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FIRST TRAM RUNS IN CANBERRA

TROLLEY WIRE

AUSTRALIA'S TRAMWAY MUSEUM
MAGAZINE

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Front Cover:

Sydney R1 class 2001 and Melbourne W2 class 249 on display at the Australian War memorial in Canberra during September 2001.

David Daw

Back page Top:

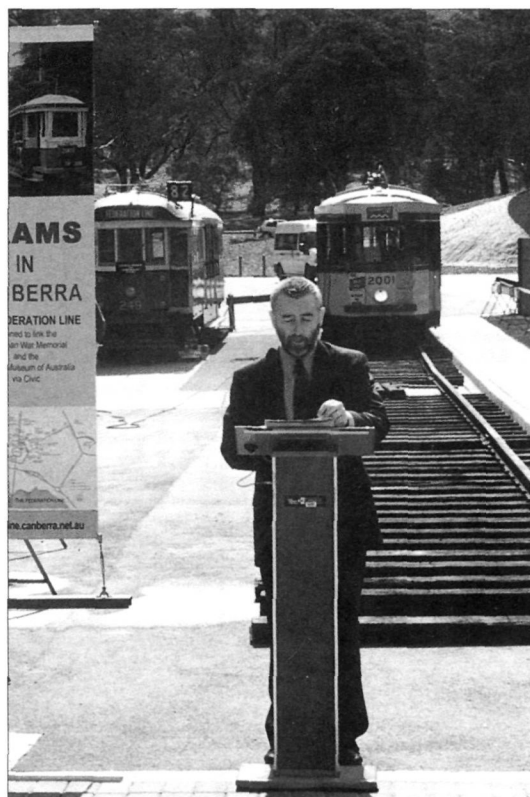
Testing the new Yarra Trams Citadis cars commenced during the hours of darkness. Here unit 3 is seen near the casino during the evening of 18 August 2001. The car is in an all-over light grey colour and carries no markings.

Ray Marsh

Back Page Bottom:

Citadis 3003 is seen at the new 'super stop' in Collins Street on the western side of Swanston Street.

Dale Budd



Australian Capital Territory Chief Minister, Gary Humphries, launches the display of Sydney 2001 and Melbourne 249 beside the Australian War Memorial to generate interest in the Federation Line.

David Bennetts

FIRST TRAM RUNS IN CANBERRA

Canberra saw its first operating electric tram in September, when Sydney R1 car 2001 ran on a temporary track at the Australian War Memorial. Melbourne W2 249 was displayed alongside. The two trams were displayed in Canberra to generate interest in the Federation Line, the planned heritage tourist tramway in that city. Owned by the Sydney Tramway Museum, both cars had been extensively restored at the Bendigo Tramways workshop.

Melbourne 249

Some of the history of this car was briefly related in the May issue of *Trolley Wire*, but is repeated here for completeness. It was the first W series tram to be built by James Moore & Co of South Melbourne, and entered service on 10 September 1924. It was converted from a W to a W2 on 7 November 1931. No. 249 was one of several trams painted silver and blue for the Silver Jubilee of Melbourne's Luna Park in 1938. During more than 60 years of service, it ran on most routes around Melbourne, and was even recorded as operating in Bourke Street on 6 January 1973. Its last overhaul was an O2 in November 1964. Late in its life it was renumbered to 1249, similarly to other low-numbered W2s to avoid conflict with Z series numbers, but the new number was a paper entry and was not actually shown on the car.

It was sold complete on 10 December 1986 to Mr Garnet Pearce of Clarendon, near Ballarat.

Mr Pearce had a sentimental attachment to the tram from his schooldays, when he sold newspapers on it.

When he decided to buy a tram to place on his property, he particularly sought out No. 249, and purchased it absolutely complete. The tram operated under its own power at Preston Workshops just hours before its departure for Clarendon. Its mechanical and electrical condition was thus much better than cars which spent a period in storage before disposal, and which were invariably subject to a degree of cannibalism or damage.

At Clarendon the tram was used by Mrs Pearce and her friends as a place to have afternoon tea, while their husbands operated a live steam railway on the Pearce property. It was placed on a short length of track.

With the passage of time, Mr Pearce decided to dispose of the tram. He read in the May 1996 issue of *Trolley Wire* of the work done by the Sydney Tramway Museum on W2 244 for Christchurch. Impressed by the story of this car's restoration from a derelict condition, he contacted the Museum to ascertain its interest in acquiring and restoring his own tram.

The result was that 249 was acquired in 1996 on behalf of the Sydney Tramway Museum. It remained on Mr Pearce's property, pending a suitable opportunity for its restoration. During the latter part of this period the car was covered by a tarpaulin to prevent deterioration.

