lifesaving Society of Victoria. SW6 class 984 displaying 'St Kilda Beach' and containing a large blue whale continues the beach theme and follows behind.
Bob Merchant





R 1808 crosses Princes Bridge amid a sea of spectators. Construction of Federation Square, seen in the distance, is due to be completed later in 2001.

Dale Budd

A Bondi tram in Swanston Street. Car 1808 is on display for the Street Party, the final event of the Moomba Festival. During one of the quieter moments, Japanese tourists were seen photographing the destination sign, which reminds them of their national flag.

Bob Merchant



- W5 class 800 had a Buddhist theme called Nirvana and was accompanied by 50 dancers,
- Sydney R class 1808 as the first original Bondi tram to travel the streets of Melbourne,
- SW6 class 984 in M&MTB green and cream contained a large blue minske whale as Beached,
- the TMSV's S class 164 tastefully decorated as Bravo!, a theatre on wheels,
- SW6 class 885 as Hallowed Turf, a grassy temple to Australian Rules Football,
- SW5 class 759 disguised as Gods in the Machine, a space rocket accompanied by rave dancers.



A red and yellow balloon decorated 1808 is flanked by red and yellow dressed junior lifesavers during its parade along St Kilda Road.

Bob Merchant

After the street party, Portland's cable tram set was loaded onto a trailer at the top of Swanston Street and returned to Portland that evening. All the electric trams shunted in Swanston Street at Lonsdale Street, turning west into Lonsdale Street. After shunting at Elizabeth Street the cars then headed along Brunswick Street and St Georges Road to Preston Workshops.

R class 1808 has since received permission to reside at Preston Workshops for the time being. It will eventually return to Sydney.

After 3pm, the trams moved up Swanston Street in preparation for returning to the workshops. Here 1808 pauses at Little Lonsdale Street as Z3 class 120 waits to take up its service run. 1808 is followed by SW6 class 984, and 885 disguised as a football field.

Bob Merchant





Portland's beautifully presented and motorised cable tram set led the parade of trams and is seen here in St Kilda Road before the start of the event.

Dale Budd

The Tramway Museum Society of Victoria's S class 164 proceeds wrong road along Swanston Street. It provided a travelling performance of drama exits and entrances with 15 performers.

Bob Merchant





Bendigo's toastrack car 17 had its seats removed and was used as an indigenous dance stage with the theme Bunjil the Wedgetailed Eagle.

Bob Merchant

W7 class 1008 parades as Orisha Fusion. It celebrates the origins of African musical styles. Fifty percussionists perform on the road-wheeled flat car towed by 1008 and dancers perform on the platform attached to the front of the tram.

Dale Budd



W5 class 800, as a gold temple tram, carries Buddhist monks and musicians. This travelling temple is accompanied by fifty dancers from Asian Buddhist communities.

Dale Budd



SW6 class 949 is disguised as a colourful inflatable cloud accompanied by ten satellite clouds on motorised wheel chairs, a travelling version of heaven.

Dale Budd



SW5 class 759 has been transformed into a techno space rocket piloted by disc jockeys and escorted by forty alien rave dancers.

Dale Budd



MISSING LINK TURNS UP

Perth Leyland trolleybus No. 22 acquired for preservation

By Michael Stukely

At about 5:00pm on Saturday, 16 December 2000, the remarkably well-preserved body of former WAGT Leyland 3-axle trolleybus No. 22 arrived at the Perth Electric Tramway Society's premises in Whiteman Park, on the back of the familiar Bunbury House Transporters low loader being driven by Trevor Phillips.

No. 22 was very kindly donated to the Society by Sedgwick & Son of South Kuminin (between Corrigin and Narembeen), some 300km south-east of Perth.

No. 22 was the last of the 3-axle trolleybuses built for Perth on Leyland TTB chassis, its bodywork having been completed at the WAGR Workshops at Midland Junction in 1938.

It had been believed until recently that all of these 3-axle Perth trolleybuses had long ago been destroyed, although records of their disposal are far from complete (see Trolley Wire November 1999). So as No. 22 now joins the other Perth trolleybuses preserved at Whiteman Park – two Sunbeams (84 and 89) in the PETS collection, and Leyland 'Canton' (2-axle) No. 38 in the Bus Preservation Society of WA

collection – it truly represents the missing link in the development of electric street transport in Western Australia.

Following its withdrawal from service in June 1960 with 13 others of its type, No. 22 was stripped of running gear, seats, etc and its body was sold by the MTT to the Sedgwick family. At that time they were developing their farm, and quickly put the trolleybus to work as mobile workers' quarters. As its steering and handbrake mechanisms were (and still are) fully functional, it was ideal for towing between work sites as required. It was fitted out with a wood stove, refrigerator, table, bunk beds, and even a bath plus water tank! After a few years the roof canvas had deteriorated, so a gabled corrugated-iron roof with end panels was attached to the body, giving excellent weather protection.

In its new role, No. 22 was towed all over the Narembeen/Corrigin area to jobs on many different properties. It was last used for accommodation about 1990, after which it was 'retired' to an out-of-the-way spot on the Sedgwicks' farm. Sheets of iron gradually blew off the roof, but fortunately in the dry climate, water damage to the wooden body has not been severe.



No. 22, with protective roofing removed and tyres inflated, ready for loading on the property of Sedgwick & Son, South Kuminin, on 16 December.

Tony Kelly



Above and below: Leyland trolleybus No. 22, disused for about ten years, is seen at South Kumminin on 12 October 2000. It still has the WAGT livery (the right

side badly faded), with numbers clearly visible. Note the corrugated iron roof.

Michael Stukely





Michael Stukely received a report of the existence of a 3-axle trolleybus 'in the wheatbelt near Corrigin' early in 2000. When more information on its location became available – with confirmation that it was definitely a 3-axle bus with the number 22 still clearly visible (and not 'just another Sunbeam', as we had feared) – the opportunity was taken by Michael in October to visit the owners and inspect it.

Surprisingly, No. 22 was still in its WAGT green livery (with one side now faded almost to yellow), with all windows and doors still in place and its exterior numbers and interior signs clearly visible. Most of its tyres were completely flat, but all six wheel rims were original.

The Sedgwick family quickly agreed that the bus would be given to the Society. Over the next few weeks, they inflated the tyres and those that were too

No. 22, with protective roofing removed and tyres inflated, ready for loading on the property of Sedgwick & Son, South Kuminin, on 16 December.

Tony Kelly

perished were replaced with old tyres from farm vehicles. They then towed No. 22 to their farm workshop (on another property), cleared out all furniture and debris from the interior and carefully removed the remains of the corrugated iron roof and its supports. Some of these had been welded to the steel ribs on which the trolley bases had originally been mounted.

On 16 December, a convoy of PETS members' cars travelled from Perth to Corrigin where we met Trevor Phillips, who had driven the low loader from Bunbury.



The low loader driven by Trevor Phillips speeds No. 22 between York and Perth on 16 December.

John Stone

After one wrong turn we all arrived at the farm to find No. 22 standing outside the workshop with tractor attached, ready for loading.

The low loader was backed up to a convenient contour-bank in a nearby paddock so as to ease the slope of the ramps, and with Alan Sedgwick at the wheel of No. 22 one last time, the tractor pushed it (rear end first) carefully onto the tray of the loader. With chains secured she was ready to go, after some entertaining stories and fond farewells from the family.

The trip to Whiteman Park went smoothly, apart from an unexpected thunderstorm that created very strong crosswinds and forced a stop, with one side panel being blown off No. 22. Additional stops were made at Corrigin and York, where No. 22 aroused some interest from locals. Unloading was done on the PETS carbarn fan, making use of the slight incline at

the 3 & 4 road points, and the slope of the ramps was further eased using sleepers. Several more members had now arrived to assist. Our ex-MTT recovery vehicle No. 3 (driven by Vic Sweetlove) was used to carefully tow No. 22 (with Duncan McVicar at the wheel) off the low loader. It was then an easy matter to tow it to the rear compound and into a specially prepared space in the WP Pennenburg Workshop beside the body of Fremantle tram 36.

The Society records its most grateful thanks to the Sedgwick family – Alan and Dawn, and Ray and Hillary – for their kind donation of this very significant vehicle, and for their generous assistance and care in preparing it for the move. Sincere thanks also go to Trevor Phillips for once again carrying out a very successful recovery operation for us.

The acquisition of trolleybus No. 22 – representing a type long regarded as an essential addition to the Society's collection, but one that had been considered highly unlikely ever to eventuate – raises hopes that other important vehicles may still come to light. Noteworthy among those types missing from the collection are the unique Fremantle tram No. 23, and a Perth F class car (the fate of Nos 31, 32 and 33 is still uncertain). The search continues...

No. 22 is unloaded on the PETS carbarn fan with Duncan McVicar at the wheel, towed by ex-MTT recovery vehicle No. 3 (driven by Vic Sweetlove), on 16 December.

