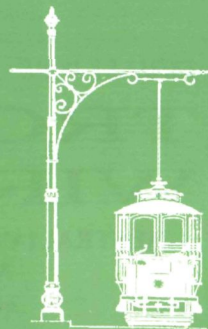


# TROLLEY WIRE



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**GOLD! GOLD! GOLD! — AND TRAMS!**

# TROLLEY WIRE

AUSTRALIA'S TRAMWAY MUSEUM  
MAGAZINE

AUGUST 2001

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## CONTENTS

GOLD! GOLD! GOLD! — AND TRAMS!.....	3
HERE AND THERE.....	8
MUSEUM NEWS.....	20

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## Front Cover:

*The Federal Member for Hughes, Danna Vale MP is at the controls of Sydney C class car 29 on the occasion of its re-entry to service after its restoration to operational status with the assistance of a Centenary of Federation community grant.*

Bob Merchant

## Back Page Top:

*Melbourne B2 class 2078 is the second tram to be refurbished and wear M>Tram's new livery. It is seen here on 23 May 2001 at Brunswick Depot before it re-entered service.*

Ray Marsh

## Back Page Bottom:

*Sydney's Metro Light Rail LRV 2105 carried a novel Thomas the Tank Engine livery during June and July. It is seen here blowing smoke as it crosses George Street en route to Lilyfield.*

Bob Merchant



*Ron White ties down the pole on H car 360 at the Australian Electric Transport Museum, St Kilda. Cars 362 and 186 are also in attendance.* John Radcliffe

# GOLD! GOLD! GOLD! — AND TRAMS!

By Alan Bradley

One might think that gold and Ballarat trams had nothing in common. Trams are conspicuously absent from the displays at Sovereign Hill and the Gold Museum, and they did not operate in Ballarat during the 1851-1861 gold rush heyday. However the fortunes of the tramways were strongly influenced by the rise and fall of the gold mining industry.

## Setting the scene

Late in 1851 both Ballarat and Bendigo were transformed from sheep runs to busy townships because of gold. So many men came from across Australia and from around the world to look for gold that the population of Victoria increased seven-fold between 1851 and 1861. Many of the Victorian gold towns went into decline after the alluvial or surface gold ran out, but in both Ballarat and Bendigo the gold industry was maintained underground for many decades afterwards. This helped to maintain a stable population.

The street layout that arose during the gold rushes influenced future tramway operation. The streets around the alluvial goldfields in Ballarat East were unplanned. Main Street wound its way around mine shafts, shop fronts and trees, and in later years was not an ideal venue for the Mt Pleasant tram to operate in. Narrow Bridge Street would become a traffic bottleneck and the scene of frequent collisions between cars and trams. In contrast, surveyor W.S. Urquhart planned Ballarat West in 1852 and its wide straight streets were ideal for tramway operation.

The local government situation in Ballarat, where tramway operators at one time had to deal with three councils, also resulted from the gold rushes. Suspicions and hostilities led the traders of Ballarat East and West to form their own councils (the City of Ballarat and Town of Ballarat East<sup>1</sup>) during the 1850s, and the two remained divided until 1921. The presence of deep mines to the south of Ballarat led to the growth of a separate community, Sebastopol, which retained its own borough council until the 1990s. The trip to the pub at the Sebastopol terminus,

within sight of grazing livestock, made for the longest journey on the Ballarat tramway system.

The wealth brought by gold made Victoria the richest colony in Australia during the 1880s, and Ballarat became known as 'The Golden City' (although Bendigo also lays claim to this title). Trams were then the most advanced forms of street transport, and the Ballarat Council became the first in Victoria outside Melbourne to approve tramway operation in its streets.

One of the reasons a tramway was needed was the distance between the Ballarat Railway Station and a popular attraction, the Botanical Gardens. In the late 1880s James Russell Thompson, an 1850s generation gold miner, and Thomas Stoddart, a mining magnate, donated the magnificent marble statues that still grace the Gardens – an unlikely connection between gold and gardens. The 'Flight from Pompeii' inside the statuary pavilion became a symbol of Ballarat, and sightseers to the Gardens filled the trams for many years during the busy holiday periods.

## The horse tram era

The first horse tramline in Ballarat was opened from the city to the Gardens in December 1887, and this line was extremely busy during holiday periods. The line along Armstrong Street South and Skipton Street was opened in April 1888, and was extended to Sebastopol in April 1893. This line became the busiest outside of holiday periods, an important factor being that some of the biggest gold mines in Ballarat were close by. Most of those mines were operated 24 hours a day (except on Sundays) by three shifts of men. Many gold miners used the trams, and on pay days would pay their fares in gold sovereign coins which quickly exhausted the conductor's change!

When Ballarat opened its horse tramways in 1887, Ballarat East tried to build its own tramway system. Two of its proposed routes (along Main Street past Sovereign Hill, and along Humffray Street North to Brown Hill) would have served gold mines. Ballarat East also tried to outdo Ballarat's horse tram system with a battery tram system but the failure of a similar system in Bendigo in 1890 ended such ambitious plans. Ballarat East had to wait another 15 years for its trams, and the lines to Sovereign Hill and Brown Hill were destined never to be built.

<sup>1</sup> Both City and Town used the spelling 'Ballarat'. Since the Local Government restructure of the 1990s the official spelling has been 'Ballarat', and this spelling will be used throughout this article.



A local company, the Ballarat Tramway Company (BTCo), operated the Ballarat horse tramways. When it was formed the BTCo issued 32,000 shares worth two pounds each, making it the fourth most heavily capitalised company in Ballarat at the time. In the Golden City at the time speculation in the shares of local mining companies was popular. A new Stock Exchange had opened in Lydiard Street in 1887, the year horse trams commenced. BTCo shares would have been seen as a good investment, as the only competition was from horse cabs and omnibuses. There were no suburban trains as in Melbourne, and no motor cars or buses. But the shareholders were to be disappointed, as only one dividend was ever paid during the BTCo's existence.

### The Electric Supply Company era

Victoria experienced a severe depression during the 1890s, but the gold industry sheltered Ballarat from the worst of it. While Victoria as a whole suffered a net population loss due to emigration, Ballarat's population increased. During the late 1890s the British Insulated Wire Company (BIWCo), an electrical firm based in Liverpool, UK, decided to invest in Australia. It chose the booming gold cities of Ballarat and Bendigo, both with populations of over 40,000 people, and both with over 5,000 gold miners.

During 1900 the Electric Supply Company of Victoria (ESCO) was formed as an offshoot of the BIWCo to handle its 'colonial' operations in Ballarat and Bendigo. Between 1899 and 1902 the ESCO bought the electric supply and tramway systems in Ballarat and Bendigo. Several Australian cities were installing electric tramways at about that time, one of them being Kalgoorlie, another booming gold city populated by many former Ballarat miners.

The ESCO electrified steam tramways in Bendigo in 1903, and then in 1904 conversion work commenced on the horse tramways in Ballarat. The official opening of the Ballarat electric tramways occurred on 18 August 1905. In his speech at the official opening banquet ESCO General Manager Benjamin Deakin predicted a glorious future: trams running every three minutes in Sturt Street, and electric power being supplied in bulk to mines as was done in England.

In the early optimistic days the ESCO proposed various extensions, mainly to areas close to gold mining activity. In Ballarat extensions were planned from the city to Brown Hill and from Mt Pleasant terminus to Skipton Street, and in Bendigo from Lake

Weeroona to White Hills and from Eaglehawk to the New Moon mines. However it was soon clear that the undertakings were not as profitable as hoped for, and these extensions were never built. Ballarat's gold industry was now in terminal decline, with the gold production and number of miners employed decreasing every year from then on, until Ballarat's last mine closed in 1918. Ballarat's population dropped by 10,000 between 1901 and 1921 (and Bendigo's dropped by 9,000 during the same period).

Early in 1908 the horse tram lines in Ballarat South were electrified, leaving only the long line through Sebastopol to be converted. The ESCO's directors in Liverpool must have questioned the wisdom of electrifying the line in a small borough with a declining gold industry. Two of the most important mines closed at this time – the South Star (which had the Ballarat field's deepest shaft) in 1908, and the Star of the East (the richest quartz mine on the Ballarat field) in 1910. There were tentative proposals to replace the Sebastopol horse trams with petrol-engined trams or 'trackless trolley trams', or trolley buses, neither of which had been used anywhere else in Australia at the time.<sup>2</sup> Neither proposal was followed up. The horse trams continued in service until finally electric trams ran through to Sebastopol terminus in April 1913.

### The SEC era

In 1918 two events dealt a blow to the ESCO. The first of these was the final closure of Ballarat's gold industry, the last mine to close being the Central Plateau No. 2 in Sebastopol. The other significant event of 1918 was the Victorian Government's decision to create a statewide electricity supply, using the vast brown coal deposits in the Latrobe Valley in Gippsland. The Electricity Commission was formed in 1919, and this became the State Electricity Commission (SEC) in 1921, with the war hero Sir John Monash as Chairman. Part of the SEC's brief was to take over the electricity supply function of the various private power companies, including the ESCO and the Melbourne Electric Supply Company (which operated the Geelong tramway system).

With the ESCO's 30-year franchise about to expire an operator had to be found for the increasingly unprofitable trams in Ballarat and Bendigo. The SEC reluctantly agreed, as no other willing operator could

<sup>2</sup> Ballarat *Courier*, 18 February 1907, 21 May 1909.





*The first gold tram No. 23, as decorated for the 1951 gold centenary.*  
Ron Fluck

be found. From 1 July 1934 the SEC became the operator of three tram systems in Ballarat, Bendigo and Geelong.

The ESCo had let the Ballarat and Bendigo systems deteriorate to a poor condition. The SEC purchased second-hand trams from Melbourne and Adelaide, and rebuilt the track and overhead wire. The trackwork was mostly funded by unemployment relief funds, and used the large pool of unemployed men in both cities. Geelong's population passed that of Ballarat and Bendigo during the 1930s, its boom due to industry and not to gold. The SEC did not have to rebuild the soundly maintained Geelong system.<sup>3</sup>

Due to high unemployment and a rise in the gold price, many local unemployed men prospected for gold. In March 1935 some of the track workers found gold in a piece of quartz used as ballast. From the quartz about half an ounce of gold was obtained, which was sold for four pounds.<sup>4</sup>

The SEC made two tramway extensions, on the Lydiard Street North line in Ballarat in 1937 and on the North Bendigo line in 1942, but neither extension served a gold mine.

### The 1951 gold tram

Not long after the Depression came World War II, when the SEC's three tram systems carried record loadings due to petrol rationing. During the post-war period Ballarat's population expanded for the first time in half a century – but the growth was due to industrial expansion, and not gold.

In 1951, the gold centenary year, the SEC marked the occasion by decorating single-truck tram No. 23, a tram that had previously run in Adelaide. No. 23 was painted gold, and had a pick and shovel fitted on both ends. The gold tram made its public debut in March 1951, during the Easter centenary celebrations, but was not used for several months afterwards owing to power restrictions.

On 20 August 1951, the centenary of gold discovery in Ballarat, No. 23 and another single truck tram met a Cobb and Co. stagecoach, which had been driven from Melbourne, at the Victoria Street terminus. Both

<sup>3</sup> The Geelong System had been taken over by the SEC in 1930.

<sup>4</sup> Ballarat *Courier*, 27 March 1935, 3 December 1935.



trams, which carried old-timers from the gold rush days, followed the stagecoach into the city where a gold memorial cairn was opened in Albert Street.

No. 23 then returned to the depot via Ripon Street. This was its last run, and it was scrapped soon afterwards. It had been intended to exhibit No. 23 in Bendigo, but Bendigo car No. 22 was decorated instead. The Bendigo centenary took place in November 1951.

While the gold centenary was being celebrated, the principal of the School of Mines believed that no gold had been mined in Ballarat for two years, mainly because the times were more prosperous than during the 1930s depression.<sup>5</sup> Ballarat was no longer a Golden City, and the title 'Garden City' was now more appropriate as the annual Begonia Festival was held for the first time in 1953.

The old mullock heaps and poppet heads in Ballarat and Bendigo remained as memorials, more visibly beside the tram routes in Bendigo where the last mine had only closed in 1954. One of the largest mullock heaps in the Ballarat area, from the South Star mine beside the Sebastopol tramline, was removed during the 1950s to build the wall of the White Swan reservoir.

Gold mining left a less welcome legacy – the occasional collapsing of mine shafts. On 26 November 1965 tram services on the Mt Pleasant line were disrupted when bitumen in the roadway in Barkly Street collapsed, leaving a hole about a metre across.

*SEC tram No. 31 pictured in Main Street, Ballarat East in June 1962. During the 1850s this was the busiest street in Ballarat.*

Ron Fluck

Trams could not be driven over the hole until half a truckload of filling was placed in the hole. The Ballarat City Engineer was puzzled, as records did not show a mineshaft close by.

During the 1950s many Australian tramway systems closed. Kalgoorlie (which was still a gold city) closed its tramway system in 1952, and the SEC closed the Geelong system in 1956. For various political reasons the Ballarat and Bendigo systems continued running into the 1960s.

## Preserving the past

During the 1960s a number of Victorian-era buildings in Ballarat were demolished, and old-style post verandahs removed from city shops. But some of the more notable verandahs were retained, reflecting a developing interest in Ballarat's heritage. This led to the development of a historical park at Sovereign Hill, on a former goldmining area in Ballarat East to re-create the 1850s gold rush period. Opened in 1970, it featured re-creations of old shops, alluvial diggings and underground mine shafts.

The SEC had long wanted to rid itself of its increasingly unprofitable Ballarat and Bendigo tramway systems, and this was approved by the Victorian Parliament in September 1970. The closure

<sup>5</sup> Ballarat *Courier*, 16 June 1951.

of tramways was approved at about the same time as the opening of Sovereign Hill. Debate ensued in Ballarat as to whether the tramway system, or at least the scenic section around Lake Wendouree, could be retained as a tourist attraction, as had been done with San Francisco's cable trams.

In May 1971 the Ballarat Tramway Preservation Society (BTPS) was formed, and in October 1971, one month after the final tramway closure in Ballarat, the Ballarat Council approved retention of the tramline within the Botanical Gardens Reserve. The Botanical Gardens were a long way from Sovereign Hill, which was only in its infancy at the time. During 1972 the Bendigo Trust planned retention of a section of the Bendigo system, as part of a historical package including the Central Deborah mine.

The enthusiasts who formed the BTPS thought only of retaining the SEC trams as they knew them on a section of the lakeside track. There was no thought of running to Sovereign Hill, which was then only a developing attraction located a long walk from the Mt Pleasant line. The BTPS re-opened a section of the original tramline within the Botanical Gardens

Reserve in December 1974, and has operated successfully since then.

Sovereign Hill has over the years developed into one of the leading museums in Australia, and a major employer in Ballarat. Since 1996 there has been debate as to whether a city tramway should be re-introduced. One of the proposals is to have a tramway from the centre of Ballarat to Sovereign Hill. Two feasibility studies have been carried out, and at the time of writing the concept is still under discussion.