W2 class 249 in service painted silver and blue for the Silver Jubilee of Melbourne's Luna Park in 1938.

Photographer not known





Car 249 on the property at Clarendon on 5 September 1996. Note the 5-inch gauge railway in the foreground.

Howard Clark

Late in 2000 it was decided that two trams, 249 and 2001, would be prepared for display in Canberra. No. 249 left Clarendon on 28 February this year, and was unloaded in Bendigo on the following day. It required only minimal attention to make it operational, and first ran again on 23 March. The car was pressed into service briefly for driver training.

Although operational, the car required substantial work to bring it to display condition. All saloon window sashes required replacement, as did some other sections of deteriorated woodwork. The roof required recanvassing, and the ceiling required the removal of 'Colorflek'. Vinyl was removed from the saloon seats, to reveal the original patterned plywood. After much effort by the Bendigo staff and bleaching of stains it was necessary to exchange some of these

seats with spares sent from Sydney or from Bendigo stock, to achieve an acceptable finish. Similarly many water stains on other surfaces were bleached to enable all interior timber surfaces to be varnished to a high standard.

It was decided to paint 249 externally in a colour scheme which could have been used in Canberra, if trams had been introduced into that city in the 1920s. The designer of Canberra, Walter Burley Griffin, envisaged trams for Canberra, and made a number of references to them in submissions and papers on the planning of the city. The wide medians in Canberra's main thoroughfares were designed to accommodate tram lines. The Federal Capital Commission (FCC), established in 1925, was given the authority to construct, maintain and operate tramways.



Car 249 was covered with tarpaulins during its last years at Clarendon to help prevent deterioration of the bodywork. This view was taken on 20 November 2000.

Howard Clark

A fully restored 249 commences its run from Central Deborah to North Bendigo on 10 September.
Howard Clark



Accordingly, No 249 was painted in maroon and stone, the colours used on Canberra's first buses, run by the FCC in the 1920s. The tram was lettered on the side panels 'Federal Capital Commission Tramways', and the crest of the Australian Capital Territory was applied to one of the centre panels on each side.

No. 249 was launched in Bendigo on 10 September, in parallel with No. 2001. Details of the day's activities are given later in this article. As with 2001, staff worked throughout the night of 9-10 September completing finishing touches to the car's interior and to the driver's cabins, and applying decals. Lining of the car's side panels was completed on the following day, ready for its move to Canberra.

Sydney 2001

As with car 249, information on the acquisition of R1 class car 2001 was given in the May issue of *Trolley Wire*. No. 2001 was delivered on 28 December 1951. It was allocated to Newtown Depot until its closure in September 1957. It then went to Rozelle, and on that depot's closure in 1958, to Dowling Street, where it was available for service on the last day of the former Sydney system on 25 February 1961. Its body was sold on 25 May 1961.

The Sydney Tramway Museum had been aware for some time that the body of No. 2001 was located on a property at Balmoral Village, near Mittagong. An inspection on 12 November 2000 revealed that the car was in exceptionally good condition. It had been well protected by a metal roof, and was clear of the ground so that air circulation beneath the car had kept the floor

dry. The brake cylinder, brake rigging and parts such as bumpers were all intact.

Under the 2001 NSW Heritage Program, the Museum was already a recipient of grant funds towards the restoration of corridor car bodies to display condition, to permit ready restoration of electrical and mechanical equipment for potential future operation, particularly on any city extensions to the Sydney Light Rail system. Car 1808 had already been completed in Bendigo and car 1951 has had much of its fitout carried out, ready for repainting in the colours it carried for the royal visit of 1954. Due to the unavailability of cars originally selected for this program and given the significance of returning tram 2001 to operational condition in the year 2001, the Centenary of Federation year, NSW Heritage readily agreed to the insertion of No. 2001 into the program.

The car's owners, the Michael family, agreed to make the car available for restoration, subject to the main condition that a replacement corridor car body be supplied in its place. As recounted elsewhere in this issue, the Museum provided the restored body of R class car 1749 to meet this requirement.

No. 2001, and the property on which it was located, had until a few months earlier been owned by the Enfield family. On acquiring the property Paul and Tanya Michael were concerned at the bush fire risk to their home. The forthcoming departure of car 2001 led them to set about the extensive task of removing a large number of trees which had grown in the almost 40 years since the tram had arrived at Balmoral. The car was loaded on 18 April and arrived in Bendigo on the following day.



2001 on the bridge at Undercliffe on the Earwood line on the last day of the Newtown lines in September 1957.