Tony Kelly



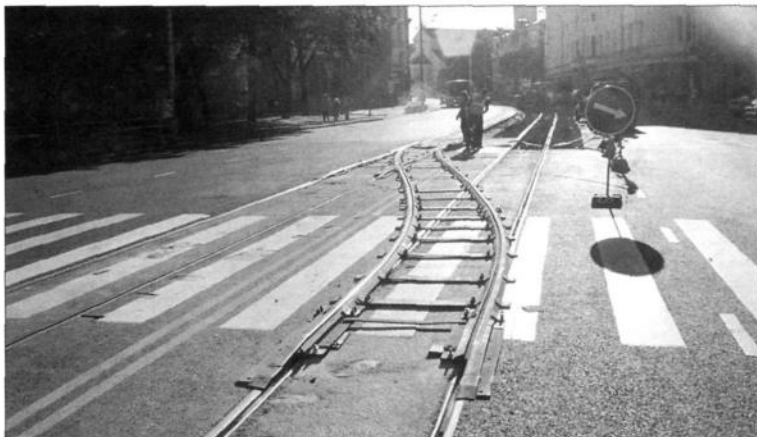
WHO NEEDS 105 POUND RAIL?

By Alex Grunbach

Last year I embarked on a tour of Europe with the plan of trying to find out something about my ancestors, a subject, due to the very early death of my parents, I knew almost nothing about. The major part of this search took me to the small Baltic Republic of Estonia, freed from the terror and oppression of the ruthless Communist rule only as late as August 1991, a little over nine years ago. As the Russian armies departed they took almost everything they could lay their hands on, leaving a very impoverished society. One thing that remained was a tramway system of four routes passing through the middle of the capital, Tallinn.

Whilst I did not measure it, the track appeared to be of metre gauge and the tramcars were of two models made by Tatra in what was Czechoslovakia. One model was a single ended bogie unit with bogie trailer, and

the other a single ended articulated set with four wheels under each unit. (All termini have reversing loops.) The track was in very poor condition providing a fairly rough ride, especially at speed. In one area I noted what appeared to be two-metre lengths of rail welded together. Nevertheless the service was excellent with trams running only a few minutes apart and was well patronised. My host provided me with a thirty-day pass for unlimited use on all trams, trolleybuses and buses within the metropolitan area. As this cost the equivalent of \$16 Australian for the pass, it was real value for money. (Better still, if you are a local over the age of 65, metropolitan public transport is free.) The majority of tram and trolleybus stops and many bus stops had kiosks nearby which sold tickets, passes, sweets, cigarettes, newspapers and magazines and many other goodies, the cost of the



Looking south over the temporary points towards worn track and already removed track. The gauge is 1067mm (3ft 6in).
Alex Grunbach



Articulated four-axle Tatra KT4 tram 131 about to cross over to the wrong road over the proper points at the southern end, 4 September 2000.
Alex Grunbach

Articulated Tatra KT4 tram 89 in McDonald's red advertising livery about to climb onto the temporary points.

Alex Grunbach



tickets or passes being much cheaper than if purchased from the drivers on the vehicles.

The thing that struck me the most was the fervent national pride and effort being put into rebuilding the country from the mess it had been left in, and how clean and orderly the running of the place was. One of the big rebuilding projects was the relaying of the tram lines. At the time I was there this was taking place right in the heart of the capital, proceeding from roughly north to south along the main street. The process was to isolate a section of about a couple of hundred metres of one track and institute single line working along the adjoining track. This was done by digging up both tracks at the southern or worn out end and laying in a proper set of points for the trams to cross over. It was the northern end which had me completely intrigued. Here the newly laid heavy rail was embedded in fresh concrete, something you would not want to dig up to put in a set of points for the trams to cross back on, hence this article and the accompanying photos.

The problem there was solved by a degree of ingenuity I had never ever heard of, let alone seen before. Over the top of the track, steel bars had been fixed to steel plates, which were then fixed to the concrete by the Estonian equivalent of Dynabolts. These bars thus formed a set of temporary points, which also included a spring-loaded blade. The trams would stop at the tram stop before the section in question where the driver would converse on her radio telephone before approaching the single track section. (I saw only female drivers on the trams, both sexes on trolleybuses and males on buses.) With just a slight reduction in speed the tram would mount the steel bars and ride over the temporary crossing and proceed on its way. At first I wondered how successful this would be, but with an almost continuous stream of trams going over the temporary points there was no mark of a derailment on the road surface during the nineteen days I was there. It was obviously a success.

What did not appear to be going according to plan

Two weeks later, KT4 type tram 99 leaves the single-track section over the proper points. Car 99 is in an all-over yellow advertising livery.

Alex Grunbach





A pair of bogie Tatra T3 cars headed by car 290 in red and blue advertising livery climbing on to the temporary points.

Alex Grunbach

was the effort being put in by the contractor to get the job finished in the agreed time frame. On many days only two or three workmen turned up to work on the job and the city folk and town council were getting rather fed up with the lack of progress and the consequent disruption to city life. Obviously union power was not that strong as the city council suddenly put their collective feet down and announced that unless the current section was completed not just on time, but two weeks ahead of schedule, the contractor would receive no payment for any work done. The result was amazing with new track laid and concrete poured almost overnight.

Just a few days later the southern end points had been replaced by opposite hand points and new temporary points of the opposing hand fixed to the concrete at the northern end. Single-track working was transferred to the new rails on the western side and digging commenced removing the old track on the previously used single section. The trams were not greatly delayed by the single line working, but had the

section been any longer there would have been delays due to the intensity of the service,

About this time, posters appeared in some trams announcing that new trams were on order and showing a very modernistic picture, obviously a western design. One is left to wonder how the introduction of the new trams will go when one sees how the introduction of Scania buses to replace old Czech buses went. Many people would let the old rattletaps go by and wait for the next bus hoping it was one of the new Scania's. I have not heard of any deliveries yet, but an additional route has been added to the system.

Editor's note:

An order for new cars is not known, but Tallin has on order new low floor centre sections to be fitted to the existing cars. The new route (no new track, just a link that did not previously exist) joins two termini of the 39km system. Our thanks are due to Michael Taplin and the Light Rail Transit Association's website for supplying additional information.



The new track on the right is now laid and the temporary points are of the reverse hand.

Alex Grunbach

THE BALLARAT 2000 CONFERENCE

By Bill Kingsley

The first 'Conference of Australasian Tramway Museums' was convened in Ballarat in April 1975 hosted by the then Ballarat Tramway Preservation Society. Forty-eight pioneering delegates representing most of the major tramway museums in Australia and New Zealand attended. That Conference recognised the need for a permanent body to facilitate cooperation and support between the museums. Thus COTMA was formed in Ballarat on Sunday, 27 April 1975. From visionary beginnings COTMA has grown and grown with biennial Conferences held rotationally around Australia and New Zealand.

So it was right and proper that in the year 2000 the '25th Anniversary Conference of COTMA' should return triumphantly to Ballarat where it all began, to be hosted jubilantly by the now Ballarat Tramway Museum.

A record 101 enthusiastic tramway museum delegates and partners duly participated in, and thoroughly enjoyed, a most comprehensive program of activities in and around Ballarat from Friday, 17 to Wednesday, 22 November. It was especially pleasing to have David Frodsham from the National Tramway Museum in the UK join us and have a jolly good time.

Thirteen of the delegates from that first Conference in 1975, perhaps now less agile of body, with greying hair (and less thereof), yet still youthful of spirit, managed to reappear in 2000 despite having survived a considerable number of the 13 intervening

Conferences during the quarter century. COTMA congratulates Peter Kahn, Jack Pennack, David Verrier, Graeme Breydon, Richard Gilbert, Ron White, John Radcliffe, Bill Kingsley, Keith Kings, Bob Cowing, Keith Stodden, Dennis O'Hoy and Tony Smith.

Thirteen workshop sessions were held over three consecutive mornings. These sessions are the backbone of COTMA Conferences, setting standards, learning, sharing, planning, and encouraging our professional development as museums. At this Conference we were privileged to have some very eminent 'outside' presenters join with us.

Tricia Brett, Manager, Road Operations Systems, Office of the Director of Public Transport, led us through the reasons for, methods used, and standards required, for accreditation and auditing of the Victorian Tramway Museums. Mike Ryan of the Department of Infrastructure brought us up to date with the Victorian Tram and Tram Related Heritage Study. Matthew Haymes shared with us the background to the development of heritage paints by the family company of Haymes Paint, which is based in Ballarat.

David Lloyd and Grant Sigvart from the firm of Stanley G. Plantzos were with us throughout the Conference and presented to us specially developed insurance packages. Many of our museums have had difficulty finding suitable insurers and even more



Ten of the original conference attendees pose in front of Ballarat horse car No. 1. They are (left to right) John Pennack, David Verrier, Richard Gilbert, Bill Kingsley, John Radcliffe, Ron White, Keith Kings, Bob Cowing, Peter Kahn and Keith Stodden.

Bob Merchant

difficulty understanding the types of insurance needed. David and Grant can provide for all of our insurance needs and at a cost which reduces as an increasing number of our museums take up their offer.

A special series of workshops reflected on the events which inspired the convening of the first Conference, studied lessons learnt from that Conference, followed the development of COTMA through its 25 years, and explored pathways for COTMA into the future.

The Mid City Motor Inn was the Conference venue, providing for our accommodation, most sessions, our enormous appetites, the Conference General Meeting and Dinner, and frequent essential coffee breaks. Several visits were made to the Ballarat Tramway Museum with the opportunity to drive the trams and to participate in the now traditional demonstration of how to re-rail a tram. The Haddon Tramway Workshops of the Melbourne Tramcar Preservation Society were also visited and a small but meaningful ceremony was held there on Wednesday, 22 November as retiring COTMA Chairman Lindsay Richardson officially opened that museum to the public.