## 2001 gold tram

Over the years the BTPS changed its emphasis from a tram operator to a preserver of Ballarat's tramway heritage, and so changed its name to the Ballarat Tramway Museum (BTM). Thirty years after the final tramway closures the BTM has acquired trams from each of the three tramway operators. Double-deck horse tram No. 1 is painted in the yellow colours of the BTCo – fitting for a tram that ran in the Golden City at the height of its prosperity. ESCo No. 12 is being restored, and there are several former SEC cars painted in the various colour schemes in which they operated.

The year 2001 also marks the sesquicentenary of the 1851 gold discovery. To mark the occasion the BTM arranged for another decorated gold tram. Bendigo No. 18 has been formally leased from the Bendigo Trust for two years to the BTM. It has been painted gold,

*The second gold tram, No. 45, shown in Wendouree Parade on its first day in service, 2 March 2001.*

Warren Doubleday





with lettering '150 YEARS OF GOLD 1851-2001', and fitted with a pick and shovel at each end, as was No. 23 in 1951. As the BTM already has a tram numbered 18 it has been renumbered 45, which was the number it carried when it originally ran in Melbourne.

The gold tram was received just in time for Victorian Premier, Mr Steve Bracks, to drive it to launch the Ballarat Begonia Festival on 2 March 2001. No. 45 has been regularly used in traffic since then, and its bright gold colours attract attention. With unheard of features for a Ballarat tram, such as a totally enclosed body, folding doors, turning indicators, hazard lights and sound system, it will be of great use during the occasional cold Ballarat day.

The gold tram was sponsored by a grant from the GOLD 150 Project, arranged by the Country Victoria Tourism Council Inc, who in turn received funding

from the Community Support Fund of the Victorian Government. Sovereign Hill and the Ballarat Tourism Board have also supported the project financially and Solver Paints South Australia contributed the paints. The Ballarat Tramway Museum entered into a two-year lease agreement with Central Deborah – Bendigo Tramways to make possible the project to celebrate the 150 years of the discovery of gold.

The trams have been a part of Ballarat history since 1887, and gold tram No. 45 is a suitable reminder of the link between gold and trams in both Ballarat and Bendigo.

#### LATE NEWS

Melbourne City Circle car 925 has been painted in a gold livery. It was launched into service on 19 August 2001.

## HERE AND THERE

### NEWS ITEMS OF INTEREST FROM ALL OVER

#### Melbourne – W series trams return to service

The first two City Circle W series trams returned to service on 28 May. New electro-magnetic brakes have been installed on the two trams, 842 and 909. Until the end of July, the City Circle service continued to operate every 20 minutes between 10:00am and 3:00pm each weekday. In August, when six of the City Circle W series trams are back in service, the trams will run every 20 minutes from 10:00am to 6:00pm. Yarra Trams said the usual timetable of one tram every 10 minutes would return as soon as eight City Circle trams were back in service – possibly by September. The return of the rest of the W series fleet on normal routes could take up to a year.

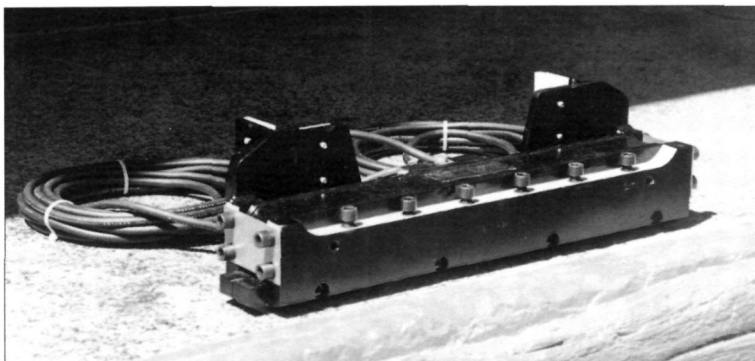
The entire fleet of 53 W series trams, which are between 45 and 65 years old, was withdrawn from service in June 2000 after several accidents and repeated complaints from drivers about faulty brakes. The Victorian Government drew intense criticism on 17 May after it announced that the bill to repair Melbourne's W series trams had risen to \$4.2 million and that taxpayers would pay most of this amount. Transport Minister Peter Batchelor had said at the end

of March that the repairs would cost \$2.5 million. The Public Transport Users Association, the Rail Tram and Bus Union and the Opposition in the Victorian Parliament are saying the Government failed to protect the interests of taxpayers and bowed to pressure from the tramway operators.

Yarra Trams and M>Trams said they were still involved in talks with the Government to determine their portion of the repair bill. They refused to say whether they would contribute \$800,000 to the repair costs. A spokesman for Yarra Trams said their contribution would cover routine maintenance costs. The private companies have previously argued that the Kennett Government gave them incorrect information about the safety of the brakes on W series trams when they were privatised in 1999, and that is why the State should pay for repairs. They acknowledged, however, that they were allowed to examine the trams before entering into the franchise agreements.

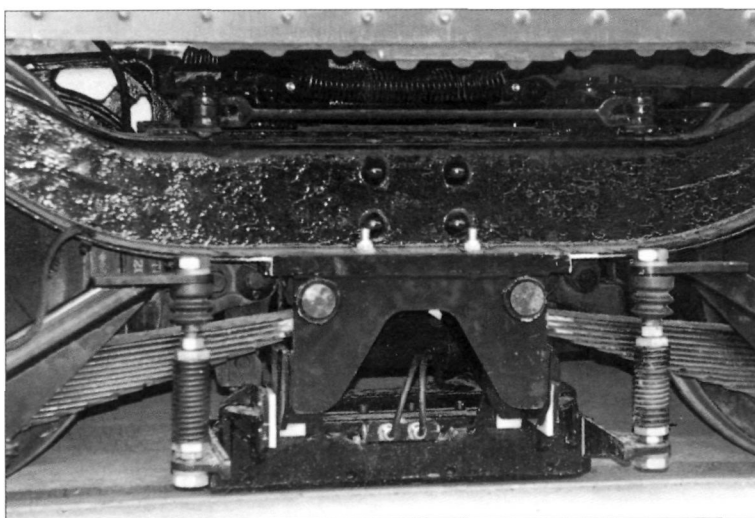
Opposition transport spokesman Geoff Leigh said that under the privatised system the operators should meet the full cost of repair works. The Public Transport Users Association said the Government should have

*The first magnetic track brake for a W series tram just after receipt at Preston Workshops on 6 March 2001. Dale Budd*



*The first magnetic track brake was fitted to car 909 and trialed on 28 March 2001. This view was taken the next day.*

*Dale Budd*



*A view of a bogie on 909 showing the track brake taken in Spring Street on 28 May 2001.*

*Ray Marsh*

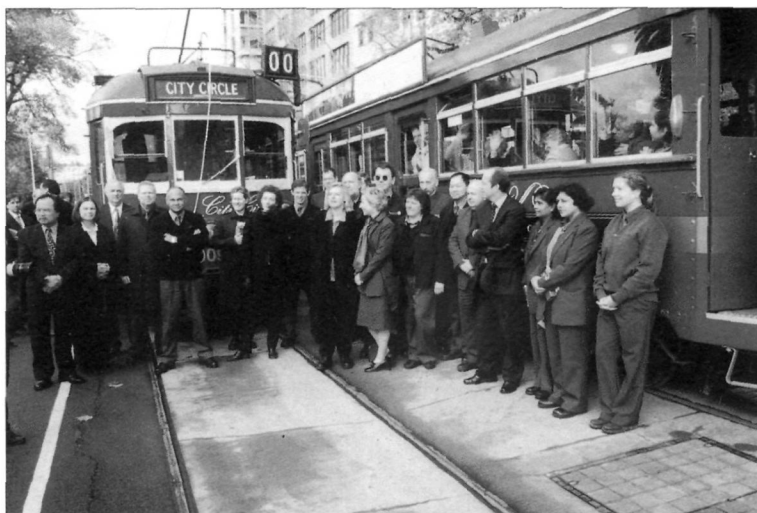


driven a tougher deal but had failed taxpayers by not standing up to the private operators. The Association's President said the private operators receive millions of dollars a year in government subsidies. They knew the

condition of the trams when they took over the system, and therefore should not receive any public money towards the repairs.

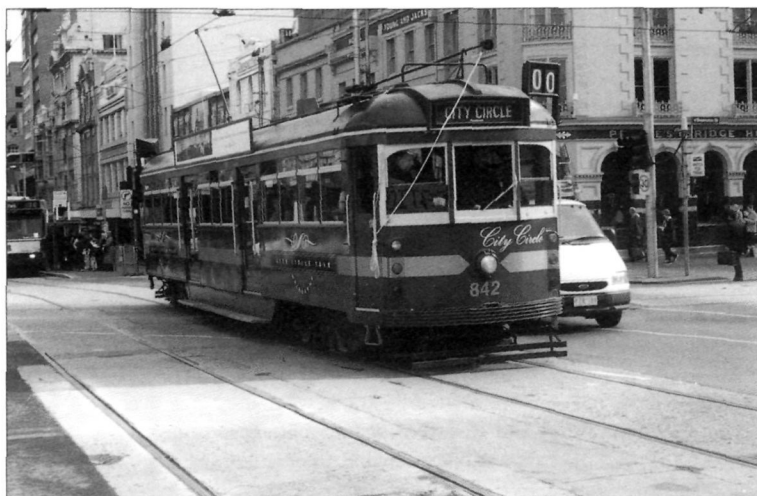


*Cars 909 and 842 are the first City Circle W series cars to re-enter service after being fitted with track brakes to overcome intermittent braking problems caused by automatic slack adjusters.* Ray Marsh



*Tramway officials, tram attendants and drivers wait in Spring Street for the start of the official proceedings to recommence the use of W series cars on the City Circle service on 28 May 2001.*

Steven Altham



*The free City Circle service is again using W series cars. Here 842 crosses Swanston Street while travelling along Flinders Street on the day W series operation was resumed.*

Steven Altham





*Victorian Transport Minister Peter Batchelor cuts the ribbon to relaunch City Circle car 909 at Spring Street on 28 May 2001.*  
Ray Marsh

### **Melbourne – Bourke Street Mall**

A Melbourne City Council plan supported by major retailers could see trams removed from the Bourke Street Mall within two years. Yarra Trams routes 86 (Colonial Stadium to Bundoora/RMIT) and 96 (St Kilda Beach to East Brunswick), which run through the Bourke Street Mall between Swanston and Elizabeth Streets, would be diverted for the length of that one city block to a new line in Lonsdale Street. If approved, the trams could be removed from Bourke Street Mall by 2003 or early 2004.

The plan would include tram 'super stops' at each end of the Bourke Street Mall. The plan is designed to lure shoppers back to the city and it is claimed that it would revitalise the Mall. The Mall would be dedicated to pedestrians as part of a city retail strategy covering the areas bounded by Elizabeth Street, La Trobe, Russell and Flinders Streets. The Melbourne City Council's City Business Committee has ordered

that an action plan be developed by September and referred to the State Government.

### **Melbourne – Box Hill tram extension**

In June 2001 Yarra Trams awarded its design and construct contract for the Box Hill extension of route 109 to Transfield Engineering & Construction, a leading civil engineering contractor. The company won the tender over three other bidders. Chief Executive Officer of Yarra Trams, Hubert Guyot, said "Yarra Trams is proud to appoint one of Australia's leading construction companies to this important project. The extension of the tram network to Box Hill will add an exciting edge to one of Melbourne's busiest transport interchanges. Transfield Engineering and Construction has the expertise to create a first class infrastructure and harmonious urban design. We have full confidence in their capacity to deliver Yarra Trams' vision for the Box Hill extension."

Work on the extension was scheduled to begin in July 2001 and will involve the relocation of services, road widening, traffic signalling, tram overhead systems and tram tracks and stops. The new 2.2km line will extend from the current terminus at Union Road in Mont Albert, along Whitehorse Road to Station Street, Box Hill. Features will include tracks fitted with Iron Horse rubber boot to cushion the track and reduce noise and vibrations, grass track reserves and the possible undergrounding of power supplies.

The extension forms a mandated part of Yarra Trams franchise agreement and is a joint initiative with the Department of Infrastructure.

### **Melbourne's oldest electric tram to be restored**

The Minister for Transport, Peter Batchelor announced on 23 July 2001 that Melbourne's oldest surviving electric tram will be refurbished with the help of unemployed young people learning restoration skills. The Bracks Government is providing \$75,000 to the Tramway Museum Society of Victoria to restore U class tram No 205, imported from the United States in 1906 for use by the North Melbourne Electric Tramways and Lighting Company Ltd. The restoration will be undertaken by the TMSV in conjunction with Bayside Employment Skills Training (BEST) Inc to offer an opportunity for unemployed young people to be part of the project.

Mr Batchelor said he was delighted to provide the

funds to help cover the cost of the \$197,000 project. The Victorian Department of Education, Employment and Training has provided the remaining funds under its Community Jobs Program. "The restoration will include body work, upholstery, electrical work and repainting to bring the U class tram back to its original condition," he said.

"The tram is particularly significant as it is the only surviving first generation, pre 1920, saloon tramcar. It is also one of only two tramcars surviving from the North Melbourne Electric Tramways and Lighting Company. The other, a V class tram, has been restored and is part of the Heritage Fleet. The tram's importance is underlined by the fact that it is one of only a handful of surviving trams that were manufactured in the United States and imported in kit form to Australia," Mr Batchelor said.

Once the restoration is complete, with the agreement of the TMSV, the tram will become part of Melbourne's Heritage Tram Fleet.

19W (former U class 205) will be restored to its original identity as North Melbourne Electric Tramways and Lighting Co No. 4 but will retain the current aprons, windscreens and destination boxes.

Car 16W is also to be restored, as car No. 199. It will be returned to circa 1938 condition with chocolate and cream livery, as modified for all night service. This work will be undertaken as opportunity permits.

A large quantity of parts obtained in 1967 from car No. 200 will be used to restore 199.

The TMSV transferred 19W from Bylands to North Fitzroy Depot on 13 July. Car 16W followed on 27 July.



Melbourne's Federation Parade on 5 May 2001 included this entry (above and left) from Preston Workshops and seen in St Kilda Road. Reminiscent of the getaway tram in the film 'Malcolm', this version came with attendants wearing tramcar headgear. Ray Marsh

*Camberwell Junction was relaid over the weekend of 9-10 June 2001. This is a view of the intersection at 3:30pm on Saturday, 9 June. The road surface and track has been removed.*

Steven Altham



*The five-way road junction at Camberwell at 1:30am on Sunday morning, 10 June. The tramway H crossing has just been laid in position.*

Steven Altham



*This view was taken at 11.27am on the Sunday morning. The location of the pointwork has been moved so as not to be in the centre of the intersection, and rarely-used curves were removed.*

Steven Altham





## LATE NEWS

### First new trams arrive

The first four Citadis trams for Yarra Trams arrived in Melbourne from La Rochelle, France, on 9 August on the heavy-lift ship *Edamgracht*. The trams will be prepared for service at Preston Workshops.