L B Manny –
from Vic Solomons Collection

A very intensive effort followed, to achieve 2001's return to operational status in a record time. The car was rewired, and the opportunity was taken to include additional equipment to enable it to be readily adapted to operate on either 600 volts or 750 volts dc. It was fitted with controllers supplied from Sydney, and was mounted on Melbourne No. 15 trucks. These trucks came from Loftus, with the motors requiring extensive overhaul to return them to full operating condition. Seat frames came from Sydney, with all other components of the seats requiring re-manufacture at Loftus.

The task of restoring 2001 proved more complicated than expected. Many of the detail differences between pre-war and post-war R1s were discovered. For example, pre-war seat frames do not readily fit a post-war car. A similar problem was discovered with the roof steps, leading to the use of the steps from car 2044 at Loftus as a quick solution. Research had to be undertaken into the exterior colours, planned to replicate those used on the RAAF recruiting trams in 1952. Advertising signs, tailored for Canberra, were designed and executed for the car's end aprons. Federation Line destination signs were made up for both 2001 and 249.

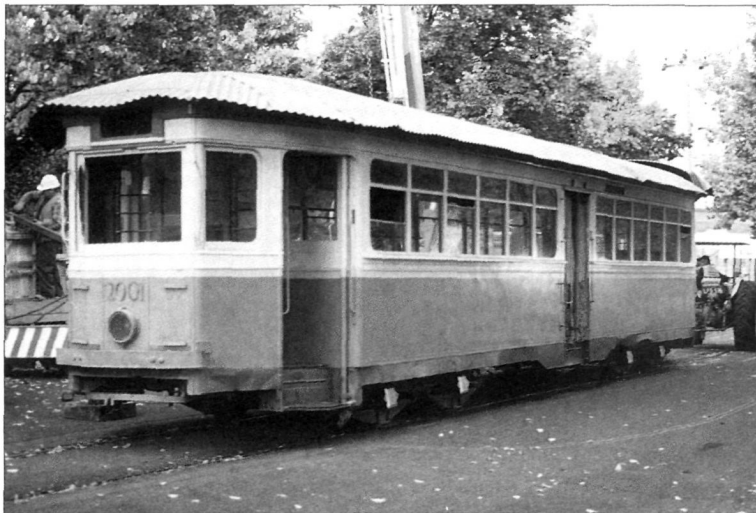


The body of 2001 on the Michaels' property at Balmoral Village, as re-discovered late in 2000. The curved metal roof had provided good protection from the weather and the car was mounted well clear of the ground, allowing air circulation beneath.

Dale Budd

On rails again. 2001 stands in Tramways Avenue, Bendigo after delivery from Balmoral. The covering roof would later be shipped to Loftus for fitting to car 1749.

Dennis O'Hoy



As the commissioning date approached, the tempo of work increased. The hours of work on the car, and on No. 249, stretched far beyond normal working days, and staff and volunteers worked right through the night in the last hours before the car was commissioned, on Monday 10 September. In addition to the electrical and mechanical staff, several people were working on the internal fitout of the car. While they took a well-earned refreshment break at 4:15am, signwriter Greg Forsberg took the opportunity to paint the side numbers on the car. At the breakfast break he repeated the process with the end numbers. Finally at around 10:30am No. 2001 was ready to be driven into the yard, where further electrical adjustments were made.

As with No. 249, No. 2001 received some finishing touches on the Tuesday, prior to its move to Canberra.

These included the application of RAAF insignia to the sides of the car, internal numbers and signage.

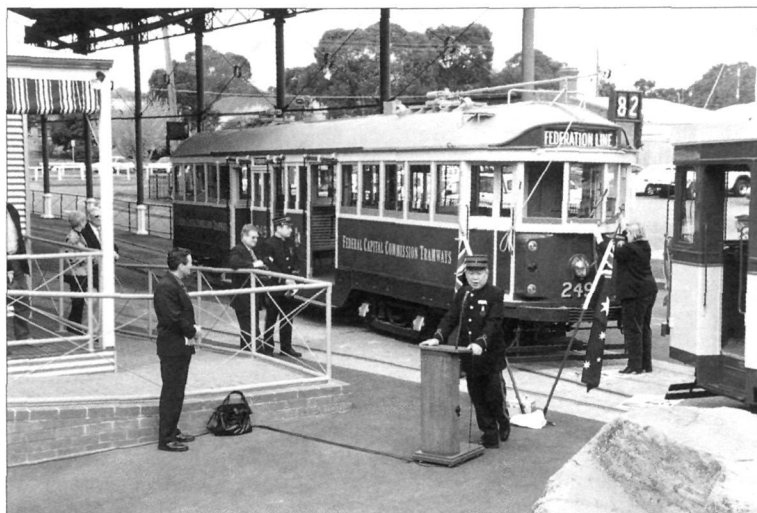
The Launch

The smell of very fresh paint was in the air on 10 September as 249 and 2001 ran from the depot to the Central Deborah Mine, for a late-morning launch ceremony. Speeches were made by Central Deborah Bendigo Chairman Dennis O'Hoy; Federation Line Chairman Ray Edmondson; Sydney Tramway Museum Chairman, Howard Clark and Federal Member for Bendigo, Steve Gibbons. Two bottles of Bendigo premium red wine were smashed over the bumpers of the two cars to mark the recommissioning. Both trams then ran to North Bendigo and back to the depot.