There were many trips away from the Mid City. To Daylesford to ride Walker railcar 91RM on the Central Highlands Railway; to Bullarto with dinner and evening in the Bullarto Hall in its peaceful forest surroundings. To Sovereign Hill for a mine tour, billy tea and damper (delicious), freedom to roam, and participation in the stunning light and sound 'Blood on the Southern Cross' in the evening. To the BTM's house at Bungaree to combat the wind, inspect the house extensions and new storage sheds, and enjoy dinner and evening in the local football clubrooms. And we explored the old Ballarat tram routes by coach.

At the Conference General Meeting a new Executive was elected:

Chairman	Bill Kingsley
Deputy Chairman	John Shanks
Executive Officer	Craig Tooke
Assistant Executive Officer	Rod Atkins
Treasurer	Carolyn Dean
Australian Exec Member	John Radcliffe
New Zealand Exec Member	Bruce Gamble
Immediate Past Chairman	Lindsay Richardson

We heartily welcome the two new Kiwis into the ranks.

Two new Affiliate Museums were voted into membership, being the Victor Harbor Horse Drawn Tramway and the Omnibus Society. We welcome both

with enthusiasm. There are now 20 museums in COTMA, and now including every operating tramway museum in Australasia.

The Conference Dinner is always the chance to 'dress up' and enjoy a formal high quality meal together. Opportunity was taken to present the first COTMA Achievement Awards.

Three framed certificates were presented:

- To the Australian Electric Transport Museum for the refurbishment of Glenelg 360, accepted by team leader Jack Pennack.
- To the Museum of Transport and Technology for 'The MOTAT Act 2000', accepted by Tramway General Manager Bruce Gamble.
- To the Tramway Historical Society for the restoration of Christchurch Tramways No. 1, accepted by co-team leader Larry Day.

The Achievement Awards seek to encourage excellence and passion in the development of our museums through major projects and will be a regular feature of future COTMA Conferences.

Delegates had been transported from Melbourne to Ballarat for the Conference in a mystery train which materialised as an exciting ride behind express steam locomotive R 711 via North Geelong and provided by our friends at West Coast Railway. From then on we were road bound, buses being provided by Central Deborah Bendigo, Littles of Ballarat and Daylesford, and by Coach Captain John Phillips in his personally restored ex-M&MTB AEC Regal Mk III half-cab.

There were 13 lady partners with us who thoroughly enjoyed their partly separate program of mini-bus tours conducted by Stephen Butler with support from Dave O'Neil. In fact, the ladies were so enthused by the lavish attention bestowed upon them that they made a special presentation to a very surprised and delighted Stephen at the Conference Dinner.

Return from Ballarat to Melbourne took two days. On Thursday we went to Maldon for lunch and to ride behind steam locomotive J 549 on the Victorian Goldfields Railway to Muckleford and back. Then to Bendigo to share in the delights of the Bendigo Tramways, enjoy dinner on Central Deborah's Cafe Tram, and consume breakfast Friday morning at the depot. And finally via Bylands to visit the Tramway Museum Society of Victoria and admire the new and

cathedrally spacious Exhibition Goods Shed recently displaced from the old Melbourne railway Goods Yard by the Docklands Development.

Tramway preservationists must have endless energy. After a weekend off, those still standing (or sitting) sallied forth from Melbourne by mini-coach for a five-day tour of Western Victoria (and some of South Australia) from Monday, 27 November to Friday, 1 December. It was great to have five ladies on board to keep the men in order.

Highlights of the tour were:

- the scenic drive along the tortuous Great Ocean Road to Apollo Bay,
- inspections of The 12 Apostles and Loch Ard Gorge on the Shipwreck Coast,
- a relaxing rural afternoon tea at 'Glenamble' (the homestead that cared for the two young survivors of the 'Loch Ard' disaster),
- tours of Warrnambool, Portland and Mt Gambier,
- an afternoon and evening with the Portland Cable Trams,
- a luncheon cruise on 'Nelson Explorer' on the Glenelg River,

The visit to Portland included a viewing of the cable tram set which provided demonstration rides along their test track.

Bob Merchant

- visits to wineries,
- travel by ex-Adelaide Red Hen railcar 405 from Mt Gambier to Coonawarra with the Limestone Coast Railway,
- an exploration of the rugged Grampians visiting Reid's and Boroka Lookouts and a very dry Lake Ifield,
- and finally capping it all off with afternoon tea up and down Wendouree Parade at the Ballarat Tramway Museum on W4 class 671.

The two Johns (Phillips and Shaw) are congratulated for the safety, skill and excellence of their coach driving abilities throughout the tour.

Congratulations and thanks for a really fabulous and exhausting Conference and tours go to Convenor Richard Gilbert and his incredibly hard working, diligent, dedicated, and long suffering Committee of Carolyn Dean, John Phillips, and Andrew Cox.

For those who survived Ballarat, and for those who missed out but dare to share with us next time, the 2002 Conference will see us meet again in Brisbane, hosted by the Brisbane Tramway Museum Society, preceded by a visit to Rockhampton and its Purrey Steam Tram. Do join us for another great time together.

And for those who like to plan ahead, it will be Auckland in 2004, and Melbourne in 2006 to celebrate the centenary of Melbourne's electric tramways. Fantastic!



HERE AND THERE

NEWS ITEMS OF INTEREST FROM ALL OVER

Newcastle

Trams are to have a role in the Newcastle rail line's future according to Newcastle's Lord Mayor John Tate. The Lord Mayor has stated trams will play a part in the Newcastle Rail Reference Group's proposal for the future of the railway line from Civic to Newcastle, which effectively forms a barrier between the city's shopping precinct and the waterfront parklands. The Rail Reference Group was formed last year and has been meeting to discuss a strategy for public transport, which will make the city of Newcastle more attractive for tourists and consumers.

Councillor Tate says the rail line proposal will be made public in the next few months with a full consultation period in Newcastle, Lake Macquarie and Maitland.

The Lord Mayor said they are still very interested in trams because they can do so many things and are a clear alternative to heavy rail. They have a strong tourist connotation about them and "they are very flexible because you do not have to have a dedicated corridor, they can go on a number of roads".

(From ABC News)

Gold Coast Light Rail Proposal

Gold Coast City councillors were recently briefed on the \$200m Stage 1 of the light rail project. It is to run from the proposed Parkwood station on the Gold Coast Railway to Pacific Fair at Broadbeach via Griffith

University, Gold Coast showgrounds, Gold Coast Hospital, and the commercial centres of Southport, Surfers Paradise and Broadbeach. Parkwood station is to be located south of Helensvale where the rail line crosses the main arterial road into Southport. Mayor Baildon is lobbying the Prime Minister for the \$65m from the failed Brisbane light rail proposal which, he says, is still up for grabs.

The Council's transport planning manager, Rod Grose, said that Queensland Rail had definite plans for a station at Parkwood, which was the closest point to the beachfront. The light rail line was to be dual track and have stops every 800m and low-floor trams. The line would later be extended to Burleigh Heads, then Coolangatta and inland to Robina.

(From Weekend Bulletin)

As part of his electioneering visit to the Gold Coast on 8 February, Queensland Premier Peter Beattie promised \$650,000 (to be matched dollar by dollar by Gold Coast City Council) for a feasibility study for the light rail line.

Premier Beattie believed the Prime Minister had reneged on giving the \$65 million previously earmarked for the Briztram project to the Brisbane busway, and that the money was to go to the Gold Coast light rail project. The Prime Minister was to be in Brisbane on 9 February, and the Premier will be asking him for money for both projects.



No. 604, one of the new metre gauge articulated tramcars in the southern German city of Augsburg, is advertising visits to Australia via Bangkok using Thai Airlines. The car is seen at the Schertlinstrasse stop in August 2000. Jörg Zimmer

Premier Beattie said 2003 was "probably a bit optimistic" for a startup, but the Mayor says it must be operational by 2005 "otherwise we're facing major problems with our traffic".

(From *Gold Coast Bulletin*)

Accident on Historic Funicular

The historic Angel's Flight funicular in Los Angeles suffered an accident at 12:17pm on Thursday, 1 February, which resulted in the death of one passenger and injuries to seven others. One car ran away after the cable apparently became detached from the 6-foot-diameter winding wheel or drum, referred to in the local press as a 'spool'. The operator realised something was wrong and applied an emergency brake which held the ascending car but could not hold the runaway descending car which collided with the ascending car about 40 feet from the bottom of the line. Previously, the only recorded accident was when a World War II sailor died whilst trying to walk up the track as a car was descending.

On Wednesday, 7 February the two cars were cut from the cables and lifted by crane for storage and repairs until the investigation into the cause of the accident has been completed. The investigation is expected to take at least six months.

The 99-year-old funicular is a fixture in Los Angeles lore and has counterbalanced cars named 'Olivet' and 'Sinai', each 27 feet long by 5 feet 7 inches wide with seating for 14 passengers and standing room for 40. The railway rises 300 feet at a 33 per cent grade and the track has three rails on the upper and lower sections of the 298 feet long line where each car shares the centre rail, and a passing loop in the centre. A 100-horsepower motor provides power for the 'the world's shortest railroad' which runs at a speed of 3.5 miles per hour. The motor is housed under the upper station and turns drive gears that are attached with splines to two counter-rotating axles. Each axle turns a planetary gear system that rotates a large metal winding drum. A cable of braided steel around each drum is attached to one of the cars. When one car goes up, the other goes down. The ride takes just 70 seconds.