### Sydney LRV disguised as Thomas the Tank Engine

Metro Light Rail provided something special for children when its LRV 2105 re-entered service on 9 June in a yellow livery advertising Thomas the Tank Engine and Friends. Fitted with smoke generators and funnels each end, the tram puffed clouds of smoke upon starting, accompanied by suitable 'peep, peep' whistle (it is an English engine!) and 'chuff, chuff' noises. It operated from the Queen's Birthday holiday weekend (9-11 June) until 31 July between 9:00am and 4:00pm.

### Sydney – CBD light rail back on track

Trams may soon make a comeback to Sydney's Central Business District. The private operator Metro Light Rail – pleased by the success of its 3.1km western extension from Pyrmont to Lilyfield – is giving priority to its proposal to introduce trams in the city.

The company has foreshadowed restarting detailed traffic and route analysis, engineering and financial feasibility plans to convince the Government of the extension's merits. New imprimatur for the light rail extension has also come from the tourism industry and the State Tourism Minister, Ms Nori, who has called for a feasibility study to look at alternative transport proposals to reduce traffic in the CBD. Metro Light Rail has appointed a project manager to promote the extensions to the CBD and elsewhere, and to prepare a business case.

The company has been buoyed by robust patronage figures showing the western extension to Lilyfield on track to exceed its aim of a million passenger trips a year in only its first year of operation. Patronage for the entire system is predicted to be 4 million trips this year. The company says the western extension, opened in August 2000, has generated an additional 20,000 passenger trips each week.

Traffic congestion in the city is so great that the NSW Government has stipulated that any extension should not be built until after the completion of the \$400 million cross city tunnel in 2004, which could remove up to 78,000 motor vehicles a day from city roads. The office of the Minister for Transport, Mr Scully, said that no announcement was imminent and that his Department has been looking at light rail options since the announcement of the cross-city tunnel. It was not decided whether a feasibility report should be released ahead of the tunnel's completion.

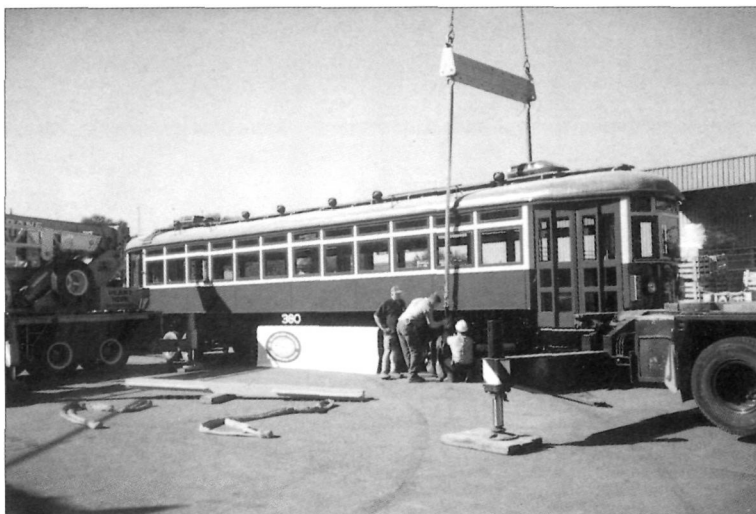


*Sydney's Metro Light Rail vehicle 2105 is seen departing the Haymarket stop on 10 June 2001, a day after re-entering service in a Thomas the Tank Engine livery complete with smoke and appropriate steam engine noises.*  
Bob Merchant

*Adelaide H car 380, the first Glenelg tram to be refurbished in the current program, leaves All Transport Industries Tram Refurbishment Division on 30 April 2001. Peter Keynes*



*H 380 is lifted onto a low loader for return to Glengowrie Depot where fitting out and testing will be performed. Peter Keynes*



*The third car in the refurbishment program, H 370, is off loaded at All Transport Industries. The low loader later returned to Glengowrie Depot with H 380. Peter Keynes*





*The tramway junction at Sydney and Moreland Roads was relaid over the weekend of 14-15 April 2001. This view of the work was taken on 14 April. Ray Marsh*



*A view of the work from Moreland Road taken on the same day. At right, concrete is being poured between the rails. Ray Marsh*

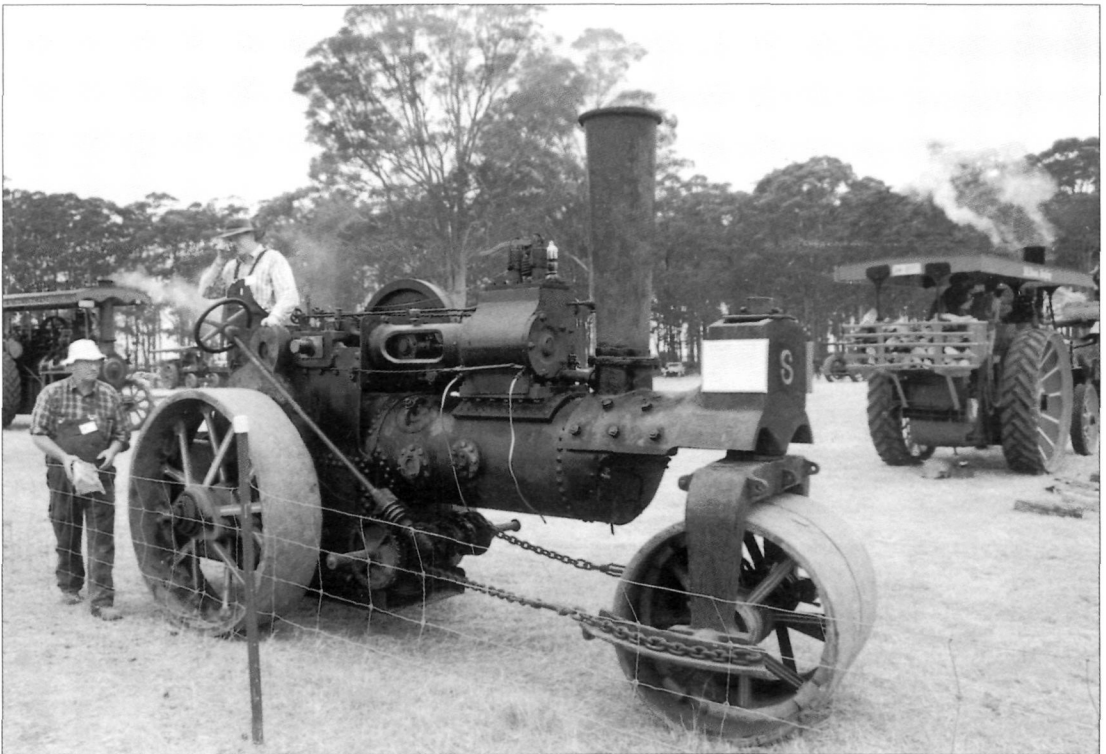


*M>Tram's new livery as seen on Z3 class 185. Note the 'Moving Melbourne' slogan. Steven Altham*

The CBD light rail project was derailed in 1998 when city retailers and building owners launched a campaign to block the extension running north along Pitt Street and south along Castlereagh Street. The chief executive of the Tourism Task Force, Mr Chris Brown, said light rail was a 'system to nowhere' but

the route into the CBD needed to be reviewed. The executive director of the NSW Property Council, Mr Mark Quinlan, said its chief concerns related to the safety of pedestrians in the Pitt Street Mall and access to parking stations.





*The only steamroller ever built in Tasmania was constructed in 1910 for the Launceston City Council, to roll the roadbed for the new Municipal Tramways. It is a 5hp 8-ton unit with 8in cylinders built by Salisbury Foundry, Launceston, and was used for tramway purposes until 1944. It passed into private preservation in the 1950s. Still operational, it is seen at the 8th National Historical Machinery Association Rally at Carrick, Tasmania, in March 2001.*

Peter Hallen

### **Hobart – tram restoration project**

On 6 June 2001 the Hobart City Council issued an invitation calling for expressions of interest to supply a Brill 21E truck and to refurbish four GE59 motors, for use with single-deck combination car No. 39.

### **Hobart - double-deck body moves**

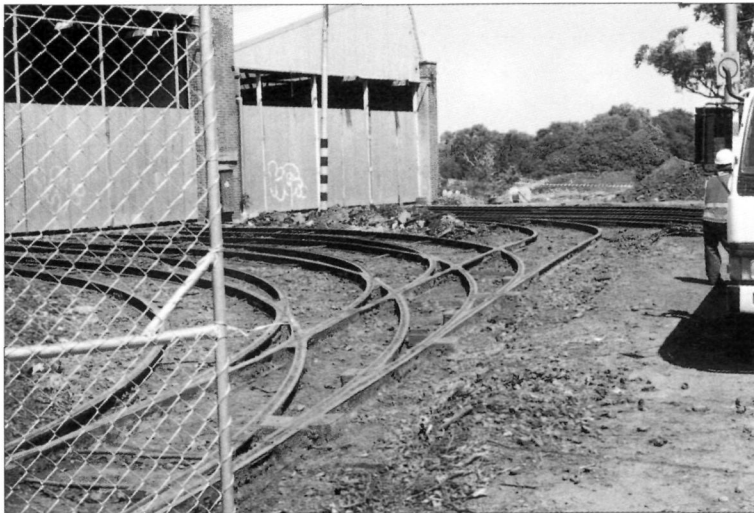
The body of Hobart double-deck car 20 left Hobart by road on 6 August bound for the mainland. The Sydney Tramway Museum owns the car. The move caused some local controversy, and attracted considerable media coverage.

### **Gold Coast – business group rejects light rail plan**

A local business group has given the proposal for a Gold Coast light rail network the thumbs-down, despite enthusiastic support from the city council. Southport Chamber of Commerce President Ian Solomon said its monthly business-pulse survey showed two thirds of members believe spending \$1.3 million on a feasibility study is a waste of money. "Street level tramways take up a lot of ground level space and generally that has to come out of existing traffic lanes. Two thirds of the people feel it is not a suitable answer to the traffic congestion problems on the Gold Coast."

### **Kaiwharawhara Trackless Tram restoration campaign**

After nearly 70 years in one spot, New Zealand's earliest trolley bus has moved. The Omnibus Society was offered the opportunity to recover the Trackless Tram for restoration and preservation in a museum, and on Sunday, 29 April 2001, it was moved into



*This view of Melbourne's former Hawthorn Depot under redevelopment shows the yard tracks uncovered before they were removed in February 2001.*

Steven Altham



*One month later, in March 2001, the former depot roads 5 to 7 have been demolished and the yard tracks lifted.*

Steven Altham



*This scene shows the redevelopment from the rear of the depot. The two cranes are standing in the demolished roads 5 to 7 bay, the rails for which are still in place.*

Steven Altham

storage to enable restoration to be undertaken. Here is some of the background to this exciting opportunity.

From 1924 to about 1933, a trolley bus ran along the Hutt Road from Thorndon tram barn to the corner of Ngaio Gorge at Kaiwharawhara. In those days a trolley bus was known as a trackless tram, indicating that it had been developed as a type of tram that did not need rails to run on.

When the motor bus superseded it, the body of the Kaiwharawhara Trackless Tram was moved to the New Judgeford Golf Club, where along with other old bus bodies, it became a weekend bach for golfers. ('Bach' is a New Zealand term for 'shack' – Ed) It has filled this role until recently. Thanks to careful occupants over the years, the fabric of the vehicle has been remarkably well preserved.

DSC and Cousins in Auckland built this first trackless tram in 1924 on an AEC (probably model 611T) chassis. It may have been one of a very small group of trolley bus chassis built by AEC around that time, so this body may have added significance as being the only remains of this vehicle type in the world. It is known that a trackless tram of similar age, but different manufacture, was recovered and restored as a static exhibit at the Ipswich Transport Museum in England. This is currently the only complete trackless tram in existence in the world.

The Trolley Bus Festival in March 1999 to celebrate the Jubilee of Wellington's trolley bus system seemed like a good time to float the idea of recovering and restoring the body of the Kaiwharawhara Trackless Tram as a museum exhibit.

As a first step in this project, the golf club that owns the vehicle was approached. The golf club committee was supportive of our aims, and assured us that our request to obtain it for restoration would be favourably considered when the present tenancy was terminated. This situation eventuated much sooner than expected.

However, the Society was under no illusions as to the enormity of the task ahead, even to restore the body as a static exhibit. It was sitting close to the ground, and in close proximity to a stream that overflowed on numerous occasions, but thankfully flood control measures eliminated this problem in recent years.

Although the front and off-side back as far as the rear of the driving compartment were removed to join to the other building, the rest of the body is in original

configuration, even to the rear gentlemen's smoking compartment having its perimeter seat. Many other fittings are still in place – the mottled glass panels in the tops of windows, cast steps for climbing to the roof, and guides at the rear for the trolley ropes. A curved corrugated iron roof has protected the body from rainwater damage.

The recovery operation on Sunday, 29 April went without a hitch. Preliminary work over previous months involved digging drains around the body and lifting it sufficiently to allow the ground to dry out. Some strategically placed braces enabled a crane to lift it without damaging the fragile structure, and it has now been trucked to the Omnibus Society workshop at the Karori bus depot for undercover storage.

This project will require a considerable sum of money, and a fund is being established to pay the cost of removal and eventual restoration.

Donations may be sent to the Treasurer, Omnibus Society, PO Box 9801, Wellington, New Zealand. Cheques should be made out to the 'Omnibus Society Inc', but indicate in a covering note that the donation is for the Kaiwharawhara Trackless Tram Restoration Project. Please include your name and postal address, so that your contribution can be acknowledged, and you can be kept informed of progress.

For further information, write to the Omnibus Society at the above address, or contact Mike Secker at + 64 4 902 1173, E-mail: mikjan@xtra.co.nz, or Ian Robertson at +64 9 826 5157, E-mail: ian.elayne@xtra.co.nz

## Book Review

### **A Ticket to Ride**

### **A History of the Fremantle Municipal Tramways**

By John Chalmers

Size 210mm x 147mm (A5)

72 pages, card covers, perfect bound

28 photos with 1 in colour (including covers), map and ticket illustrations

ISBN 0 9578257 0 6

Published by Perth Electric Tramway Society Inc.

Price for individual copies \$19.50 posted. (\$16.00 plus GST, post and packing)

Orders of ten and under 30% discount, eleven and over 35% discount, plus postage and packing

Available from PETS Sales, PO Box 257, Mt Lawley, WA 6929

Visa and Mastercard accepted.

A Ticket to Ride was originally published in a small print run by the City of Fremantle in March 1998. The original edition was wire bound, with red print on buff coloured paper and coarse-screened photographs. An article mentioning the book appeared in the West Australian 16 months after the book's launch but the book had by then sold out and no copies were then available to meet the new demand.