2001 is driven out of the Bendigo Tramways workshop on the morning of 10 September. Work had been carried out all through the night to complete the car in time for the launch ceremony.

Howard Clark





Central Deborah Bendigo chairman Dennis O'Hoy speaking at the launch ceremony for 249 and 2001 on 10 September.

Randall Wilson



Federal Member for Bendigo, Steve Gibbons and Federation Line Chairman, Ray Edmondson break bottles of premium Bendigo red wine over the bumpers of the two cars to mark the recommissioning.

Howard Clark



Bendigo Tramways' youngest volunteer, 12-year-old Jaydon Dwyer, discusses the day's events with 249's former owner, Garnet Pearce with his wife Joanne, on 10 September 2001.

Howard Clark

249 and 2001 grace the streets of Bendigo with their presence following the recommissioning on 10 September.

Howard Clark



Looking just as good as it did when built almost 50 years earlier, 2001 swings into Tramways Avenue on 10 September. Royal Australian Air Force emblems were applied to the car on the following day, prior to its move to Canberra.

Dale Budd



2001 and 249 pass the former gas works on their return from North Bendigo as they turn from Caledonia Street into Weeroona Avenue.

Howard Clark



Display and Operation in Canberra

As noted earlier, trams were planned for Canberra in the 1920s, but these plans did not come to fruition. Thanks to the Canberra Tradesmen's Union Club, the city has been home to a number of trams for several years. In February 1992 the body of Melbourne B2 car 2089 was displayed in Canberra; but until Wednesday 12 September 2001, a tram had never moved in Canberra under its own power. The timing of the display was set to coincide with Floriade, Canberra's annual Spring flower festival, and to precede the ACT election held on 20 October.

Several locations were considered for the display before the Australian War Memorial generously agreed to host it on a conveniently quiet section of roadway between the Memorial's main display building and its administration block. The site selected was adjacent to the Amiens gun, once a rail mounted item of equipment. Various approaches to the provision of temporary track were considered before a decision was made to use track panels from the stockpile at the Sydney Tramway Museum's northern terminus.

Operation of a tram along 50 metres of track may seem a fairly straightforward exercise, but preparation for this activity took several months. Approvals were required from four different governments:

- Commonwealth Government, as the owner of the Australian War Memorial;
- Australian Capital Territory Government, WorkCover, as the occupational health and safety regulator in the Federal Capital;



The ACT Chief Minister drives 2001 through a ribbon held by Sydney Tramway Museum Chairman Howard Clark and Bendigo Tramways Superintendent Tim Borchers.
Dale Budd

- Victorian Government, Department of Infrastructure, as the regulator for Bendigo Tramways which arranged for the two tramcars to be accredited in Victoria; and
- New South Wales Government, Department of Transport, as the regulator for the Sydney Tramway Museum which arranged NSW accreditation for the track and operation.

Using the principle of mutual recognition, each



2001 and 249 on display at the Australian War Memorial.

Dale Budd

249 at the Australian War Memorial, with 2001 in the background. The lining applied to the side panels of 249 following its launch in Bendigo adds to the appearance of the car.

Dale Budd



government accepted accreditation in the home state, so that additional accreditation was not necessary. Insurance issues were also required to be addressed.

After an examination of the allocated area, it was concluded that the operation of both trams would be impractical. Instead, car 2001 operated along the available 'route' of 50 metres, while 249 was placed on static display alongside, on a separate track panel. After consideration of various options for a power supply, it was decided to use a static diesel generator and a wandering lead.

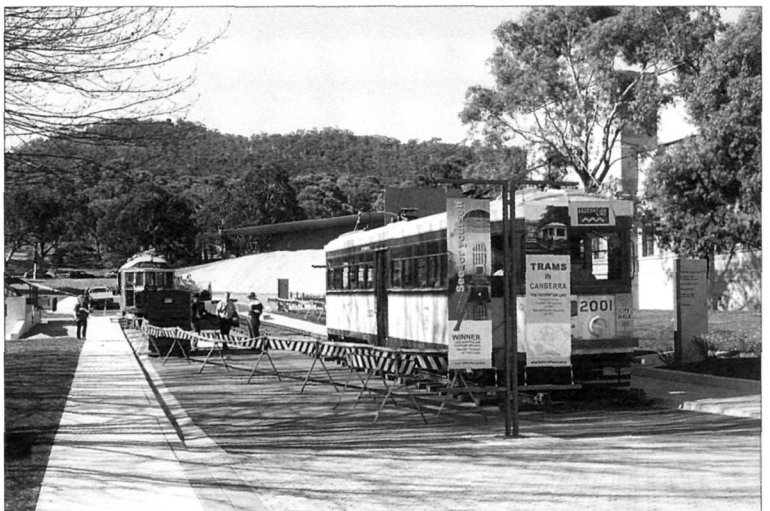
Security of the trams was provided by the War Memorial's permanent video surveillance system, which covers areas adjacent to the Memorial's buildings.