Colonel JW Eddy built Angel's Flight, originally known as the Los Angeles Incline Railway, at the corner of 3rd and Hill Streets. It opened on New Year's Eve 1901 to carry riders at a fare of one cent up and down Bunker Hill, which at that time was topped with mansions, to the downtown shopping district. The two cars, 'Olivet' and 'Sinai', are named after mountains mentioned in the Bible and were originally adorned in

white. In the 1930s the two cars were painted orange and black.

The railway was closed and dismantled as part of an urban renewal project in 1969 and placed in storage in a city-owned warehouse and in a scrap yard. Angel's Flight was eventually reassembled at the corner of 4th and Hill Streets in 1996, using 60 per cent original material from its first life, which includes the cars, the station house, the two end station arches and the (now disused) gear mechanism. They were carefully and faithfully restored by a local contractor and sub-contractors, who also constructed a new, seismic-resistant trestle and track structure. It has become a popular tourist attraction and transport for local area workers. The funicular has ferried 4 million passengers up and down the steep hill between Hill Street and the modern financial district at the top of Bunker Hill.

The line operates seven days a week from 6:30am to 10:00pm except for the first and third Tuesdays of each month, when the flight is temporarily closed for maintenance from 6:30am to 8:00am. The fare is 25 cents a ride payable at the top station. Tickets are also available in books of five for \$1.00 and forty for \$7.50.

(From *LA Times*/Internet)

San Francisco Boeing Car Preserved

San Francisco Boeing light rail vehicle 1213 has been obtained for preservation by the Oregon Electric Railway Historical Society. It was built by Boeing-Vertol in 1977 and originally numbered 1221. It was used as a demonstration unit by the Municipal Railway of San Francisco (Muni) prior to the arrival of the main order for the LRVs in 1978. The car was returned to Boeing at the end of the demonstration period for upgrading and returned to Muni as car 1213. It is one of only two cars originally equipped with trolley poles and was later fitted with a pantograph to work the Market Street subway.

The Boeing light rail vehicles were purchased to replace the ageing PCC cars then in operation as well as to run in Muni's new Metro subway under Market Street. There were many problems with the Boeings and newer light rail vehicles from the Italian firm of Breda are replacing them.

This class of car is similar to the LRVs being replaced in Boston. The major differences are that the San Francisco cars have moving steps for high and low platforms and the Boston cars are fitted with air conditioning. San Francisco and Boston were the only cities to purchase the Boeing light rail vehicles.

Car 1213 was divided into two units and trucked to the OERHS site at Brooks, Oregon, in November 2000. The 'A' unit retained the articulated bogie while the 'B' unit utilised a workshop truck to support the rear end during shipping. Museum workers reunited the two units during January 2001.

The statistics of San Francisco Boeing car 1213 are:

Builder:	Boeing-Vertol
Year:	1977 (as car No. 1221)
Weight:	67,000 lbs
Length:	71 feet
Width:	8 feet 10 inches
Height:	11 feet 4 inches
Motors:	2 x Garrett 420hp
Control:	Garrett Thyristor Chopper
Trucks:	Boeing/Tokyo
Wheels:	26 inches diameter
Brakes:	Air/Hydraulic – No Air Brake

Many museums may balk at acquiring such a new car, but in 20 to 30 years this car will be an historical relic from a previous generation. The OERHS philosophy is if you do not obtain what is available in the present, it will not be around to obtain in the future.

The OERHS fleet includes Blackpool standard double deck car 48, Hong Kong double deck car 12 and Sydney O class car 1187. More information about the Oregon Electric Railway Historical Society can be found on the Internet at <http://www.trainweb.org/oerhs/>

Boeing LRV 1270 is also believed to have been preserved, by an unknown group. It left Muni property in April 1998. It is understood that the Orange Empire Railway Museum at Perris, California, has also expressed interest in preserving a Boeing car. (From OERHS website and *Pacific Transit Review*)

Model Sydney R Class Tram Announcement

At last, a beautiful museum quality model of arguably the most handsome tram ever built in Australia, the Sydney R class tram, is now available. This model is being produced by St. Petersburg Tram Collection, the same company that produced the beautiful model of the Melbourne Z3 class tram.

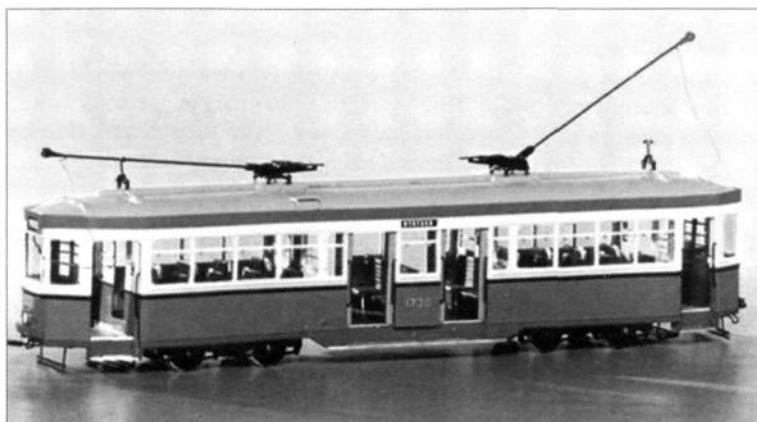
Each model is hand-made and a photo is included of the prototype model. The prototype has some errors but these will be rectified on the production cars. These models are 1:43 scale (O gauge) and come ready to display. If you wish to power them, the distributor will supply details of how to add power units, etc. As before, each model will come to you direct from Russia and you have your choice of car number and destination.

It is anticipated that orders will be able to be accepted from about April, with deliveries starting in June. The price will be approximately \$390 all-inclusive. The more support is received for these models, the more chance that other types will be produced.

Inquiries can be made for this exciting project by mail to the Australian distributor; Transit Classics, 11 Meldrum Court, Sunbury Vic 3429, phone 03 9744 3577, or by e-mail to tramway@one.net.au

When ordering, please mention you saw it in *Trolley Wire*. The distributor has advised *Trolley Wire* that five per cent of each sale will be donated to the Sydney Tramway Museum for the continued restoration and preservation of these trams.

The trams produced by the St Petersburg Tram Collection can be viewed on the Internet at <http://www.sptc.spb.ru>



The pre-production prototype of the Sydney R class made by St Petersburg Tram Collection. Some pre-production errors will be corrected before the production run of fifty models commences. This model is numbered for class leader 1738 with destination blinds reading 'Wynyard', but purchasers can nominate the number and destination of their choice.

WHITEMAN PARK

Perth Electric Tramway Society

PO Box 257, Mount Lawley, Western Australia 6929

From Michael Stukely

September patronage on the trams was better than for the corresponding period in 1999, in spite of the fact that this year we did not operate on Wednesdays. In September, optional activities and tours designed by Martin Grant were introduced for passengers on weekdays. These included feeding the kangaroos and emus at Bennett Brook, an activity which is always popular with overseas tourists, a walk through the restored heritage railway buildings at Whiteman Village Junction, and a Car barn tour to inspect the Society's tram collection. October was also a good month, with the long weekend and Bennett Brook Railway's Friends of Thomas the Tank Engine Day

especially busy. Saturdays in spring also often attracted more passengers than usual.

Again in recent months, our track-upgrading program (using steel sleepers), and maintenance and repairs to the operational trams, have made heavy demands on members' time.

The installation of steel sleepers (replacing the worst of the timbers) has progressed from the Car barn down the full length of Swamp Straight, then on around the curves and through the old Bennett Brook stop to the eastern road crossing. A small number have also been used for urgent repairs at Horse Swamp Curve (east of Bennett Brook), at Stockmans Triangle and north of

On Swamp Straight, 12 August, John Shaw (centre) clips the rail to a steel sleeper with the special applicator; as Martin Grant (right) supports it. Trevor Dennhardt is at left.

Michael Stukely



After steel sleepers were installed on Swamp Straight, John Shaw (left) and Lindsay Richardson (right) operate the two new McDonald ballast packers assisted by Matt Blight, on 24 September.

Michael Stukely



At the old Bennett Brook stop on 7 November, the frog for the old siding and three lengths of rail plus sleepers have been removed for replacement, which was completed the following day. Lindsay Richardson

the Village Mall. A total of 166 steel, plus several timber sleepers had been installed by the end of December. Track realignment has also been done as required, and the ride is now very much better at several locations.

To make the most of the very pleasant spring conditions, track work continued on most Wednesdays and some other weekdays, as well as the weekend workdays. Regulars, Trevor Dennhardt and Lindsay Richardson have been assisted at various times by Matt Blight, Martin Grant, Tony Kelly, Allan Murray, John Shaw, Justin Smith, John Stone, Michael Stukely and Terry Verney. Another record-breaking effort on 23 September saw the team of nine members install 25 steel sleepers between Farmgate Curve and the western road crossing at Bennett Brook.

Over two days in early November, major track work was done at the old Bennett Brook stop by Trevor Dennhardt and Lindsay Richardson, assisted by Allan Murray on day two. The points for the former siding were removed and two new rails (retrieved from the old siding at Stockmans) were cut to length and installed, along with 14 new sleepers over the short distance. On 11 November the full checkrail at the Bennett Brook Culvert curve was reset to the correct spacing using new spacer blocks. Five new timber sleepers were also installed on the curve. New Zealand visitor, Morris Moller, made a very welcome addition to the track team for the day.