The Perth Electric Tramway Society took up the challenge and received permission to publish a new edition of this well written work not only to meet the local history demand but hopefully to reach a much wider audience. This it will certainly do. The City of Fremantle Library supplied photographs and the original text on disk for use in this new offset-printed edition. The only changes are type size, the addition of an epilogue to bring the story up to date and the

inclusion of the author's notes at the end of each chapter instead of at the end of the work. A bibliography of primary and secondary sources and a source list of the photographs used are included.

John Chambers believes he has written an accurate account of the past. The book focuses on the history of the Fremantle Municipal Tramways from its inception in 1905 until its demise in 1952, and its social, economic and political effects on the Fremantle area. It may not appeal to all enthusiasts, as it does not cover tramcar types, routes and track layout in any detail. It does, however, fill a large gap in the written history of the Western Australian tramway systems. It is a welcome addition to the few published works on those most interesting American style tramways that once operated in Australia's west, and is recommended to the serious student of Australia's diverse tramways.

— Bob Merchant

## COTMA

### Council of Tramway Museums of Australasia

Executive Officer, 158 Lorne Street, Fawkner, Victoria 3060

### From Bill Kingsley

COTMA's Council consists of one voting representative from each full member museum. Council normally meets yearly at the Annual General Meeting and also at conferences.

The 2001 AGM was held on Saturday, 16 June, again at the rooms of the Australian Railway Historical Society (Victorian Division) at Windsor railway station in Melbourne. We are indebted to the ARHS for their continued support.

Our AGMs are relaxed and informal, with the meeting providing a forum for discussion and coordination of issues affecting all 20 of our constituent tramway museums – with a 21st currently being established in Hobart.

Of the 18 matters discussed, the following are worthy of record.

For many years COTMA has stored a collection of spare tram parts in an old rail wagon (a B van) at the

Tramway Museum Society of Victoria's site at Bylands. Ownership of the van itself had already passed from COTMA to the TMSV, but our treasure trove of parts remained ensconced within it. A new storage facility is to be provided by the Ballarat Tramway Museum at Bungaree. We appreciate the offer from John Phillips to be our new Spare Parts Officer.

The ex-Melbourne uniforms, which were also stored at Bylands under the care of Keith Kings in one of his buses, will pass to the ownership of the TMSV. Keith purchased these uniforms when he was COTMA Executive Officer. At the time, Melbourne did not require them because of a change of uniform style and colour. The sale of the uniforms over two decades has provided considerable revenue for COTMA. Our thanks are due to Keith for looking after the uniforms for us.

For many years some of our museums have been uncertain about the types of insurance cover they need.



We have been fortunate in obtaining assistance in this respect from Stanley Plantzos Insurance, which has provided advice and suitable packages. Many museums have taken up the offer, which could result in cheaper premiums if risk can be spread across a larger number of organisations

COTMA is pleased to announce the appointment of Campbell Duncan to the position of Honorary Legal Officer. Campbell is a director of Steamrail Victoria, a member of the Ballarat Tramway Museum and a practising lawyer. We welcome Campbell, and thank Tony Sell of the TMSV who excelled as our Honorary Legal Officer for many years.

A Secretariat has been established to be the administrative support group to the COTMA Executive. It will operate in parallel with the Operations Committee, which is the technical support group.

Council praised those who organised the 25th Anniversary Conference held in Ballarat in November 2000. It recognised in particular the significant effort

contributed by Carolyn Dean and John Phillips of the Ballarat Tramway Museum, which helped to ensure the success of the Conference.

The Portland cable tramway could be operating before the end of 2001. COTMA plans to organise a weekend visit to the opening of the tramway and members of our affiliated museums will be invited to join us.

Council noted with acclamation that Dr John Radcliffe had received the award of Member of the Order of Australia (AM) for his contribution to agriculture. John was the inaugural Chairman of COTMA and is currently the Australian Member of the COTMA Executive. Council also noted with praise the 50th anniversary of the SPER and the accompanying recognition of Norm Chinn for his pioneering and very significant contributions to tramway preservation.

Council also noted with sadness the passing of Philip Archer of the Launceston Tramway Museum. Philip was a power of strength to the fledgling LTM and a loyal supporter of COTMA.

## BALLARAT

**Ballarat Tramway Museum**  
PO Box 632, Ballarat, Victoria 3353

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

From Dave Macartney

During May a major sleeper replacement program took place on the access track. On 12 May a group of Community Based Order participants removed those sleepers due for replacement and installed nine from our stocks. On the following Wednesday a load of 40 sleepers arrived, and 38 were installed that day with the help of a backhoe. Since that time steady progress has been made with the follow up jobs of drilling, spiking, lifting and packing, which should continue on through most of the winter months.

On 20 May, member Phillip Bertram celebrated his 40th birthday by hiring the entire tramway for the day. The trams from 2 and 3 roads were banished outside and their places taken by tables and chairs, along with a couple of industrial Jetfire heaters, which certainly earned their keep. The tram used for the obligatory tram ride was, of course, No. 40. The whole day went

very well, and was quite a change from the usual winter Sunday afternoon at the depot.

As the Queen's Birthday long weekend approached, we realised that the tramway was about to carry its 500,000th passenger. By Saturday night, just 49 more passengers were needed. It was estimated that the event would happen at about 4:00pm on the Sunday, so the Ballarat *Courier* was contacted and asked to provide a photographer at that time. As it happened, there was a rush early on the Sunday, and the actual 500,000th passenger travelled without recognition about an hour before the photographer arrived. His arrival coincided with that of a bus containing the Kilsyth Cobras B Grade Ladies Basketball Team, fresh from a 50 to 33 demolition of the Melton team. The normal routine at this stage would be to select the young lady with the largest – er – attributes for the prize, but democracy

*Conductor Len Millar congratulates Lou Abbruzzi on being the Museum's 500,000th passenger.*

John Phillips

ruled, and the ladies were asked to nominate someone. They selected their long-suffering bus driver, so Mr Lou Abbruzzi of Seville went into the record books as the tramway's 500,000th passenger. Much jollity ensued, with No.45 proceeding down Wendouree Parade full of singing basketball players.

No. 45, the Gold Tram, was officially launched on 14 June, despite having been in use since March. The Mayor of Ballarat, Councillor David Vendy, did the honours, assisted by Councillor Liz Sheedy, who has responsibility for tourism. The tram was driven out of the shed and through a banner for the benefit of the television cameras, and a brief item appeared in the local news that night. Five minutes before the launch a rainsquall of biblical proportions struck, yet at the

*The banner is held in position by members. The Mayor of Ballarat, Councillor David Vendy, drives No. 45 slowly forward towards the banner on 14 June 2001.*

Warren Doubleday





*No. 45 is driven through the banner to officially launch it into service. From left are Richard Gilbert (Ballarat Tramway Museum) behind the windscreen, Councillor Liz Sheedy, and the Mayor of Ballarat, Councillor David Vendy.*

The Ballarat Courier Pty Ltd

appointed time the sun was out again – very Ballarat. With the formalities completed, the two local politicians spent another hour at the depot looking into every aspect of our operation, discovering that there is rather more to running a tramway museum than they had imagined.

Roadworks taking place at the corner of Drummond and Skipton Streets during June revealed some old SEC rail. As this was due to be removed, it was donated to the museum on condition that it be taken away forthwith. Accordingly, a trailer was hired, and a long day was spent removing it to the safety of the Bungaree property. It is 80-pound bolt-on checkrail installed by the SEC during the 1930s.

At the depot, No. 27 has had its truck dismantled, with the motors due for re-insulation and the wheels to go to Adelaide for re-profiling. The truck from 27 has a side frame that was cut and rejoined many decades ago, and is possibly slightly out of square. This causes some interesting wear patterns, particularly with regard to the flanges. Re-assembly will no doubt be a challenge. Work on Nos. 12 and 28 continues on very slowly. Track cleaner No. 8 has had many of its problems sorted out, and is now making a great deal of difference to the condition of the track in Wendouree Parade as the leaves of autumn give way to the rains of winter.

As for those two single truck cars we moved to Bungaree, No. 11 is a Meadowbank single trucker of 1915, formerly Prahran & Malvern Tramways Trust and Melbourne & Metropolitan Tramways Board



*Our guests enjoy afternoon tea on board No. 45. From left are Wendy Taylor (Sovereign Hill), Alan Bradley (Ballarat Tramway Museum), Ian Rossiter (City of Ballarat), and Jeanette Horsley (Ballarat Tourism).*

The Ballarat Courier Pty Ltd



*The rail being lifted in Skipton Street in June. The rail was donated to the Museum and moved to our Bungaree property for storage. Warren Doubleday*

No. 65, then Geelong No. 28 from 1928 to 1935 before coming to Ballarat. After the closure in 1971 the Daylesford & District Historical Society acquired it, and the car came into museum ownership in 1977. It is without motors, has the painted interior the SEC used on a few trams, and retains the original timber exterior panels to the saloon.

No.32 is a Duncan & Fraser single trucker built in 1917 for the Hawthorn Tramways Trust. It did not enter service until 1920 as M&MTB No.186. It was sold to Ballarat in 1935, then to Maryborough Historical & Wildlife Co-operative at closure in 1971. Acquired by the museum in 1986, it is without controllers.

## VALLEY HEIGHTS

**Steam tram and Railway Preservation Society**  
PO Box 3179, Parramatta NSW 2124

From Cliff Currell, Craig Connelly, Peter Stock and Bruce Irwin

Since our last report (Trolley Wire, May 2000), progress towards the operation of a steam tram has continued.

Valley Heights is a hive of activity with the work force generally concentrating efforts on steam tram motor 103A and the B car No. 93. At the same time the restoration of end platform railway carriage CBI 1073 is continuing apace, whilst 0-6-0 locomotive No. 2 has been subject to repairs, thus diverting efforts from other projects.

### Acquisition of another B car

On 9 October 2000, the Society moved a B class steam tram trailer car from Lambton near Newcastle.

The car is No. 44B. The car was delivered to Valley Heights the next day and was placed temporarily on the bogies of our KA car, destroyed by fire in 1993.

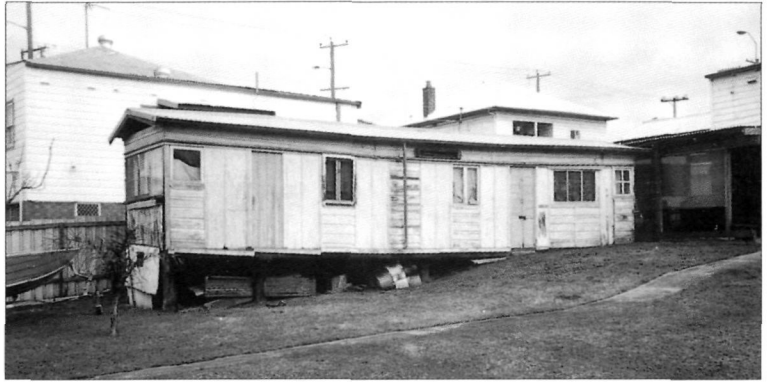
The unexpected advent of 44B has put a strain on our finances. Although in far from pristine condition, it represents the very last salvageable B car known to exist. Although the status of a B car at Broken Hill is unknown, our Society appears to possess all known remaining cars of this type.

Car 44B has been in the backyard of the Lambton house since its acquisition in 1935 following the electrification of the Newcastle tramways. Its seats were stored beneath it. Trevor Weaver, grandson of the original owners of the house and tram, donated the car,

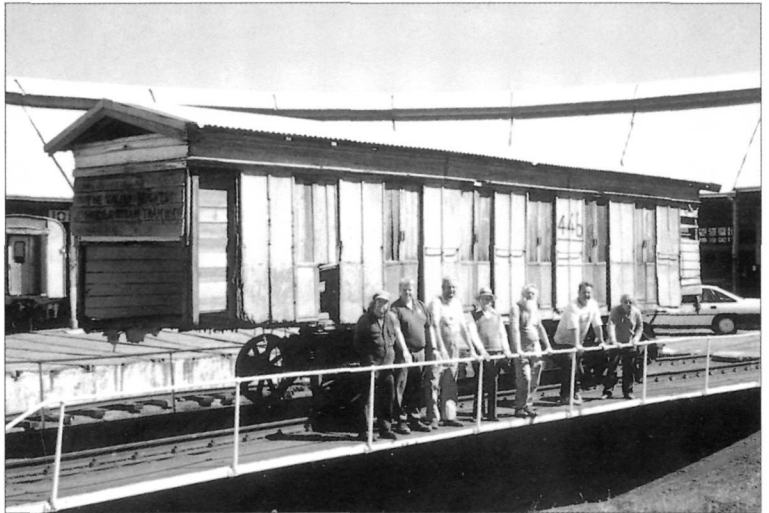


*Steam trailer 44B at Lambton, NSW, prior to being transported to Valley Heights on 9-10 October 2000. Most of the car's sliding doors are still in situ, hidden behind the side cladding.*

Peter Stock



*Car 44B is seen on the turntable at Valley Heights on 10 October 2000. This view shows the side opposite to that shown above. From left to right are Stephen Lanyon, Andrew Coble, Peter Stock, Frank Moag, John Webb, Craig Connelly and Cliff Currell. Peter Stock collection*



which was built by Randwick Workshops in 1895 and withdrawn from service in August 1935.

## Stephenson No. 2

No. 2 passed boiler inspection in mid-2000 and had some minor repairs and adjustments to clack valves, brake rigging and the drain cock operating rods. It was steamed again on 9 December 2000. 'Stepho' was again in steam on 1 January this year to celebrate the Centenary of Federation, when it performed well.

On the downside, a leaky stay continued to give concern, and a decision was therefore made to replace it. Gaining access to the stay involved extensive stripping, and a crane was hired to lift the tank and cabin. Following replacement of the boiler stay, the locomotive was re-assembled, and was in steam for the Open Day at Valley Heights on 7 April as part of the Springwood Foundation Day and Roundhouse activities.

## Locomotive 1022

An appraisal has commenced to determine whether this locomotive could be restored to operating condition following the extensive damage sustained in the fire of June 1993.

During January this year, professional advice was sought to assess necessary repairs to the right-hand cylinder casting. While this was considered to be feasible, the casting will need to be transferred to Smithfield for the work to be done. The boiler has been examined and has been passed.

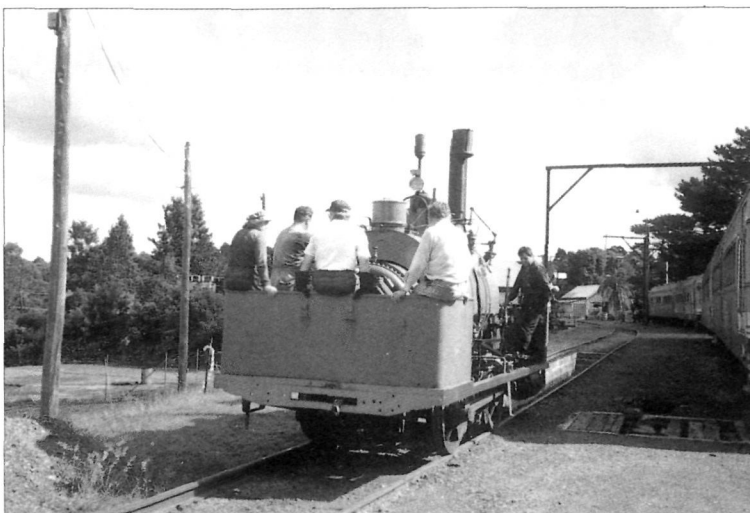
While the crane was dismantling No. 2, the boiler was lifted from the frame of 1022 for its inspection. Subsequently most of the bolts, valve gear, etc, have been progressively dismantled for repairs while the cylinder casting was also removed for rebuilding.