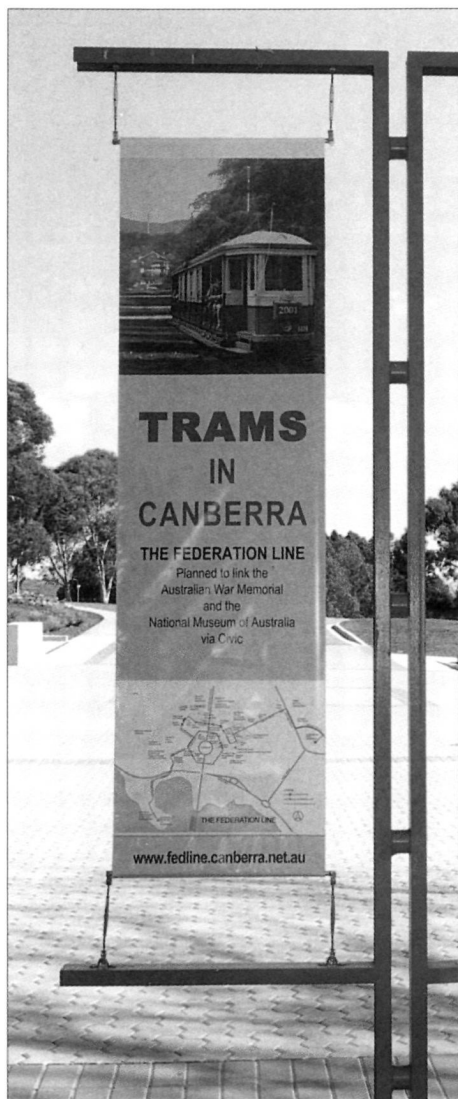
The track panels were brought from Loftus and placed in position on 11 September. The two trams left Bendigo on the same day and travelled overnight to Canberra, arriving on the following morning. Steady rain overnight had a lucky benefit: a crane to unload the trams could only be made available if the weather was wet, precluding its use on another job.

With much manoeuvring of track panels, 2001 was unloaded, followed by 249. Trolley poles were re-fitted to 2001, and at 5:25pm, Federation Line Chairman Ray Edmondson drove Canberra's first tram, under the supervision of the Sydney Tramway Museum's chief engineer Richard Clarke.

2001 and 249 on display at the Australian War Memorial. 249 is partially obscured by the diesel generator which powered 2001.

Howard Clark





Hanging banners at each end of the display provided information to passers-by.

Howard Clark

The following morning, 13 September, was bright and sunny for the launch of the display. The terrorist attacks in the USA led to a decision to abbreviate the ceremony. Many events involving politicians in Canberra and elsewhere were cancelled in the aftermath of those attacks, and it was felt that a succession of speeches would be inappropriate.

At 11:00am Federation Line Deputy Chairman, Dale Budd, introduced ACT Chief Minister Gary Humphries, who spoke positively about plans for the Federation Line before driving car 2001 through the mandatory ribbon. Many political and community leaders attended the ceremony, and others attended on a special VIP day organised for the following Tuesday, 18 September, a day on which Federal Parliament was meeting.

The two trams remained on display until and including 23 September. No. 2001 was operated on 13-16, 18 and 22-23 September. Approximately 3,600 people visited the trams over this period, with the busiest day being Saturday 22 September, when some 600 people enjoyed rides on 2001. The round trip of 100 metres proved enough to give people the sensation of movement and the sounds of tram operation.



An interior view of 2001 with Sydney Tramway Museum members John McFadden and Peter Kahn acting as crew. A number of passengers are about to take the short ride along the display track.

Howard Clark

An interior view of 249 on 10 September 2001 with its varnish work sparkling in the sun.
Howard Clark



On Monday 24 September the two trams and the track panels were moved to covered storage in Canberra, to await a decision on the funding of the Federation Line. The ACT Chief Minister had made public the wish of the ACT Government to enter into discussions with the Commonwealth Government about the future of the project.