Work on the maintenance pit is again progressing. The four lengths of prepared grooved rail were progressively straightened over two Wednesdays – a



Lindsay Richardson (right), assisted by Martin Grant, attaches the bolts to reset the checkrail at Bennett Brook Culvert on 11 November. Morris Moller is at left, Trevor Dennhardt and Matt Blight at rear. Michael Stukely

Allan Murray stands by as the hydraulic stabiliser rams of the crane are put to an unusual use on 25 October – straightening grooved rail for the maintenance pit.
Lindsay Richardson



very slow job that was achieved using the hydraulic stabiliser rams of the crane. The team consisted of Trevor Dennhardt, Ray Firth, Allan Murray and Lindsay Richardson. The rails have been placed on bearers on the pit sides. Special fishplates have been manufactured for them and fitted.

Noel Blackmore, Geoff Morrison and Vic Sweetlove have continued work on the upgrade of the Village overhead, which is now about 50 per cent complete.

Noel reports that a motor exchange has been carried out on W4 class 674, to replace a defective one. Truck airbrake hoses on FMT 29 are in need of replacement – there was some difficulty in finding a supplier of suitable hoses. Repairs to SW2 class 426 have required a truck to be removed.

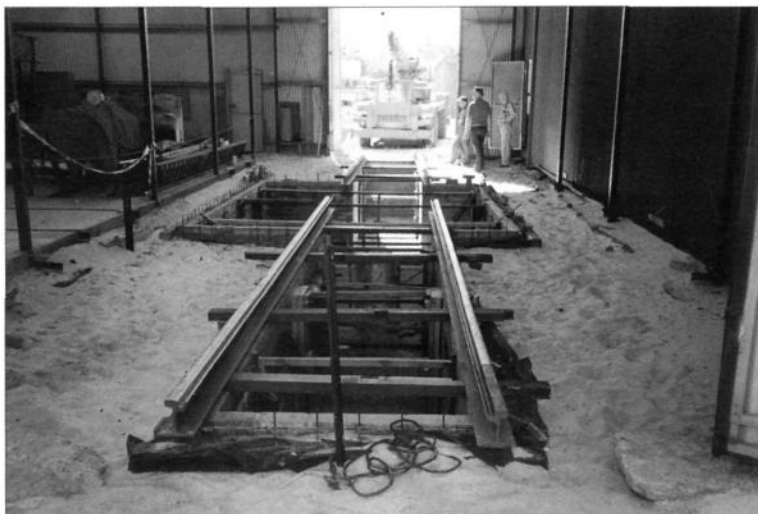
Vic Sweetlove and his team (Ray Firth and Allan Murray, with assistance from Noel Blackmore) have been busy with repairs to the Albion and the cherry picker. The spur gear driven gearbox for swivelling the cherry picker had failed and was removed; availability of parts has posed some problems. Meanwhile, it can be operated manually for overhead work.

Vehicle access to the WP Pennenburg Workshop has been improved with the stored wheel lathe having been stripped down and moved from near the doors.

On 16 December the Society acquired the body of ex-Perth Leyland 3-axle trolleybus no. 22, which was donated by Sedgwick and Son of South Kuminin. A separate report on this acquisition appears on page 20 of this issue.

Looking from the western end of the maintenance pit on 1 November, the four outer lengths of grooved rail have been positioned on bearers.

Lindsay Richardson



FERNY GROVE

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

From John Lambert

Proposed Northpoint TAFE Annex/New Tramway Workshops

As most *Trolley Wire* readers will be aware, the Queensland Government decided in early July 2000 not to proceed with the proposed Brisbane Light Rail system. A direct and subsequent follow on from this decision, is that the proposed Northpoint TAFE Annex including new workshops and infrastructure proposed for the museum site will also not proceed. Details of the proposed works at Ferny Grove have been mentioned on several occasions in previous issues of this magazine.

The directors of the Museum advise readers that discussions and meetings have been taking place since July 2000, regarding an appropriate 'assistance package' from the State Government for the future benefit of the Museum. The most recent meeting between the Government and our directors was held at the Museum on Friday, 1 December. The final outcome of these sensitive discussions and meetings will be revealed in future issues of *Trolley Wire*.

Heritage Diesel Bus Fleet

The last diesel bus (BCC Daimler No. 155) departed the museum site on Remembrance Day, Saturday, 11 November with Peter Hyde on site to witness and photograph the final action. Readers are advised that we are now solely a tramway museum, albeit with trolley buses preserving Brisbane's tramway and trolley bus history. The tramway museum is no longer able to assist with any enquiries regarding Brisbane's diesel bus history as the Queensland Omnibus & Coach Society Inc. has taken over the preservation of these vehicles.

Should any readers wish to make enquiries about Brisbane's diesel bus history, or want membership of the QO&CS Inc, they should contact:

The Secretary
Queensland Omnibus & Coach Society
PO Box 500
Roma Street Qld 4003

Infrastructure

Temporary repairs have been made to the track near the depot points with the installation of several tie rods and timber sleepers. The tie rods were installed in early August and the sleepers in September. A bobcat with excavating attachment was utilised to install the sleepers and the task was completed in less than 25 minutes. Sel Churchward, Murray Lawrence, Wayne Chaseling and John Lambert worked on this project. So much for the suggestion of one person that we should 'dig the sleepers in by hand'. The track in this area has been failing under the weight of the passing trams and urgent repairs were required. These repairs are only a temporary measure until early 2001, when it is proposed to relay the entire section in mass concrete.

The substation had a minor problem with a resistor for a contactor being intermittently faulty, thereby preventing the substation from starting. Glen Aspinall and Mick Topp rectified the problem and the substation is now fully operational again.

Sel Churchward and John Lambert welded track bonds to the rails just below the workshop points, carried out in preparation for the finishing of the concrete track surface in this area. Concrete work is expected to be finished in this area during the coming months.

Mick Topp, Wayne Chaseling and Sel Churchward have re-tensioned the overhead in the terminus area. Concurrent with this work, the trolley wire on the Tramway Street side was extended further towards the Bowls Club. The 7/2. 00 galvanised high tensile steel wire that was previously in this section was in poor condition due to corrosion and pitting from the trolley wheels of the trams that were parked in this area.

John Lambert has installed new safety chains across the front of Depot 1. The chains are galvanised steel and are fixed to the centre post between roads 2 and 3. Steel chains are also to be installed across the front of Depot 2 and the workshops in the coming months to replace the old plastic chains that constantly keep breaking. The chains are used to deter visitors from

entering various open buildings during traffic operations.

John Lambert has overhauled several of the Synchronome Tramway Clocks dating from 1924 and they are now being returned to operational service. It is planned to install several of the clocks in prominent areas around the museum early in 2001. The second Synchronome master clock is presently undergoing restoration expected to take several months. The mechanism of the second clock is in good condition and keeps very accurate time. However the case is in poor condition from years of modifications including boring numerous holes and coating in unattractive grey paint. It is eventually hoped to have both clocks on display in the museum display room, as they are both similar but not identical. Since their return to service, a couple of interested horologists have visited the museum to inspect these electric pulse clocks.

The unused termite-infested timber span pole between Depots 1 and 2 was removed with the use of a chainsaw. There is now only one original (non CCA treated) span pole remaining on the site and this is also near Depot 1, near the old water tank. It will also be replaced at some time in the future.

Sel Churchward has obtained the generous loan of a 'Total Station' (survey equipment for the layman) and some initial redesign work has been done on the proposed tramline extension. Investigations by Sel and John Lambert have revealed that it is possible to realign the tramline beyond curve 5 ('Kingsley's Kink') and the straight through 'Hyde's Hollow' to bring it out onto the eastern side of Arbor Street near the top of the hill (in Arbor Street). Curve 6 is to be moved approximately 24 metres back towards the museum and the proposed alignment now takes a sharper left hand curve, to climb a small rise to the

Arbor Street property alignment of the park. Several new steel alignment pegs have been placed in the parkland and painted yellow or orange. The work was easy due to the long dry spell, which had killed off most of the undergrowth. However, after recent rains plant growth in the area has been rapid and within the next few weeks the grass will again be two metres high.

Noel West has completed painting and signwriting a new sign directing visitors to the bookshop for ticket and souvenir sales. It is expected to be installed in the coming weeks.

Grounds and Gardens

Glen Aspinall has donated a large number of plants to the Museum, some of which he has planted in various locations around the site. More plants have arrived but have yet to be planted.

John Lambert has been up a ladder trimming all the palm trees at the front of the Museum, removing all dead branches, flower stalks and bunches of dates.

The appearance of the site has certainly improved with the departure of all the buses. A concerted clean up of the site is presently being undertaken, with several large piles of 'sorted rubbish' being located near the western fence. It is anticipated that these piles will remain for several months until the site clean up is completed, at which time we will then get in a large rubbish skip to remove all of the material in one load.

Additional recent work involved the use of a Bobcat to clean around the rear of the store building and the area near the workshops. Wayne Chaseling and Mick Topp worked with the crane truck to relocate large items to behind the store as well as other equipment around the site. In the eastern end of the terminus area near the Bowls Club, Archie Gould's crane truck was used to lift 20 metres of rails that were inside the orange barricade. The barricade has been relocated back towards the museum thereby making the front area of the Museum more presentable.

Bob Deskins and Glen Aspinall have removed a considerable amount of rubbish from the derelict body of advertising tram 140. However, there is still a large quantity to be sorted prior to disposal.