*The Society's drivers, (left to right: David Lewis, Craig Connelly, Frank Moag, Frank Miller) discuss the operation of 103A's injectors. The steam dome and mufflers have been fitted as has the new whistle made to replace the one lost in the fire.*  
Peter Stock



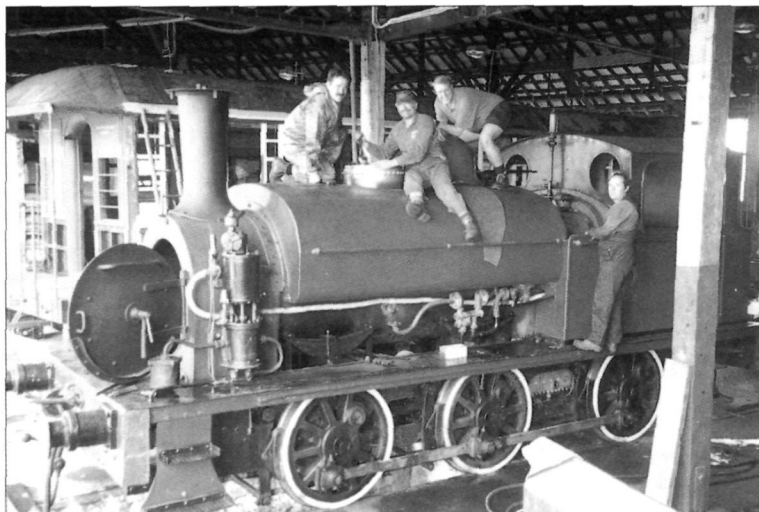
*A general view of Valley Heights roundhouse on 9 December 2000. Steam trailer 44B can be seen above 103A on the turntable while No. 2 is being steamed up. End platform car CBI 1073 is seen to the left of 'Stepho'.*  
Peter Stock



*Members enjoy a ride on 103A – sweet pleasure after the work put into its restoration since the fire of 1993.*  
Peter Stock

Preparations are being made to remove the saddle tank and cabin from 'Stepho' for the boiler stay repairs. Left to right: Craig Connelly, David Lewis and Andrew Cable. Steve Lanyon is standing on the footplate behind which the offending boiler stay is located.

Peter Stock



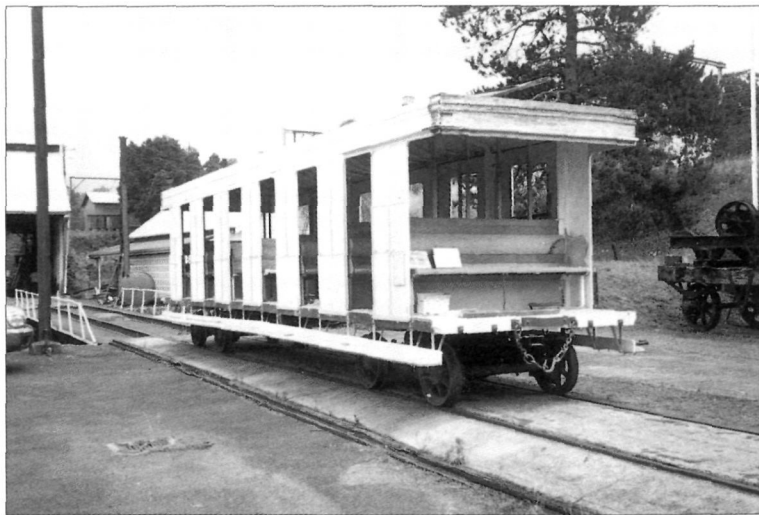
A scene to come: a double deck steam tram. Motor 103A and the double deck car outside the amenities building at Valley Heights on 9 December 2000. Car 93B is further back. The long coupling is used for shunting by tractor.

Peter Stock



Car 93B as it appeared on 10 February 2001. Minor work has still to be carried out on the headboards and drip rails. Doors have not yet been fitted.

Peter Stock



As at May 2001, 1022 has been further dismantled for a thorough overhaul of valves, axleboxes, bearings, etc, while the frame will also receive attention.

The restoration of 1022 is being financed from stretched society resources. This initial dismantling work has been at relatively little cost. In the coming months, the boiler and frame will require grit blasting and painting, with mechanical restoration being carried out as time and finances permit. An appeal has been opened to assist with the work, with donations being tax deductible.

### Steam tram motor 103A

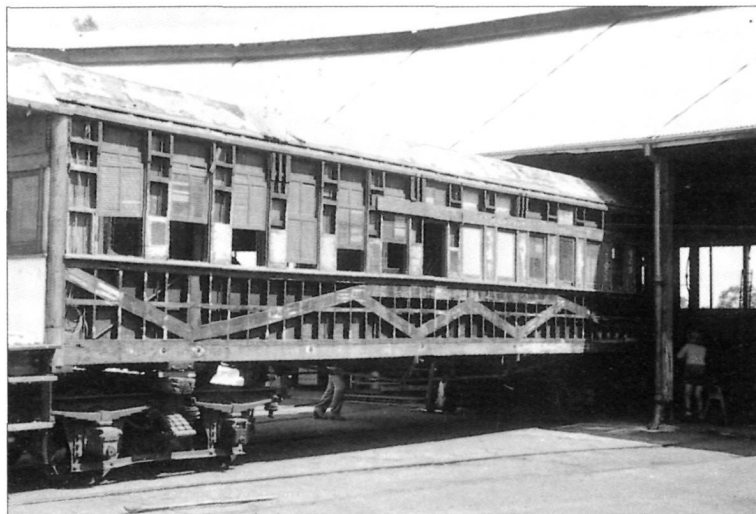
Over the past year or so, various components and boiler fittings were subjected to a thorough check and repairs. While 103A was at the Rail Transport Museum at Thirlmere following the fire, it was given an overhaul and had been trialed in steam. Further work was undertaken to ensure trouble-free operation after the cabin has been refitted, when some items will be difficult to access.

The boiler was inspected at the same time as the inspections for Nos 2 and 1022. The boiler inspector passed 103A as fit for operation at its full pressure of 130 psi.

On 28 April, 103A was tested and trialed to the satisfaction of the Society. Some adjustments will need to be completed after which the cabin will be fitted. This steaming is another milestone towards operating a steam tram once again.

### Steam tram trailer 93B

The exterior timberwork of this car is almost complete, with only the headboards and drip rails to be finished. Where possible, the original timbers were retained and stripped of many coats of paint dating



*The second side of CBI 1073 had been reclad by April 2001.*

Peter Stock

*Suburban car CBI 1073 in December 2000 after turning to allow recladding of the second side.*

Peter Stock



from the car's service life and its time as part of the house at Berowra. The removal of paint from the ceiling has occupied our Secretary, Cliff Currell, for quite some time. This task is nearing completion. The doors are being stripped of old paint and readied for glazing.

Once the doors are stripped, the sliding mechanisms will be fitted and the doors hung. When this has been completed, painting of the car can commence.

### **Railway carriage CBI 1073**

Both sides of the carriage have been reclad, and are being prepared for the application of undercoats.

The two platform ends are almost ready for priming and at the current rate of progress the exterior of the carriage should be completed in the next couple of

months. Still to commence is the fitting of windows, shades and seating.

As the carriage is the subject of a Centenary of Federation grant, it must be completed to display condition by the end of this year.

### **Unwanted Christmas present**

During the Christmas weekend, graffiti vandals entered the museum complex and initially daubed an RTM car, stored in the open. Several more incidents occurred and on 27 December more graffiti appeared on vehicles stored inside the roundhouse. Fortunately steam tram items escaped major damage.

Members of both groups were upset and dismayed by these incidents. Time and money involved in the removal of the graffiti would have been better used for restoration work.

## **PORTLAND**

**Portland Cable Trams Inc.**  
PO Box 126, Portland Vic 3305

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### **From press cuttings**

Portland's \$2 million replica cable tramway is expected to be running by the end of the year. After five years of work on the project, Portland Cable Trams Inc was beginning to doubt whether it would ever be completed.

Work has included preparation of a number of trams including a replica grip car and restored trailer (see photos Trolley Wire February-March 2001), which led Melbourne's Moomba Parade in March this year.

The calling of tenders for the construction of 3.5km of track linking Portland's major attractions had revealed a shortfall in funds of \$500,000. However, in February the Minister for Regional Services, Territories and Local Government, Ian Macdonald, approved a \$500,000 grant under the \$90 million Regional Solutions program, allowing track and tram terminal construction to proceed. This followed a deputation to the Minister in November 2000 by the Portland cable tram committee and representatives of Glenelg Shire Council.

Portland is one of Victoria's pre-eminent historical centres and the cable tram project adds another substantial dimension to Portland's tourist attractions. The opportunities for local employment in the building of this ambitious and worthwhile project mean there is a considerable injection of optimism in Portland.

As well as obtaining \$500,000 from the Federal Government, funding for the project has included \$755,000 from the Victorian Government's Community Support fund, \$200,000 from the Handbury family and \$175,000 from the Glenelg Shire Council. Portland Cable Trams Inc and the council have also provided in-kind support to the value of at least \$400,000.

It is expected the track and depot facility will be completed by September.

# LOFTUS

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

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

From Michael Giddey

## C 29 enters service

Work on returning 29 to operational condition reached a stage on 9 June where a reduced voltage trial run was held inside Road 10 of the workshop. The following Saturday it ran a trial to the level crossing and on 23 June to National Park station. This marked the culmination of what has been the most thorough and complete reconstruction carried out by the Museum on any tramcar to date.

C 29 was built by Hudson Bros of Redfern and entered service on 31 October 1898. It is one of 97 four-wheeled saloon cars (later classified C class) that entered service between 1896 and 1900. These cars inaugurated electric tram services in Sydney. Following their withdrawal from passenger service by 1926, a number of C cars were retained for use as breakdown trams. Car 29 was withdrawn from passenger service in 1910. It was allotted the number 60s in the works tram fleet and attached to Newtown Depot.

During 1958 member Kevin Martin privately purchased car 60s from the then Department of Government Transport and located it in his backyard at Centennial Park. The tram was eventually donated to the Museum and it arrived at Loftus during 1966.

In 1972, the car was leased to The Old Spaghetti Factory, which operated a restaurant in Sydney's Rocks district until 1989. The tramcar was returned to the Museum in a knocked down condition due to it having to be dismantled to retrieve it from the building. The way the car had entered the building had been blocked by construction of a lift well during the intervening years.

Car 29 was rebuilt during 1995 to static display condition under a NSW Government Heritage Grant. Two years ago our Federal Member for Hughes, Danna Vale assisted the Museum in obtaining a Centenary of Federation grant to facilitate its restoration to full working order.

The ceremony to return car 29 to traffic was held at the Museum on Sunday, 24 June 2001. At 11:00am

David Critchley called the gathering to order and provided a brief history of 29. He invited our Federal Member, Danna Vale MP, to speak. Our Chairman, Howard Clark responded and invited Danna and Kevin Martin to board the tram and cut the ribbon. Many photographs were taken.

As the trams moved off Colin Gilbertson provided a brief commentary on the development of the Sydney tramcar. C 290, L/P 154, coupled set O class 1111 and 141s, and R 1740 followed car 29.

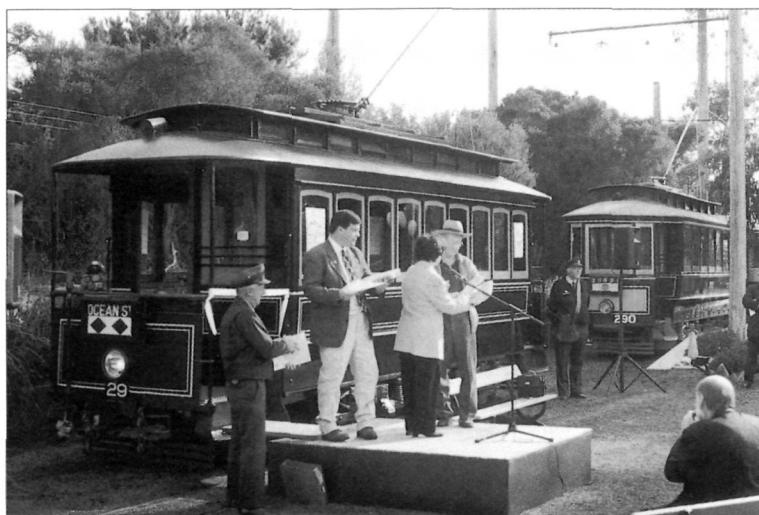
Further photo opportunities were taken as 29 stood on the main line at the Railway Square waiting shed ready for its official inaugural run. The cavalcade travelled to the northern terminus and on its return, a barbecue of sausage sandwiches with tea and coffee was served in the workshop. Danny Adamopolous ably manned the barbecue with assistance from two CSO workers who volunteered to assist us on the day.

To mark the International Year of the Volunteer, Danna Vale presented a number of our members with certificates during the ceremony, in appreciation of their years of service to the Museum.



Our local member, Mrs Danna Vale, presents Norm Chinn with an International Year of the Volunteer certificate during the relaunch of C 29. David Critchley and Ian Saxon hold additional certificates to be presented to Museum members. Our local politicians have expressed amazement that Society members have been volunteering their services for up to 50 years.

Bob Merchant



Mrs Danna Vale, Member for Hughes, is joined by Kevin Martin and Museum Chairman, Howard Clark, on the platform of C 29 for the ribbon-cutting to mark the car's re-entry into operational service.

Bob Merchant



Opposite page:  
Danna Vale and Kevin Martin prepare to cut the ribbon to launch C 29 into service.

Peter McCallum

## Works report

Saturday, 24 March saw the completion of concreting the remaining unpaved sections of floor in the display hall and running shed, with 32 cubic metres of concrete being pumped, placed and finished by contractors and museum members. Three separate slabs were poured adjacent to 8 road and a fourth around the wheel lathe at the rear of roads 1 and 2. This was the culmination of extensive preparatory work carried out by the Museum's workforce over many months.