The number of people who should be thanked for making possible the display and operation of 249 and 2001 in Canberra would occupy a page or more. Thanks are expressed to Tim Borchers and all those at Bendigo for their Herculean efforts in bringing 249 and 2001 to operational status and showroom condition, and for arranging their accreditation; to

Richard Clarke for securing Workcover approval for the operation of 2001 in Canberra, and for his technical support; to Peter Kahn in relation to insurance; to the Sydney Tramway Museum traffic staff who drove the tram, particularly John McFadden; and to very many others who helped in many ways. Special thanks are due also to the Australian War Memorial for hosting the display and for support in many different forms; and to Canberra's electricity supplier, ActewAGL, for sponsorship of 2001's power supply.

Information on the Federation Line, including brief details of its business plan and benefit cost study, both recently completed, is at www.fedline.canberra.net.au

The two trams were placed in covered storage on 24 September. Here car 249 is being towed into position beside 2001.

Richard Clarke



HERE AND THERE

NEWS ITEMS OF INTEREST FROM ALL OVER

Melbourne

The first four of an order for 36 Alstom-built Citadis trams arrived in Melbourne on 10 August 2001 on board the *Edamgracht* from La Rochelle, France. Ordered by Yarra Trams, the new cars will set new standards for tram travel in Melbourne. The trams are being fitted with pantographs, air conditioning equipment, ticketing equipment and vehicle

monitoring equipment by Alstom at Preston Workshops, where testing will take place. The new trams were unveiled to the media on 17 August.

The trams entered trial service from Southbank Depot, initially without carrying passengers, on route 109 Port Melbourne to Mont Albert, which is to be extended to Box Hill.



Melbourne Z3 class 179 has appeared in a lively Clean Green livery for Pulse United Energy. It is seen here at Melbourne University on 29 September 2001.

Ray Marsh



The interior has also received some flowery treatment and has recorded bird noises for the pleasure (or annoyance) of passengers.

Ray Marsh

Melbourne SW6 class 925 has been dressed in a gold livery to mark the 150th anniversary of the discovery of gold in Victoria. The car was launched on Sunday, 19 August 2001 and is operating on the City Circle service. Steven Altham



Folk in period costume pose for a press photographer during the launch of Gold Tram 925 on 19 August. Steven Altham



Port Melbourne terminus, named Beacon Cove, is the site of a proposed 'super stop' and a low timber platform has been constructed at this location. The state government has announced that the tram tracks are to be extended onto Station Pier; seen in the right background.

Bob Merchant





During the construction of the 'super stop' on the western side of Swanston Street in Collins Street, a temporary stop was provided in Collins Street on the eastern side of Swanston Street. Both stops at this location have since been removed.
Bob Merchant



The first of four Citadis trams is being unloaded at the entrance to Preston Workshops on 11 August 2001.
Ray Marsh



The trailer carrying the tram is backed down a ramp to bring the trailer rails level with the rails in the workshop grounds, enabling the trams to be easily rolled from the trailer.
Ray Marsh

An unidentified Citadis car is running trials on the Preston Workshops test track on 16 August.

Ray Marsh



The first Citadis car (unit 3) to undergo testing is seen beside Preston Workshops at The Hump on 17 August 2001.

Ray Marsh



Citadis cars 1 and 4 in Preston Workshops on 29 August prior to entering trial service. The cars are carrying the Yarra Trams logo in blue and green and have 'Coming Soon...' in blue across the window area, the 'g' of which is visible on the window pillar.

Howard Clark





The four cars entered trial service carrying passengers on the East Brunswick to St Kilda Beach and Mont Albert to Port Melbourne lines. The car is now carrying its fleet number on the front. Car 3001 is turning from Spring into Collins Street on 26 September 2001.

Howard Clark



The new cars launched the 'super stop' in Collins Street on 12 October. Here car 3001 breaks through a banner before continuing to Gordon Reserve. The destination shows 'Presents the...' finishing with 'Citadis'.

Ray Marsh



Sporting the livery change unveiled at the launch, two Citadis cars leave Collins Street, cross Spring Street and enter Macarthur Street, bound for the launch party.

Dale Budd

An interior view of one of the new Citadis cars. A welcome aspect is the clear view forward for passengers as there is no solid bulkhead behind the driver.

Dale Budd



A Citadis car in Macarthur Street on 12 October with the launch party in progress in Gordon Reserve behind the tram.

Dale Budd



Basil William Bates Miller 1908-2001

Basil was born in Castlemaine on 27 June 1908, the eldest child of Ferdinand and Lavina. The family moved to Bendigo, and subsequently to a house in King Street in the late 1920s, where Basil lived for over 70 years.

All the family were musical, and Basil became accomplished at piano, organ and violin. He was honorary organist at his church and many Masonic Lodges for up to 40 years. He served in the Bendigo Regiment and as a Warrant Officer in the Royal Australian Engineers in World War II.