Fleet News

Mick Topp and Wayne Chaseling have removed for repairs the front brake cylinders from the tower wagon



as they were both totally seized. Mick is arranging the necessary repairs as soon as practical and it is interesting to note that even given the age of the tower wagon, the brake cylinders are still commercially available.

Bevan Burnes has been busy with underfloor maintenance on the tram fleet plus several other minor repairs. Mick Topp, Wayne Chaseling and Glen Aspinall have totally re-built the underfloor RC2 contactor equipment for FM 554. Electrical failures due to deterioration and breakdown in insulation resulted in the tram being out of service for a short period.

Donations

Bob Deskins has been picking up some dropcentre tram parts that have been given to the Museum. We were informed that there were only a few pieces but it turns out that the donor had stashed most of a tram under his house. Bob has made several trips to the Museum utilising his tray back vehicle to transport the parts.

LOFTUS

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

From John McFadden, David Cooke and Howard Clark

YMCA Façade

Since October 2000, the facade of the former YMCA building has been removed block by block from Bathurst Street for temporary storage at a building site near Moore Park. Before demolition began, heritage architects mapped the structure and each block was numbered. The developers are responsible at their expense for the removal, re-erection and repair of the facade, as required. It remains for the Museum to fund most of the costs of the building structure to which the facade is to be attached and some significant gifts will be required for this purpose in the not too distant future. The facade is approximately 10 metres high and the preferred option is to erect as much of the supporting building structure as is necessary to attach the facade.

Peter Hyde has donated a small colour television to the museum for use in the display room. This will enable us to show our tramway video 'Wait Here for Trams' on Sundays. If visitors see the video running it will entice them to purchase it.

Social Events

At the workday on Saturday, 1 December, a barbecue was organised in the picnic area for the benefit of all volunteers present on site. Peter Hyde handled the preparation of the salad, John Lambert attended to firing the barbecue, and Bob Deskins looked after the cooking duties.

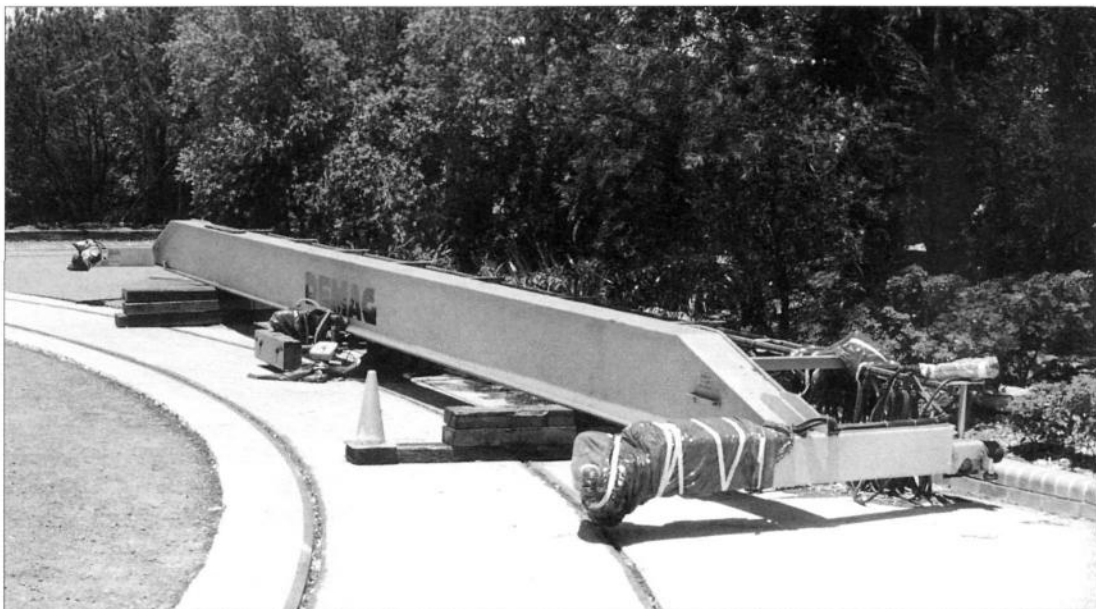
Departures

Glen Aspinall has sold his property at Elimbah (north of Caboolture) and is moving interstate. Special thanks must go to Glen for being active at the Museum and especially for making the effort to participate, particularly on the first Saturday workdays. It is indeed a very time consuming trip from Elimbah to Ferny Grove by train! We wish him well in his interstate travels.

Plans for the supporting structure have been prepared by our consulting engineers ready for submission to Sutherland Council. Our current timetable, gift funds permitting, is to have the structure erected by about July 2001 so that the developers can re-erect the facade by the end of the year. This Gothic Victorian facade will greatly enhance our streetscape and give the Museum more of a completed look.

Car News

Berlin 3007 has finally left the workshop after its thorough overhaul. F class 393 had further work carried out, mainly the replacement of the blue glass crown lights with patterned blue glass. It has returned to the display hall and has been replaced in the workshop by ballast motor 99U.



One of the two workshop overhead cranes is stored in Cross Street. The manufacturers, Demag, have advised the two cranes can be extended to span the width of the Museum's workshop and still maintain their five-ton lifting capacity.

Bob Merchant

The recently donated 27-year old Fiat tractor after its delivery to Loftus. It had seen use as a wagon shunter at Chullora Railway Workshops.

Bob Merchant



Bob McKeever has completed turning the axle extensions for a low-height bogie flat car. These have been welded together by Joe Kirchberger. The flat car is to be used for carrying sleepers and rail.

Joe has been busy assembling and installing the air pipe plumbing for C class 29 and 'Dad's Army' has been doing some timberwork. David Bennett, Glenn Killham and Bob Cowing have carried out electrical wiring. Chris Olsen has been busy refurbishing the headlights and destination boxes. Bill Parkinson has completed overhauling the motors. Following the return of the Peckham truck from Garnock Engineering on 30 January, it will now be possible to assemble the brake rigging and reinstall the truck under the car.

Donations

Following the closure of the Chullora Railway Workshops, the Museum, with assistance from Richard Clarke, has become the beneficiary of several 'heritage' but useful items. Firstly, a 27-year-old Fiat tractor with low mileage was donated. This will be useful for yard duties and lawn mowing towing duties.

Two large 600 volt rectifiers were also donated, which will be very useful for any stand-alone tramway project, or to supplement our existing power supply should the need arise in the future.

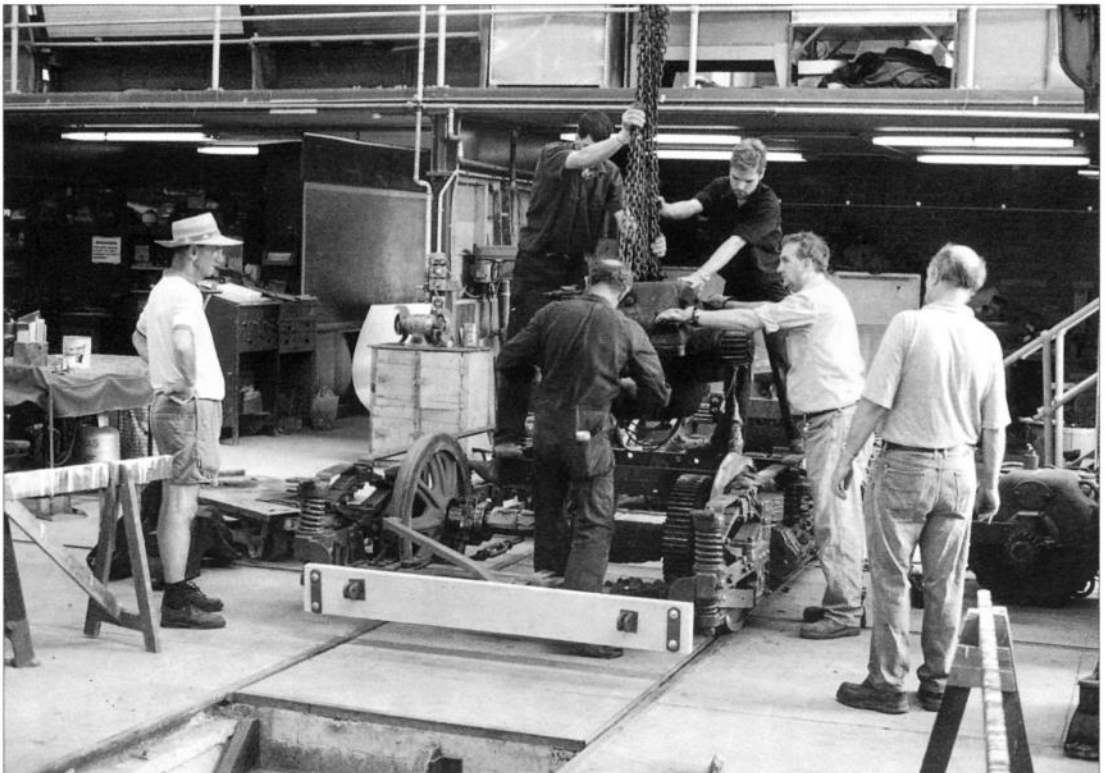
The third item was two Demag overhead travelling cranes that had seen little service. They will require extending to span our workshop building, but are otherwise ideal for our purposes in the workshop. The Museum has planned for such cranes since the building was erected in 1988.