Included in this work was the manufacture of pre-cast concrete pits. These pits were placed below floor level at frequent intervals and a network of conduits was laid between them. This will allow for the future

power supply to the rear of the main building and for the adjoining building behind the YMCA facade when reconstructed. Also included was a pit at the end of 8 road with its section of cable tram slotting to show how the cable ran beneath the road. A small section at the back of 8 road is to be paved with hardwood blocks typical of Sydney's city streets of a century ago. Prior to pouring the concrete at the back of 8 road dummy rails and cable slot were extended from the end of track to the back wall. This track will eventually appear to continue into a large photo or mural to be mounted on the back wall.

Near the wheel lathe several pieces of recycled W2 class underframe (ex 560) were set in concrete to support some heavy steel 'fencing' which is to form part of a required clear path to an emergency exit door

to be installed in the western wall near the sprinkler room. The 'fencing' panels are old lattice girders reclaimed from an old building, possibly of steam tram origin, at the end of Henderson Road, Erskineville.

The retaining wall between roads 14 and 15 in front of the top shed is a job started because an offer was negotiated for some free work with a backhoe which was to be stowed over a couple of nights in the museum grounds. The trench for the retaining wall footing was dug and has been concreted with several loads of surplus concrete courtesy of Concrete. It was originally intended to erect formwork for the wall but insufficient material was on hand. Instead Ken Butt donated some concrete blocks which are being laid by a CSO bricklayer and will provide a wall backfilled with concrete. This is a job that has cost virtually nothing and is progressing slowly as time and opportunity allows. The completion of this wall will allow for the filling and levelling of the area in front of the top shed in preparation for laying pointwork to provide access to the shed's three roads.

### **Sutherland (No. 3) substation**

A fencing contractor has erected the chain wire fence enclosing what will become the substation transformer yard. The large former Kogarah trolleybus transformer stored beside the workshop is to be moved to allow work to start on the workshop extension. It was decided to pour the concrete slab in the new yard to take this transformer so it will only have to be moved once. It weighs about ten tons and will require a crane to move it.

### **Pattern shop**

Our workshop supervisor, Brian Hague has made foundry patterns for casting coupler sockets for O and U class trams. The cast iron sockets on 99U are badly broken, as they have received some rather rough treatment over the years. The replacement units will be cast steel and be far stronger than the originals. Brian has also made patterns for a brake-hanger mounting-block for our C class car 29. The pattern for the commemorative plaque covering our 50th anniversary time capsule is also Brian's work.

### **Picket fence**

The picket fence and gate beside the path across the eastern end of the traverser pit has been completed and painted off-white. Its design is based on fences used at

a number of Sydney tram depots and adds to the period atmosphere.

### **Safety zone bollards**

Three of the former Kings Cross cast iron pedestrian safety zone bollards have been erected beside our disabled and elderly person's platform. All three were overhauled and repainted yellow and black, and now provide lighting for this platform.

### **Road 4**

The part of road 4 between the traverser and Cross Street was originally laid with some very second-hand sleepers in great haste a few days before our new site was officially opened in March 1988. It is not parallel to the side of the workshop and will not allow the optimised placing of vehicles in the proposed workshop extension.

The Board has approved a proposal to re-align this track in a straight line with road 4 from the depot. The re-alignment will allow the motor vehicles, which now occupy space in the top shed, to be housed in the workshop extension on both sides of a narrow tram such as 99U. This will free much needed space in the top shed to get further trams under cover.

This work involves some alterations to the road 4 points and the diamond crossing with the Cross Street track. Work has been progressing slowly on this reconstruction. A spring mechanism has been fitted to the points and will be connected to the ex-Brisbane footpath mounted switch stand. Various track drains have been formed up and concrete poured to rail level. The framework for the steel point mechanism cover has also been fabricated.

### **Cable drum holder**

Car 42U (alias 42SS, L707 and 'Gentle Annie') was fitted during its years on the Railways with a heavy timber framed cable drum holder which was used to play out contact wire under tension as the vehicle moved along. We used this holder on 99U to run out the grooved trolley wire along both our Sutherland and Royal National Park lines. The timber framework was in poor condition. Bob Cowing has replaced the defective timbers and was assisted by CSO workers in cleaning the steel plates. Ian Hanson has repainted it ready for its next assignment. Will this be the Sutherland extension?





*Our traverser is having the deck removed in sections so that the underlying framework can be cleaned and painted. Our Work for the Dole team is carrying out this work. Here the centre portion has been uncovered. The section at right has been completed and decking replaced. The traverser is multi-gauge, a reminder of its past life at Comeng at Granville.*

Bob Merchant

### Pinion puller

Tramcar traction motors have a pinion on one end of the armature shaft, which engages the gear wheel on the tram axle to drive the wheels. During heavy maintenance it is often necessary to remove the pinion from the shaft to repair the pinion and bearing. As the pinion is a shrink fit onto a tapered end on the shaft, considerable force is necessary to loosen the pinion from the shaft. Among the items of equipment retrieved from Randwick Workshops many years ago was the casing of a screw type pinion puller with the screw mechanism missing. Bob McKeever recently machined the required screw and boss from scrap steel to make a very useful piece of equipment. Bill

Parkinson will be trying it out soon when the four motors from P car 1497 are dismantled for overhaul.

### Flat Car

The 3ft 6in gauge flat car donated to us by BHP was obtained with a view to using it to float unregistered motor vehicles to the No 3 substation and to work sites in the Royal National Park. It can also be used to carry tip trucks to spread ballast directly onto the track and to take concrete trucks to sites inaccessible by road. It was particularly suitable for this purpose because of its small wheels and very low deck height above rail level. Initial work on re-gauging the bogies was carried out by Bob McKeever. The existing axles were sawn in half, their ends bored out, spacers were made from old tram axles, the new assembly was dowelled together and expertly welded together by Joe Kirchberger. Further work to be done includes the fitting of a brake system, widening the underframe and deck, and replacing the automatic couplers with tramway couplers.

### Tramcar news

Car 29's truck was returned from Garnock Engineering at Port Kembla, which made and fitted new brake rigging and two new axles. The original axles were too thin for the new motors and gears and were likely to have had fatigue cracks. On the day of our Anniversary Dinner the car body was jacked up and lowered back onto its truck, now fitted with the two GE67 traction motors purchased by Laurie Gordon from the scrap dealer cutting up the Electric Car Workshops traverser at Chullora several years ago.

Once the body was back on the truck, Bill Parkinson and Mal Macaulay fitted the ex-trolley bus compressor, which had been cleaned and revarnished. The removal of the lifting beams allowed the last of the resistance grids to be fitted and completion of the wiring and plumbing.

The re-assembly of the spare Brisbane plate-frame dropcentre bogie was held up awaiting the machining of the two brake beams. This work has been completed and it is planned to finish the work on this bogie as soon as possible to make way in the workshop for the bogies from P class 1497.

P class 1497 was painted by our weekday workforce and moved to the back of road 8. Work on its motors and bogies has been held up awaiting completion of C car 29.

# ST KILDA

**Australian Electric Transport Museum**

GPO Box 2012, Adelaide, South Australia 5001

From Colin Seymour

## Northern depot

Track has been laid in the new northern depot and towards the main line with the aim being to have at least one track connected soon. Concrete sills are being laid along the northern side. A mild steel crossing block has been manufactured on the Butler shaper and was installed in the main line for the turn off to the new shed on 30 June.

The project has been greatly assisted by receipt of two grants – a Cultural Facilities and Equipment Program grant of \$19,284 from the Minister for the Arts, Diana Laidlaw, and a Tourism Development Fund grant of \$20,000 from the Minister for Tourism, Joan Hall.

## E 118

A GE201 motor for car 118 has been obtained from Bendigo. The Museum is appreciative of the funding provided by some members to enable the purchase of the motor. A second motor for the tram has been part of the Museum's spares for many years, having been delivered from Ballarat with cars 21 and 34 in 1971. These motors will be installed in the 22E trucks obtained several years ago from the TMSV.

## A type 17

The body of A type tram 17 at Woodside in the Adelaide Hills will shortly be obtained by the Museum as a possible substitute for car 15 in our future 'Bib and Bub' coupled bodyset, the other car of which would be car 14. The body of No. 17 is in very good condition. The tram was apparently covered over not long after purchase from the MTT in the early 1950s. It formed portion of a shed in a back yard, the major structural changes being the removal of the motorman's bulkheads at both ends and a chimney protruding into the cab at one end. The problem remains, however, that we have only one 9-foot wheel base 21E truck and require another one to bring our 'Bib and Bub' set to life.

## Annual General Meeting

The 44th Annual General Meeting of the AETM was held at St Kilda on 26 May 2001. The committee remains the same as last year, except that we have lost Kym Smith to the Bendigo Tramways where he has accepted employment. After the meeting and barbecue lunch, a fundraising raffle in support of the new



*The main line switch to the Southern Depot on the right (Roads 7 and 8) is now in concrete. The connecting line to the new Northern Depot uses old rail as sleepers.*

Ian Seymour

*The size and position of the new Northern Depot building can be gauged by comparison with the original shed (middle background) and the Southern Depot (Roads 7 and 8). The doors have been placed off centre to allow for viewing of wall displays along the south (right) side.*

Neville Smith



*Track being laid into the new Northern Depot. As well as space on the right hand side for displays, there is wide spacing between tracks to view the trams.*

Ian Seymour



*The front sill, ready for concreting in the rails and the drainpipe from the outside gutters. Works car W2 class 354 is nearby on the main line.*

Ian Seymour





*The body of A type tram No. 17 in its backyard home of nearly 50 years at Woodside in the Adelaide Hills.*

Ian Seymour



*The backyard shed built around tram No.17 has been removed to reveal a body in good condition, making the tram a good contender for a restored 'Bib and Bub' set.*

Ian Seymour

Northern Depot was drawn. Many members then headed off to the Port Dock Station Railway Museum for the formal hand-over of the BHP electric locomotive to Port Dock.

### **Hand-over of BHP electric locomotive**

A short ceremony was held in the new display pavilion at the Port Dock Station Railway Museum at 4pm on Saturday, 26 May 2001 to officially hand over BHP electric locomotive E1 from the AETM to Port Dock. The locomotive was transferred in September 1999 to Port Dock where it has been refurbished to circa-1928 appearance. AETM President, Colin Seymour, officially handed over the locomotive to Port Dock Chairman, Ron Fluck, who is also an AETM

member. The side bow collector and the roof pantograph make this interesting exhibit stand out from its steam cousins at the Port Dock museum. The locomotive will eventually be part of a BHP locomotive display. AETM committee members and guests joined their Port Dock counterparts after the ceremony for a meal at the Port Adelaide Newmarket Hotel.

### **Other news**

The workshop air supply, which consists of the three Westinghouse compressors from City depot, has been modified to test GE compressors. The compressor under test is placed in position and threaded rod is used to bolt it down to dynabolted plates on the floor. The

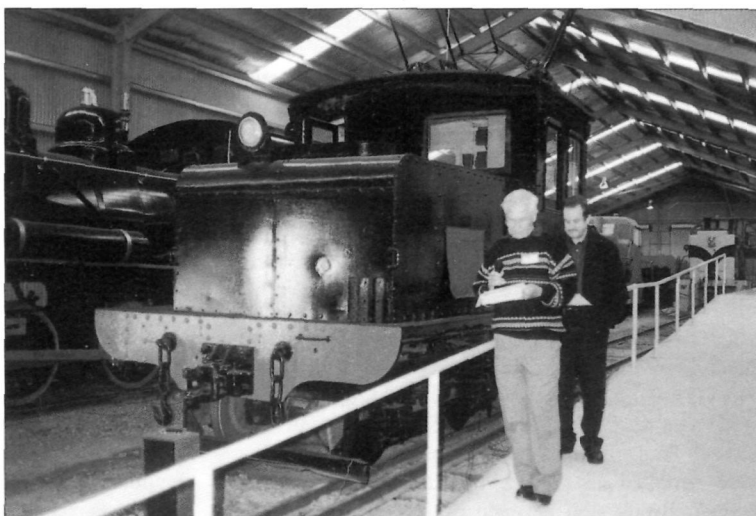
air receiver has a spare connection and the compressor under test is piped to this. The Westinghouse compressors have been electrically isolated with the GE unit supplying the workshop air.



*The hand-over of E1 is formalised with a handshake. The side bow collector and the roof pantograph can be seen.* Neville Smith

*Port Dock Chairman, Ron Fluck, describes the history of BHP electric locomotive E1 at the official hand-over ceremony at Port Dock Station Museum on 26 May 2001. Colin Seymour stands behind Ron.*

Neville Smith



### Vale – Neville Smith

Neville Smith, the Museum's Special Events Coordinator passed away suddenly on 10 June, aged 64. Neville was married to Bev Smith, the Museum Operations Manager.

Together with Bev, Neville organised the 1986 COTMA Conference Adelaide. In 1995 he assumed the role of Museum Special Events Coordinator. He took on the job with gusto, and organised two special event days each year, usually in March and October. Through his efforts, the Museum gained good attendances and much needed publicity. In conjunction with some of the Special Days, Neville produced a series of booklets detailing the history of various Adelaide tram lines.

In 2000, Neville took on the task of coordinating the refurbishment of our trolleybus display. The end result, our Trolleybus Pavilion, stands as a monument to Neville's efforts. Neville had substantially completed the work on his next tram book, *The Southern Lines*, and spoke with great enthusiasm about it. The Museum intends, in conjunction with Neville's family, to finish this book as a tribute to him.

Neville was a photographic contributor to *Trolley Wire* in recent years, some of his last photos appear in this issue. Our condolences are extended to Bev and family.



# WHITEMAN PARK

**Perth Electric Tramway Society**

PO Box 257, Mount Lawley, Western Australia 6929

From Michael Stukely

## Annual General Meeting

The twentieth AGM of the Perth Electric Tramway Society was held in the Theatre at the Westrail Centre, East Perth, on 30 June. The following Officers and Councillors were elected: President, Michael Stukely; Vice-President, David Brown; Secretary, Robert Pearce; Treasurer, Martin Grant; Membership Secretary, John Stone; Councillors, Garry Barker, Trevor Dennhardt, and Tony Kelly.

During the 12 months to 31 March 2001, our trams travelled a total of 9,483km, with individual totals as follows:

Fremantle		29	891km
Melbourne	W2	329	3,725
Melbourne	W2	393	3,971
Melbourne	SW2	426	896
Melbourne	W2	368	0
Melbourne	W4	674	0
Ballarat		31	0

## Recent activities

April was a good month for tramway patronage, and again our Victorian member, Bill Kingsley, put in a marathon effort at Easter by driving trams on all four days. This provided welcome relief for our regular crew members. May, on the other hand, was mostly slow, with rain discouraging many from visiting the park. Bennett Brook Railway's 'Friends of Thomas the Tank Engine Day', with two trams hired for the day, was well supported as usual. However, Mothers' Day and the June long weekend were disappointing because of poor weather.