In the 1920s Basil obtained employment with the Electric Supply Company of Victoria as an 'oiler

boy' and later junior Conductor. He rose through Conductor, Motorman and Inspector to retire as Senior Inspector when the State Electricity Commission of Victoria closed the Bendigo Tramways in April 1972.

Many tramway enthusiasts knew him from the early 1950s. Basil had an extensive collection of historical photographs and sundry items, as well as a great stock of memories from bygone years. He was involved in Tramway Union affairs for a long while, and his staunch views on industrial matters were well known. He remained active during almost 30 years of retirement, and died in the Bendigo Hospital on 14 August 2001 at the age of 93. Basil Miller will be missed by many from various walks of life.

K S Kings

COTMA

Council of Tramway Museums of Australasia

Executive Officer, 158 Lorne Street, Fawkner, Victoria 3060

From Craig Tooke

2002 COTMA Conference

Work on the next COTMA conference has begun. Peter Hyde in Brisbane and Dennis Sheehan in Rockhampton are leading their respective committees in the development of the conference and the program is now taking shape.

The conference will begin in Rockhampton on Friday, 26 July 2002 and the proposed events will be as follows:

Friday, 26 July	10:00am Registration and morning tea Short session <i>Lunch</i> Workshops <i>Opening dinner</i> and welcome by Mayor
Saturday, 27 July	Workshops Morning tea Purrey start-up practical session <i>Lunch</i> Purrey operations Museum brag session <i>Dinner</i> Museum brag session (early finish)
Sunday, 28 July	7:00am Depart for Railway Station 7:40am Tilt Train to Brisbane 2:40pm Arrive Brisbane Free time <i>Dinner</i> Museum brag session
Monday, 29 July	Workshops Ipswich Railway Heritage Park inspection Rosewood ARHS railway visit <i>Dinner</i> and Museum brag session in locality
Tuesday, 30 July	Morning – AGM Afternoon – Visit to Ferny Grove

Evening – *Formal Conference dinner*

Wednesday, 31 July

Breakfast
Informal day at Ferny Grove
Departures and post conference activities

Mark these dates in your diary now and plan to attend the conference. Further information will be provided by mail shortly to your museum and to those that have attended previous conferences.

Workshop Bogies

COTMA was pleased to assist the Victorian Department of Infrastructure in the disposal to member museums of surplus workshop bogies from Preston Workshops. The bogies, which have now been removed from Preston, have gone to the Adelaide, Ballarat, Bylands, Bendigo, Haddon, Perth and Sydney museums.

A great spirit of co-operation was evident in the removal of the equipment. Thanks are extended to Assistant Executive Officer Rod Atkins who did much of the co-ordination work on behalf of COTMA.

Central Deborah Bendigo

Central Deborah Bendigo decided recently to relinquish its membership of COTMA because of its intention to adopt a stronger commercial focus. While the loss of membership of any museum is unfortunate, we wish Central Deborah Bendigo well in its future activities. We hope that the museum decides in the future to rejoin and become involved again in COTMA.

Website and E-mail

Andrew Cox from the Ballarat museum has been assisting COTMA in the preparation of an internet web site. Significant work has been completed on the project and we are expecting it to be completed and on line by early November.



Members of the Tramway Museum Society visited South Bank Depot and inspected a new Citadis tram.

Craig Tooke

The first stage of the process has been completed with the acquisition of an email address for COTMA, which is as follows: cotma@email.com

More on this exciting project as details come to hand.

Visit to Australia by Tramway Museum Society

During September a group of 35 members of the Tramway Museum Society from Britain toured Australia. The group was able to visit tram museums at

Sydney, Bylands, Ballarat, Bendigo, Haddon, Adelaide and Victor Harbor. Details of several of these visits are given in museum reports in this issue.

While in Sydney the group also visited the Zig Zag Railway. In Melbourne they visited Puffing Billy and had an extensive tour of the Melbourne system in B1 class tram No. 2001. The tour was a great success, and I would like to thank those museums for the warm hospitality displayed to our overseas visitors. Many favourable comments were heard and friendships made.

ST KILDA

Australian Electric Transport Museum

GPO Box 2012, Adelaide, South Australia 5001

From Colin Seymour

New Northern Depot

The contractor has now erected the large Roads 9 and 10 access doors. The shed sills are complete and the floor pour for the 12m x 9m administration area (office, lounge, library and archives) at the eastern end of the shed has been completed by contractors, thanks to a generous donation from R. Giglio of All Transport

Industries who are refurbishing H cars for the Glenelg line. It is intended not to install overhead wire in the new shed fan immediately to create a safer craning area for the arrival of the body of A type car 17 and the return of horse car 18, currently in store at Port Adelaide.