Works

Mike Giddey has been working on the points to road 4. When complete the Brisbane lever style point operation mechanism will be in place just outside the former Rockdale Inspectors' cabin.

More surplus concrete has been gratefully accepted from Concrete. During the COTMA conference only five members were in attendance one Saturday. A call

One of car 29's overhauled motors is being reinstalled in the Peckham truck on 3 February. Bob Merchant



came through: "Do you want five metres of concrete?" A slight hesitation was made as Bill Parkinson, Mike Giddey, John McFadden, Laurie Gordon and David Cooke all looked at each other, wondering who would do the heavy work. The hesitation was slight and the concrete was accepted. So with John on trowel, Mike directing the truck, Bill and Mike placing, and Laurie and David on the vibrator, something approaching six metres was placed beside 15 road and near road 4 points. It shows what can happen when all hands get to the pump, so to speak. Within a very short time and without any hassle the concrete was laid and covered. Further concrete has been placed in the traverser pit, surrounding the rails at each end of the traverser. This work is now almost complete.

Work has commenced on rebuilding the starter's cabin formerly located adjacent to the Railway Square Waiting Shed. As with the Rockdale cabin, traces of a bright red paint have been detected in the layers of paint. Just what colours were these cabins and ancillary structures painted?

Sutherland Extension

The development application for alterations to the north end substation has been approved but major work will not commence until funding is received. The alterations reduce the size of the building to provide space for the track to Sutherland and will enable the building to be opened to the public so they can see how

an old style substation worked. Sutherland Council gave a commitment, when considering its 1999/2000 budget, to support this work but at that time did not identify the source of funding. The Council recently informed us that the source of funding has still not been identified.

NRMA Benefit Program

The Board is investigating the possibility of joining the National Roads and Motorists Association (NRMA) Benefit Program, with the aim of boosting attendances at the Museum. The program offers us the opportunity to advertise to 2.4 million NRMA members at, on early indications, a reasonable cost. A condition of joining the program is that NRMA members be offered a discounted entrance fee. At this stage we are preparing a submission for lodgement with the NRMA. It will be some months before the results of our submission are known as the NRMA only reviews contributors to the program once a year.

History Corner

The Parramatta Advertiser of 14 June 2000 reported that tram tracks had been uncovered when contractors were installing traffic lights. The tracks belonged to the privately owned tramway to Parramatta Wharf. The NSW Heritage Office was notified of the find and the tracks were photographed, recorded and then covered over again.

ST KILDA

Australian Electric Transport Museum

GPO Box 2012, Adelaide, South Australia 5001

From Colin Seymour

New Tram Depot

A contract has been signed for the construction of a new tram depot shed at St Kilda. The building will be 72m x 12m and will be located on the northern (Display Gallery) side of the depot fan. It will have two tracks and room for eight trams. Each track will be the equivalent of three Glenelg trams in length. There will be wide spacing between the tracks to enable the public to view the trams easily. It will also have a wide aisle on the southern side to enable the public to view

wall mounted displays along the southern wall.

The new depot is planned to replace the original tram depot (Roads 3 to 6) constructed by museum volunteers in the early 1960s which is a potential fire hazard. In the short term, the old depot will remain, as the Workshop (Roads 1 and 2) is attached to it. However, only a minimum number of trams will be housed in it.

In addition to housing trams, the new depot building will have an Archives/Administration area covering 9m x 12m at the eastern (Display Gallery) end. This area will eventually include an Archives vault and Reading Room, the Museum Office and a Members' Room. Final fitting out of this part of the building is expected to take a few years and will be dependent upon funding. It is particularly pleasing to report that when completed the AETM at last will have a purpose built archives area.

As the new building will be erected on the northern side of the depot fan, it is initially being referred to as the Northern Depot (Roads 9 and 10) to distinguish it from the existing Southern Depot (Roads 7 and 8). The new depot building will initially cost approximately \$70,000 and is being paid for from a combination of Museum funds and members' donations.

Other News

The roof of E 118 has been painted in readiness for installation of trolley base planks. Work is also taking place on repairs to the gutter/hand rail support timbers and the wood panelling of the saloon sides, which is hidden by the sheet metal sides. The saloon interior is nearing completion – its veneers all fitted and lined out. The clerestory is being scraped and painted. The steel installed on the sides to support the bogie and reinforce the timber by load spreading is also nearing completion at the western end in readiness for a trial truck fit. The 22E trucks have had all rigging and pins removed to evaluate wear.

Some further tidying up work has been carried out to the Trolleybus Pavilion. Handrails have also been fitted to Sunbeam trolleybus 526.



After the COTMA Conference in Ballarat, Colin Seymour from the AETM visited the site of the Sorrento Steam Tramway at the southern end of the Mornington Peninsula about 100 km south of Melbourne. The plaque reads 'From 1890 to 1920 a steam tram operated between Sorrento Pier and the Back Beach via Ocean Beach Road. At that that time the platform was connected by a bridge over the Esplanade to

Sorrento Pier'. The 3ft 6in gauge steam tramway was operated by the Sorrento Tramway Co. Ltd. It was one mile long and double track throughout. Services were provided during the summer months with two steam tram motors and four trailer cars, with a horse car for 'off peak' traffic. The tramway was abandoned upon expiration of the lease in 1920.

Colin Seymour

BYLANDS

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

From Running Journal

Cable Tram Restoration

Several months ago the Society was approached with a proposal which could assist with the restoration of our vehicles using an approved training scheme for unemployed and semi-skilled people with funding by the appropriate authorities. The scheme was to be based in suburban Melbourne, therefore a suitable base needed to be found.

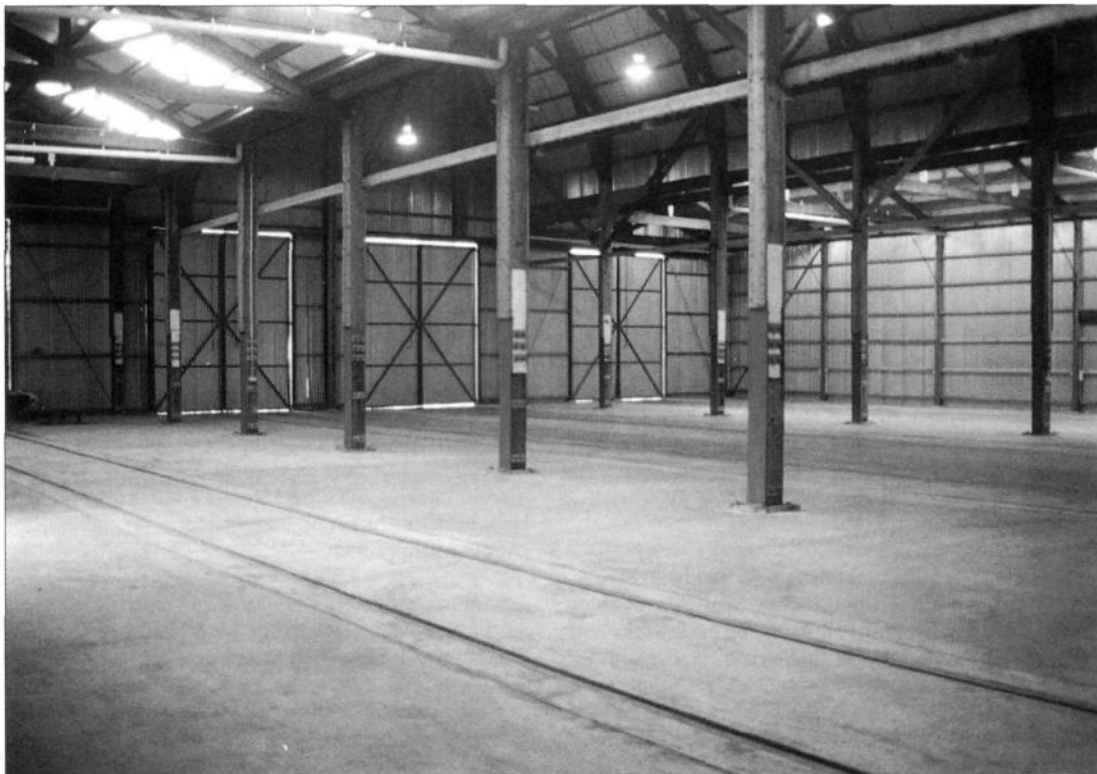
Unlike similar schemes undertaken solely by the Society in the past, the promoters of the project would manage the administration, operation and financial management of this proposal. The Society's input is the supply of the selected vehicles and/or components, technical and historical advice and recommendations and expectations for the final result at the completion of the project.

The Board, realising the importance and the possibilities of such an opportunity, entered into an

agreement with BEST Community Services as the promoters for the scheme to commence. The project selected was the restoration, to their 1920s appearance, of cable tram grip car No. 28 (at present on loan to the Victorian Government) and trailer car No. 256. Trailer car No. 256 was transported from Bylands late in August to the restoration site adjacent to the Tramways Museum Hall in Stanhope Street, Malvern. Following discussions with the Department of Infrastructure, grip

An internal view of the recently completed Exhibition Goods Shed. The massive size and height of the building is evident. The concrete floor contains four tracks, three of which will be used for display purposes. The one on the far side will be fenced off and become the workshop area.

David White





car No. 28 was removed from storage at Newport Railway Workshops and transported to Malvern. A grant of \$50,000 has been received from the Minister for Transport, the Hon. Peter Batchelor to assist with this restoration.