Track work has picked up momentum with the return of cooler weather. The retaining walls to counter ballast erosion on both sides of the main line at Red Dam were completed in March, and lifting and packing of the track was carried out further up the grade near the cattle grid and on Swamp Straight near Mussel Pool. Thirty steel and nine timber sleepers were installed to replace rotted timbers near the Bennett Brook stop between March and early June,

and three steels were put in near the southern end of Stockmans Loop. Workers have included Trevor Dennhardt, Lindsay Richardson, Martin Grant, Matt Blight, Bill Kingsley, Tony Kelly, Terry Verney, Jim Paton, Cliff Norgate, Kim Herne and Michael Stukely.

Noel Blackmore completed drawings of the hole modification needed to permit the use of our steel sleepers on curves fitted with check-rail. Lindsay Richardson then assembled a mock-up of two short lengths of 60-pound rail bolted together with a 35mm gap for the wheel flange, mounted on a steel sleeper. An extra hole needs to be drilled in the sleeper to take the securing post for the checkrail. One hundred sleepers were sent to Ausco Pty Ltd for drilling on 30 May, and were completed in two days. They will now be trialed on a checkrail section.

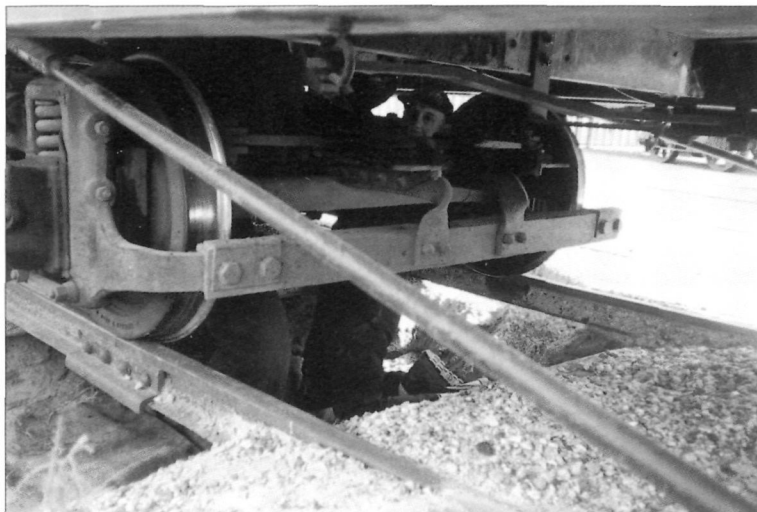
Two concrete span poles were erected in May at Red Dam, and two at Mussel Pool, to replace deteriorating timber poles. A steel pole was installed on the Entrance line. This work was largely done by the Wednesday Team, consisting of Noel Blackmore, Geoff Morrison, Trevor Dennhardt, Lindsay Richardson, Vic Sweetlove, Ray Firth, David Secker and Cliff Norgate. Salvaged overhead ears have been overhauled for re-use.

While major work has been done on the track and overhead, our other projects have generally been on hold. However, John Stone has continued installing stormwater drains around buildings in the Car barn complex.

New air-brake hoses were fitted to Fremantle 29 in April and satisfactorily tested. Eddie Vagg has continued work on the next motor-wheelset overhaul, with the fitting of motor suspension bearings. A very good price was obtained locally for traction motor overhauls, and a program of work is now under way.

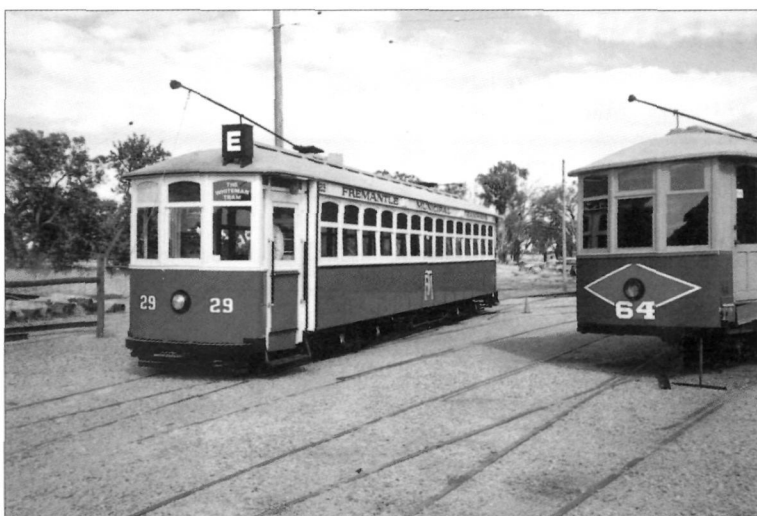
Personnel from the Department of Transport's Office of Rail Safety conducted the first annual safety compliance audit of the Society's operations and Safety Management Plan on 1 May. Generally, our

*FMT 29 on the 'service pit' with Noel Blackmore (obscured) and Gareth Watts, just visible, carrying out work in the cramped conditions beneath, on 2 May.* Lindsay Richardson



*Fremantle 29 makes its first visit to the 'service pit' on road 9 on 2 May. Essential under-car maintenance work has been done here for many years as our new pit is being built in the Engineering Shed. The body of Perth E class 64 is at right.*

Lindsay Richardson



*Packing up steel sleepers approaching the cattle grid near Horse Swamp culvert on 20 June. From left are Cliff Norgate, Jim Paton and Kim Herne.*

Lindsay Richardson



compliance was sound; most of the corrective actions that are required relate to documentation details.

A new book was published by the Society in late May – John Chalmers' *A Ticket to Ride, a History of the Fremantle Municipal Tramways*. (See review on page 19.)

A manned display was organised by John Stone for the annual Australian Model Railway Association exhibition at Claremont Showgrounds over the June long weekend. Record attendances were achieved at the show, and our sales also far exceeded previous record levels.

## Corrections

The caption for the top photo on page 22 of the February-March issue is a repeat of that on page 20. The correct caption for John Stone's photo on page 22 is as follows:

No. 22 is gently eased backwards onto the low loader, making use of a contour bank to reduce the slope of the ramps and allow adequate clearance.

Please note correct postcode for PETS address is 6929. It was wrongly shown as 6050 – the old one – on page 44 of the May issue.

# BYLANDS

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

From Running Journal

## General Manager returns

We are pleased to announce the re-appointment of Russell Jones as *General Manager of the Society*. Russell stood down for personal reasons at last year's Annual General Meeting but indicated he would be interested in returning to that position should circumstances permit. In the interim Geoff Dean was Acting General Manager.

## Museum work

For safety reasons, drop barriers have been fitted to

the offside entrances at each end of 16W as footboards are not fitted at these locations. Rope retaining clips have been fitted above the destination boxes on the single truck cars to stop the trolley rope from snagging around the headlights or the edges of the roofs, causing the trolley poles to dewire.

Work has commenced on Ballarat No. 17 to return it to operating condition. This car has now been placed on Road 4 for easier access by our maintenance staff. Ballast trailer 24W was then placed under cover on

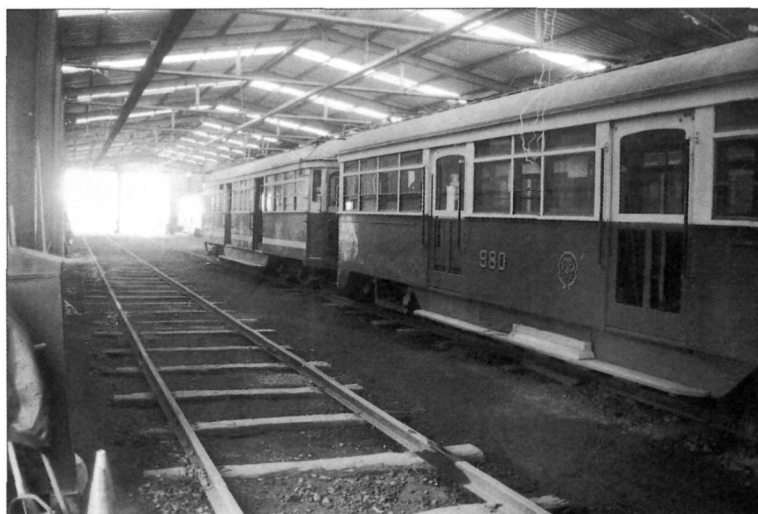


*W6 class 996 has returned to service after maintenance. Ballarat 17 is being transferred from Shed 1 to Shed 2 in preparation for its return to active operation. This view was taken on 28 April 2001. David White*

*Work is under way on installing trolley wire to No. 4 road at Bylands. W2 class 643 is on the main line behind the tower truck. Ominous black clouds can be seen to the east in this afternoon view taken on 28 April 20.* David White



*To assist with the erection of the trolley wire in the ex-Elwood troughing over No. 4 road in the depot, it was necessary to clear the area as much as possible. With all of No. 4 road (nearest the camera) and most of No. 5 road empty, W6 class 887 and PCC 980 enjoy a bit of open space and daylight on 28 April 2001.* David White



Road 1, this being the first time this vehicle has been inside since its arrival at Bylands in the mid 1970s.

A major workday was held at Bylands on 28 April. Some 15 members turned up on the day and in beautiful autumn a number of tasks were undertaken in beautiful autumn weather. Repairs to the main line continued, with a further five sleepers being replaced and a number of loose bolts at rail joints being adjusted or replaced as necessary. We have replaced 40 sleepers in the past month and only a small amount of work is now required to finalise the main line upgrade.

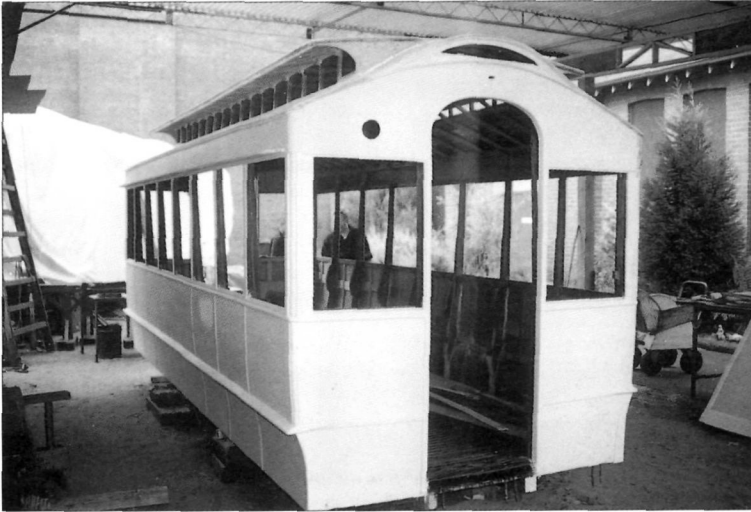
The other major task for the day saw the overhead wire erected in the ex-Elwood troughing over Road 4. In order to gain access for the tower truck, all the trams on this road were removed. This allowed us to

reorganise the fleet allocation on the various roads. We now have three of the five internal depot roads wired, thus making life much easier for the Depot Starter. The overhead above Road 6 will be erected as soon as possible and then extended onto the short length of wire which finishes at the front of Road 1.

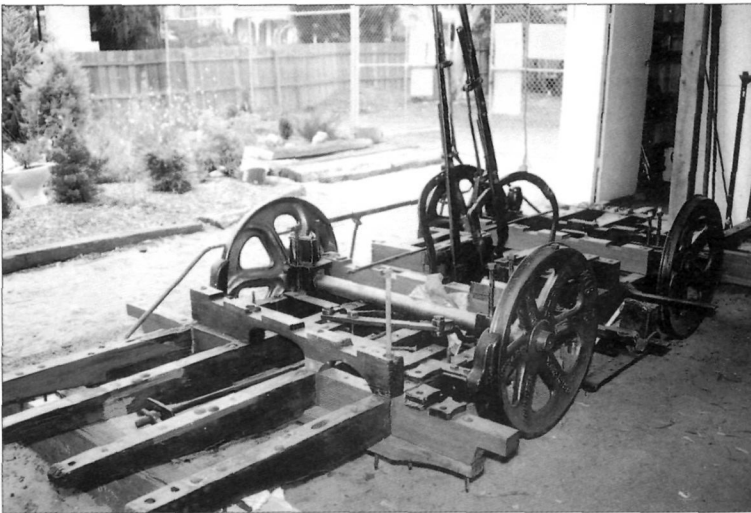
Those present on the workday were well catered for, enjoying another superb hot midday meal prepared by Aileen Jordan.

### **Vehicle maintenance building**

On Tuesday, 5 June, our local contractor, Danesbury Constructions commenced cladding the exterior of this building. They will also fit skylights, guttering and downpipes to complete the structure. Fitting the



*Left and below: Progress on the restoration of the Society's cable trams at Malvern Depot continues. Both the grip car and trailer are now in the course of re-assembly.* Rod Atkins



main tram access doors will complete the work to the lock-up stage.

The fabrication of the pointwork for the main line turnout continues and installation is expected to occur on 28 July.

### **Exhibition building**

We were also still waiting in May for Kane Constructions to rectify several minor faults before this building is complete. When these have been done, the building can be formally handed over for our use. In the meantime we have taken the opportunity to plan how we can make best use of the floor space for the layout of the exhibits.

### **New rail works vehicle**

The society has been fortunate to acquire a rail-mounted overhead tower courtesy of M>Tram. This ungainly looking vehicle is a hybrid using parts from railway and tramway sources and was delivered to Bylands on 9 June 2001.

We believe the electrically operated hydraulic raised tower section of railway origin. It is mounted on two modified tramway trestle dollies, once used to support tram bodies at Preston Workshops. A small ladder from a low-level deck platform accesses the tower. It is painted in a mixture of colours. The dollies are safety yellow and the tower is cream with black stripes. The vehicle has been numbered T7 on the vehicle roster to maintain uniformity with the Society's trolley fleet.



# FERNY GROVE

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

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From John Lambert

## Infrastructure Upgrade Project

After almost 12 months of negotiations with the Queensland Government, the Museum directors are extremely pleased to make the following announcement regarding funding for the museum.

As readers will know, the museum has been in limbo over the past four years with its proposed, and subsequently abandoned, involvement with the two light rail proposals for the Brisbane CBD and Northpoint TAFE. In preparation for these projects, the museum gutted and subsequently rendered totally inoperative the tram workshops in preparation for its demolition and the construction of a new facility.

On 8 June Peter Hyde and Sel Churchward formally signed the Settlement Agreement between the State of Queensland and The Brisbane Tramway Museum Society. This document relates to the payment of funds to the museum to enable the infrastructure at the site to be restored and the museum to be returned to 'totally operational status'. The museum is to receive an ex-gratia payment of \$275,000 as payment for specific 'Restoration Works' that must be undertaken on the museum site in accordance with the Settlement Agreement. These restoration works are not to be confused with tram restoration but relate to the restoration of the museum site. Specific clauses within the document of the Settlement Agreement detail the restoration works that have to be performed by the museum and these funds can be used for no other purpose. The four items are listed verbatim as follows and for readers' information there is a brief explanation.