Within several weeks both vehicles had been stripped down and rebuilding commenced. The pride and enthusiasm shown by the participants in the scheme is clearly evident, even to the extent of volunteering to be on site on a non-working day to welcome members of the Society Board on an inspection tour. The Federal Treasurer, the Hon. Peter Costello paid an unscheduled visit to the project and also inspected the Malvern Museum. He was very impressed with the project.

Once this current project is completed, and providing further funding can be provided, the Board will continue with this opportunity not only to enable our Society to have vehicles restored, but give valuable knowledge, experience and skills to those who benefit from the experience of working with this scheme.

Exhibition Goods Shed

Completion of this building is now within sight. The contractors are in the final stages of correcting minor faults and completing the surrounding earthworks and drainage. The enormity of this structure is now fully evident and the internal acoustics (when empty) are something to hear. The building is well lit by the natural light through skylights and supplemented by well placed internal electrical lighting.

The use of single truck trams on the main line at Bylands is limited. Here X1 class 467 has reached One Tree Hill and is being readied for its return to the main museum area on 28 October 2000.

David White

Mains pressure water is supplied via an electric pump from the water storage tank on the south end of the structure. The building has provision for 240 Volt AC and 3-phase electrical outlets. Provision has also been made for connection to the traction power (600 volts DC). It is anticipated that the completed building will be handed over to the Society in the near future.

Museum Works

A start has been made on the replacement of the trolley bridge timbers on tank car 7W. The remnants of the old decking have been removed and new timbers have been cut to length and drilled in preparation for painting with primer.

Some investigative work has been undertaken to sort out the problems with the lighting circuits of Ballarat No. 17, which have been inoperative for many years.

Works car 16W has been serviced, making this car now available for operation. Minor adjustments have been carried out to X1 class 467 along with W1 class

427, which will return to service for the summer period. Attention has now been turned to minor repairs required to W2 class 509.

The ex-COTMA B van has been cleared out and a start has been made to fill it with stores items, which have been located in a variety of places around the Museum. Work continues as time permits to tidy up the site.

Temporary repairs have been necessary to the main front gates following accidental damage caused by an errant vehicle entering the museum property. It is anticipated the existing gates and posts will be replaced with new fixtures early in the New Year, providing suitable replacement items can be obtained.

Tree Planting

A considerable effort has been made in recent years to revegetate parts of the Bylands site with native trees. Following detailed discussions with consultants, the Society has embarked on the next stage of the overall plan. A large fenced enclosure has been established along the western boundary between Union Lane and the rear of No. 1 tram shed.

In due course a variety of trees will be planted in this area together with the necessary items required to protect them from the varied livestock which frequent

Works car 16W (formerly Q class 199) passes One Tree Hill on its way back to the Union Lane terminus on 28 October 2000.
David White

our area. This will create a natural barrier along our western boundary and also give some shaded areas in the years ahead.

The Society has been able to obtain for a very low cost surplus fencing material in the form of treated pine log post-and-rail fencing. It is planned to use the fencing in various locations to restrict or protect public access areas and to define areas accessible by motor vehicles.

We wish to thank Livingstone Primary School in Vermont South for their assistance in the provision of this material.

Trolley Rebuild

Twelve months ago flat-top rail trolley T2 was given an '01' overhaul whereby all the supporting bearers and decking were replaced. Upon completion it was decided to do the same to trolley T1 and work commenced almost immediately. Basically this job was classed as a wet day project when work was confined by the climatic conditions at Bylands. With the mild weather experienced on most weekends lately this job was not listed as a priority.

Over two Sundays in late September the overhaul was completed and the trolley returned to active service. In addition, both trolleys have now been officially numbered with the fitting of the appropriate numberplates to the chassis of each vehicle. All that is now required to finish the job is to seal and paint both trolleys in matching safety yellow livery with black zebra stripes on each end.



BENDIGO

The Bendigo Trust

1 Tramways Avenue, Bendigo, Victoria 3550

From Len Millar

Car 31

The Rivers-sponsored tram, No. 31 (formerly Melbourne W2 class 421) has been busy since its launch, and is popular with our passengers on warmer days. The open dropcentre is a magnet for customers. A cracked wheel was detected, and the wheel set replaced.

Battery Tram

The battery tram has been moved from the back of the workshop to the back of No.1 Road behind 466 and 1951, where carpenter Keith Trounson can work on the body without interruption. Bulkheads are under construction, and a \$30,000 grant has been welcome.

Car 35

Ex-Melbourne W2 class 470 is the subject of a major sponsorship deal with the Royal Automobile Club of Victoria, for an initial period of two years. As a result the tram has been undergoing a transformation in the workshop.

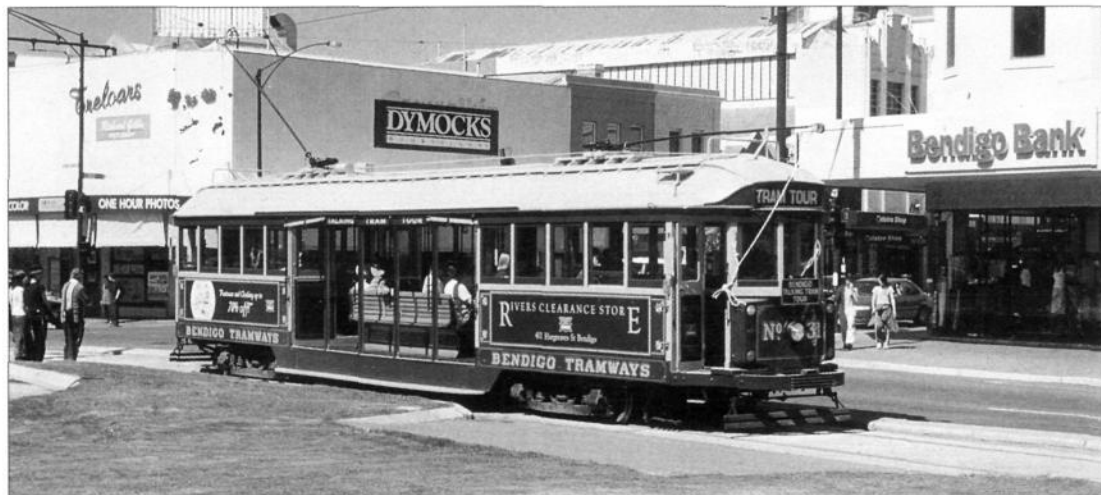
The saloon seats have been removed, the vinyl-covered foam rubber stripped off, and the plywood thereunder has been sanded and varnished. The decorative pattern of perforations in the seats is now on show.

The dropcentre seats, panels and framing were removed, and a completely new seating arrangement has been installed. Every time a large coach arrives at the Central Deborah Mine terminus with up to 66 people keen for a tram tour, a 52 seat ex-Melbourne W2 or SW5 requires a back-up tram, and a back-up driver.

Building on the success of our new W1, No.31, we decided to reconfigure the dropcentre with three sets of full-width, crossbench, timber seats. The seating capacity of the tram is 66, matching the capacity of the coaches. Our staff carefully stained every alternate seat slat a darker brown colour before applying several coats of varnish. The new seat ends were cast locally in aluminium.

The ceiling had a light sand and a varnish. The external livery is a medium/dark blue (Reflex Blue) and bright yellow (Lemon Chrome) – in keeping with the RACV's corporate colours. The former 470 has

Rivers-sponsored car No. 31 is popular with our visitors on warm sunny days. The W1 is former Melbourne W2 class 421 and is seen at the fountain at Charing Cross, on 5 August 2000. Dennis O'Hoy





Café tram 976 outside the Central Deborah terminus on 29 October 2000. The use of the power trailer was a temporary measure while awaiting a replacement inverter.

Hugh Ballment

been re-numbered 35, being the fifth Melbourne W series tram to arrive in Bendigo.

Truck Overhaul

An urgent external project in late November was to overhaul a Melbourne No.1 truck for the Sydney Tramway Museum. 'All hands to the pump' yielded an on-time completion – even to the extent of running the bogie 'in traffic' under one end of the Rivers tram, No.31.

The bogie was destined for Christchurch, New Zealand, as a spare for their W2 class 244 and Restaurant Tram 411. Prior to dispatch, we affixed a small oval brass plate to the equalizer bar of the truck bearing the words 'Bendigo Tram Heritage Rail Workshop' around a representation of our 1890 Battery Tram. The operators in Christchurch have sent a request for duplicates of the brass plate for retail sale.

Car 17

In the last issue we reported the imminent re-painting

of Birney Car 15. This was postponed because car 17 was requested for the Moomba procession in Melbourne on 12 March. No. 17 has also been selected to take part in Melbourne's Federation Parade in May.

In preparation for its use in Melbourne No. 17's truck was disassembled, the wheel-sets replaced and self-lapping brakes fitted. Some attention was paid to the lighting circuits and the track-sanding system.

Car 466

The worn-out Malthoid on the saloon floor has been removed, a difficult task in hot weather. All the rusted metal side panels have been replaced, and a start made on reconditioning the two hand-brake mechanisms. They had been retrieved from under heaps of rubbish and gum leaves at 466's Lancefield resting-place. The base of the under-floor wiring troughing is in the process of being removed, so that complete rewiring can take place.

Machine Shop

We have received a grant to construct a new workshop at the rear of the Depot. The building will house the wheel lathe, wheel press and other heavy machinery. Tram access will be via new track to be constructed through the back of the existing workshop.



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