**Item A:** The construction of a new shed between the two existing sheds at their current location at Ferny Grove.

**Explanation:** This is between the existing workshops and store shed. A new shed is to be built 18 or 21 metres long (north-south), 12 metres wide (east-west), 3.6 metres high with concrete floor and will become the Engineering Workshops. This shed will be parallel to the store and existing workshops with an offset of approximately three metres from each existing

building. This new shed is to be fitted out with workbenches, tools, plant, and equipment that were removed from the existing workshops in readiness for demolition as part of the defunct TAFE project. These items are stored throughout the museum site and in a number of trams.

**Item B:** The demolition and making good of the annexes on the existing front shed, as well as any necessary roof repairs.

**Explanation:** This is the existing workshop building. The tower wagon garage on the northern side and the western extension (on the store side) are to be removed and new 'Colorbond' walls constructed, thereby reducing the building to its original size. The northern bay of this shed is to become the Trolley Bus Display area whilst the southern bay will become the vehicle storage and display area. This southern bay will contain the Scammell, tower wagon, and welding trucks. The old fibro roof and gutters are to be replaced with 'Colorbond' sheeting to prevent leaks during heavy rain. The remainder of building is to be painted to match the new sheeting colours.

**Item C:** The construction of another longer shed with an appropriate work pit beside the existing front shed (which will be used as a restoration and maintenance facility).

**Explanation:** This is between the existing workshops to store shed alignment and the museum staff building (house). A second new shed is to be built 36 metres long (east-west), 12 metres wide (north-south), 4.8 metres high with concrete floor and will become the Tram Maintenance and Restoration Shed. This shed will be parallel to the staff building with approximately a six-metre offset from all three buildings. This shed is to contain two tram tracks plus maintenance pit to facilitate underfloor work on the trams. The pit is to be 20 metres long, 2.8 metres wide, and 1.65 metres deep with the rails supported on steel posts. The shed is to be fitted out with workbenches, tools, plant, and equipment that were removed from the existing workshops in readiness for demolition as part of the

defunct TAFE project. These items are also stored throughout the museum site and in a number of trams.

The tracks into the existing workshops are to be dismantled and recovered for re-use and the area is to be made good. A new concrete track including overhead is to be constructed from the main downhill line to this new shed with a triangular junction on the main line to facilitate the turning of the trams to even up wear on various tram parts. The three-way points from Light Street Depot will not be used in the new track layout but are to be incorporated into a new interpretive display with the Valley Signal Cabin.

**Item D:** Any other work required to extend the existing tram tracks from the Site to the Ferny Grove Railway Station (which will include the construction of road and creek crossings).

**Explanation:** Complete the design of the tramline extension including the Tramway Street road crossing and the Cedar Creek crossing. Perform second traffic study of Tramway Street at the site of the proposed tramline crossing to supplement data from the 1996 traffic study. Liaise with various different sections of the Brisbane City Council regarding numerous design issues. Liaise with Queensland Transport regarding Rail Safety Accreditation issues. Construct tramline as far as possible, subject to the limit of this funding.

## Payments

The payment of \$275,000 (including GST) to the museum is to be made as follows:

- (a) Initial payment of \$66,000 within seven days of the State granting its approval to project details submitted by the museum for the Restoration Works.
- (b) Second payment of \$132,000 within seven days of the State granting its approval to a progress report submitted by the museum detailing works undertaken with the initial payment and outlining planned expenditure for the second payment.
- (c) Third payment of \$66,000 within seven days of the State granting its approval to a progress report submitted by the museum detailing works undertaken with the second payment and outlining planned expenditure for the third payment.
- (d) Final payment of \$11,000 within seven days of the State granting its approval to a progress report submitted by the museum detailing works undertaken

with the third payment and outlining committed expenditure for the final payment.

The entire 'Restoration Works' must be completed by December 2003, with a final project report being made to the State Government by this date.

## Project staffing

Due to the size, complexity, time constraints and project milestones of this project, it will be necessary to use contract labour to perform the majority of tasks required to complete the project within time and budget. John Lambert has been appointed to the position of Infrastructure Upgrade Project Manager. John will be responsible for managing and coordinating the entire project from start to finish including the day to day tasks. He is to be remunerated on an hourly rate basis for work performed solely on this project in accordance with the Terms and Conditions of Contract, negotiated between John and the Museum Directors. John will also be resigning his position as a director of the company before the project commences in October so as not to be in contravention of the Company Constitution.

Several members have volunteered to assist with the project on one or two days per week, most likely the unofficial Wednesday Group. The majority of the project work is to be done during the week. However it is also planned that the First Saturday Workdays will remain operative to work both on this project and other museum tasks. More information will be provided later. Readers wishing to assist with this project in any way must contact John Lambert who is coordinating the overall project with particular emphasis on the day to day tasks.

## Project details

The above items give a brief insight into the overall complexity of the work and projects to be undertaken on the museum site over the next two years. There are also several other projects to be funded by the museum itself, which are to be performed concurrently with the aforementioned works. These include the Valley Signal Cabin display, new vehicle entry to the museum site and public vehicle car park.

Should any readers require further information or wish to make comments/suggestions, please contact John Lambert, Infrastructure Upgrade Project Manager.

## Our fleet

On 5 May the Scammell was used to relocate the two trolley buses into the former workshops building in preparation for restoration. Cameron Struble, Bob Deskins, and Noel West have been working on the restoration of TB1 in readiness for the 50th anniversary celebrations planned for early August this year. It had been hoped to have the entire building ready for opening as the Trolley Bus Display Building. However work on this building, formerly our workshops, is now scheduled to commence in October.

The Ford welding truck presently located in the store building is to be returned to an operational status after many years of storage. It will be necessary to utilise this vehicle with the construction of trackwork for the upgrade project. It has been selected as it is a complete vehicle and still contains its 600-volt DC powered electric welding unit.

## Donations

The museum has recently received some interesting donations. From the residence of a former tramway employee near the site of the Paddington Depot the

museum collected 138 trolley poles! Archie Gould's crane truck was used to transport them from Paddington to the museum. Also from the same residence a large quantity of recovered span wire was obtained. This tramway wire, although weathered, will be useful for making up the fiddly bits for the traction overhead as it is the softer original wire as opposed to the modern high tensile wire that is difficult to work with.

Alan Marment has donated a set of painter's trestles and planks to the museum. These items formerly resided in the paint shop at Milton Tramway Workshops. We appreciate Alan's donation and the help provided by Bob Deskins who picked up the items and delivered them to the museum.

## Track design

Bill Kingsley was in Brisbane early in June and spent the first Saturday at the museum. His advice was sought regarding the position and design of the proposed Tramway Street crossing. Bill provided considerable information to Sel Churchward and John Lambert who will now proceed to continue this design work in the coming months.

# BENDIGO

## The Bendigo Trust

1 Tramways Avenue, Bendigo, Victoria 3550

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From Len Millar

## Patronage

The Queen's Birthday weekend and the recent school holidays have kept our drivers and museum attendants busy, with several two-car convoys being needed on the long weekend to cope with visitors to Bendigo.

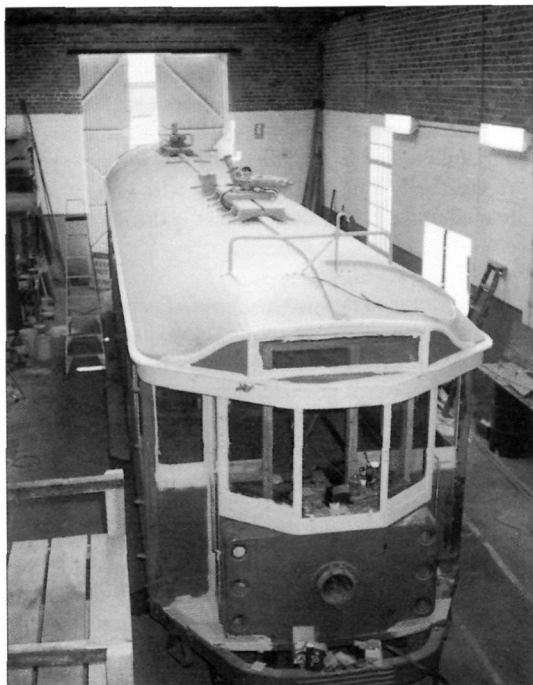
## New staff

New neighbours over the Depot back fence are Kym and Allison Smith, formerly of Adelaide. Kym, who for many years has been active at the AETM at St Kilda, has joined our work force and has already made his mark. We also welcome Wes Hunter, a new museum attendant.

## Tramcar news

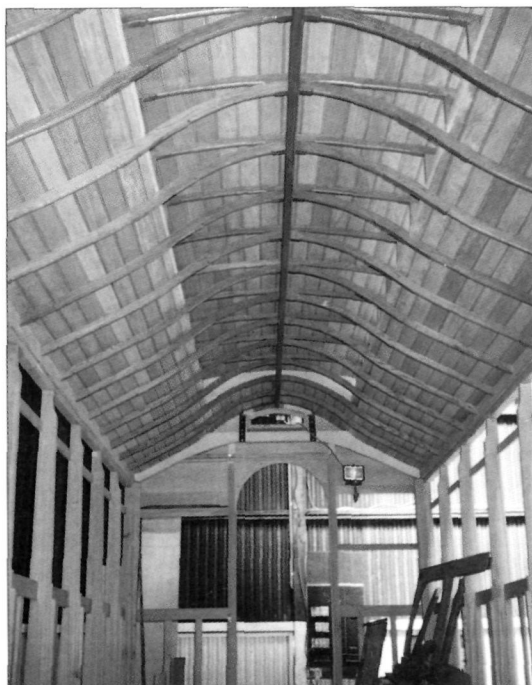
Battery tram No. 3 has received new roof ribs and clerestory roof end panels. The roof ribs and boards, window sashes and sun louvers have been stained and polished.

W2 249 has had several corner and side pillars replaced, and has had new sections of timber spliced into the side panel framing. A local sandblasting contractor has removed the Colorflek ceiling paint. The Baltic Pine roof slats now only need a slight sanding before being varnished.



*A view of the roof of W2 class 249 with new sealing and overhauled hardware.*

Darren Hutchesson

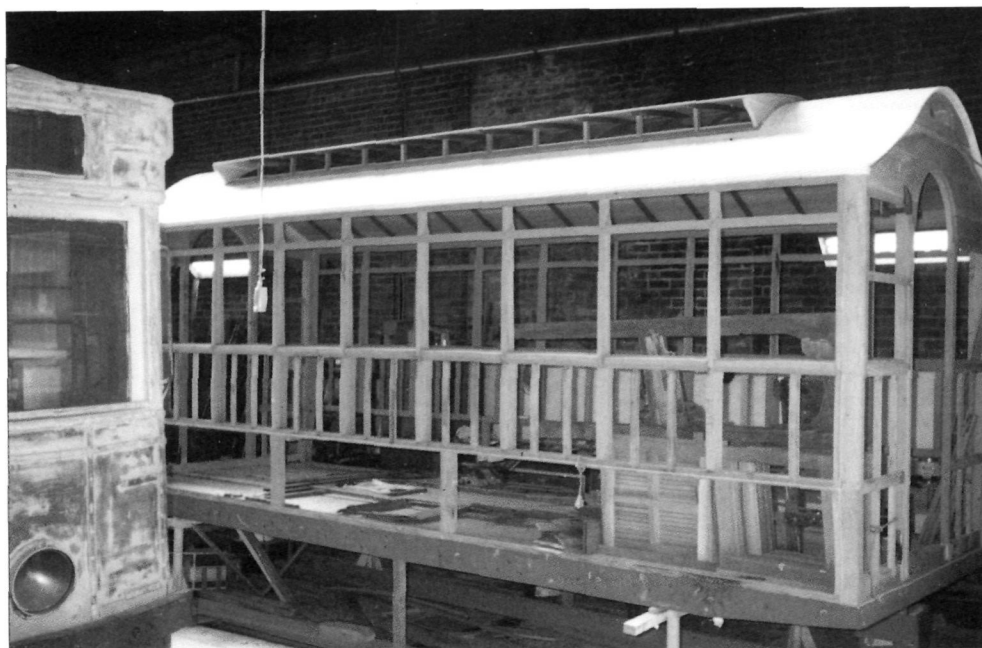


*The underside of the roof of the battery tram as it appeared on 1 August 2001.*

Darren Hutchesson

*The body of our 1890 vintage battery tram is progressing well.*

Darren Hutchesson





*Our newest acquisition, ex-M&MTB Bedford tower truck No. 15, was driven from the AETM's museum at St Kilda to Bendigo.*

Darren Hutchesson

The lighting circuits have been re-wired, and the dropcentre floor replaced with heavy grade plywood. The roof has had its canvas replaced by a new (to Bendigo) product called Duram Azcoflex, which is a combination of paint and plastic. The trolley bases have been refurbished and reinstalled.

Re-wiring of Sydney R1 2001 is 70% complete, and John Bullen has reconditioned the English Electric controllers supplied from Loftus. Two air reservoirs from an Adelaide H car have been checked and tested ready for installation. The lifeguards, trays, etc are now being constructed. The car will be wired for two voltages, 600 volts and 750 volts DC, the latter to facilitate its operation on modern light rail systems. The resistance grids, compressor and other under-floor electrical gear are being installed.

Our venerable Summer Car, No. 17, has returned from Melbourne after the Moomba and Federation Day parades. The tip-over bench seats have not yet been

reinstalled, and the tram will eventually lose its temporary black paint.

### **Tower truck No. 15**

We recently purchased former M&MTB Bedford tower truck No.15 from our AETM, Adelaide colleagues. Our roaming seat and wheel collector, John Penhall, can now add 'tower truck collector' to his CV. His slow trip back to Bendigo at the helm of the 50-year-old vehicle was not uneventful, but he, and it, did complete the journey. The tower truck will be a valuable addition to our fleet.

### **Foundation stone**

On 26 June, the Bendigo Tramways celebrated the centenary of the laying of the foundation stone of the Electric Supply Company of Victoria's Bendigo Administrative Offices and Tramways Depot.

Some bricks from beneath the old foundation stone were removed from the corner of the Depot office building, and a time capsule was retrieved. A block and tackle present at the ceremony is believed to be that used for placing the stone in position at the time of the 1901 ceremony. This block and tackle has been part of the Tramways infrastructure ever since.

Artefacts from the time capsule, which recorded the 1901 event, included newspapers of the day and coins. Items on display for the rededication included a photo of the original foundation stone dedication ceremony and the original mason's trowel which was used at the 1901 ceremony.

About 100 people joined the local media to witness the ceremony, and Mayor Barry Ackermann unveiled a plaque to commemorate the original laying of the foundation stone. To add a historic flavour to the proceedings, the unrestored body of original Electric Supply Company Brill tram No. 7 was brought to the front of the depot. A convoy of trams, consisting of cars 17, 31, 35 and 808 transferred guests from the Central Deborah Gold Mine terminus to the Depot, and returned them after the event.

### **Passenger shelter**

After the Bendigo system closure in 1972, one of the SEC tram shelters found its way to the St Lawrence Court retirement village at Eaglehawk. We have recently been given the shelter, and we thank St Lawrence Court for their kind donation.





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