E 118 has received finish coats on the roof and clerestory and primer on the saloon sides. The first of the new sheet panels are being fitted. Ian Seymour



The doors for the future Roads 9 and 10 have been installed at the western end of the new Northern Depot. Sufficient space has been allowed on the left to enable visitors to inspect future wall displays. The concrete sills are nearing completion. Ian Seymour



TMS visitors photograph H car 360 at St Kilda during their visit on 22 September.

John Radcliffe

Cars 42, 1 and 264 are brought out of road 8 for photographs on 22 September 2001.

John Radcliffe



Conductor Ron White discusses a point with Geoffrey Claydon whilst riding H car 360 during the TMS visit on 22 September.

John Radcliffe



E 118

New sheet metal panels are being installed on car 118 on its saloon sides and ends and on the toastrack end motorman's bulkhead. The rocker panels have a curve forced into them by pressing them over a spare air receiver where required as the curve is not a constant radius. Final coats of paint are being applied to the roof, clerestory surrounds and windows and the new motorman's bulkhead at the toastrack end.

Car 360

Minor modifications are still being made to car 360. Door and step linkages have been temporarily removed

from one end of car 362 for use on 360. Both car's linkages were badly worn at the half round pivot points. The linkages from 362 will be progressively removed and rebuilt and installed on 360 one at a time. The hooter and hooter button have also been borrowed from 362 after investigations on the hooters and airlines into them found 360's west end hooter pedal faulty on the sealing system. A brake valve on 362 was also used while repairs were made to 360.

Crich Visit

A contingent from the National Tramway Museum at Crich in the UK visited St. Kilda on Saturday,

22 September 2001 as part of their Australian tour. Trams were run during the afternoon in convoys of two to give the visitors the opportunity to ride as many trams as possible. The Museum provided a barbecue evening meal followed by some evening tram rides.

In the Workshops

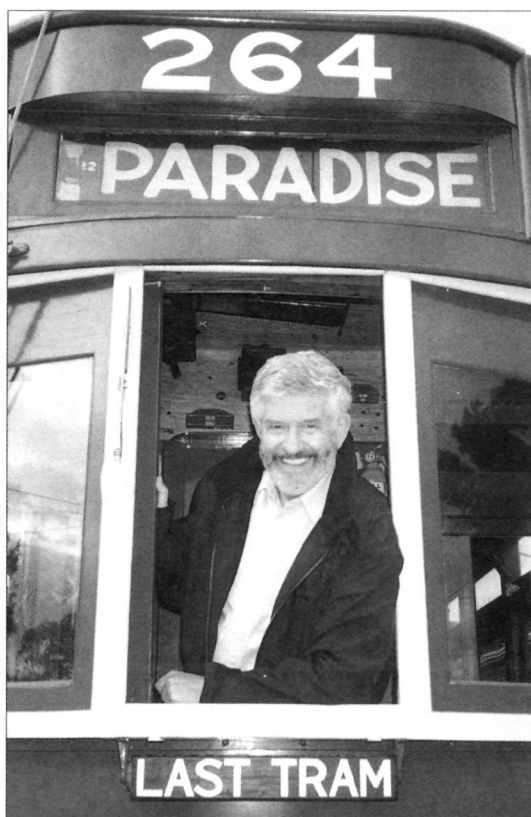
The wheels for the Ballarat Tramway Museum's car 27 are now being machined. The first pair were loaded on the wheel lathe ready for the visit from Crich members. A demonstration of the machine in operation was part of the afternoon's entertainment. The second pair is near completion.

Mechanical components are still being overhauled by the Museum for the current H class refurbishment.

Other News

The Museum has received a grant of \$2,300 from the National Library of Australia for the purchase of archival storage materials.

Excellent visitor numbers were achieved for several months after good media coverage during the July



Local television personality, Keith Conlon, in the cabin of dropcentre 264 during the filming of the AETM segment on the local Postcards TV show on 15 May 2001.

Neville Smith



A set of wheels from the Ballarat Tramway Museum's car 27 sit on the dolly used to transfer wheel sets between the wheel lathe at rear, and the workshop.

Ian Seymour

school holidays. Media coverage included the popular local tourism show, Postcards on Channel 9 on 15 July 2001, ABC radio and *The Advertiser* newspaper. The

Postcards segment was filmed on 15 May 2001 and involved the show's host, Keith Conlon, doing a series of stories from the Museum throughout the show.

BYLANDS

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

From Running Journal

A Veteran Returns

In 1986 the Society purchased from the Metropolitan Transit Authority four obsolete trams which had been part of the works fleet. These were bogie tank car 7W and three single-truck cars, Nos 15W, 16W and 19W. They were transferred to Bylands over several days with the last cars, 16W and 19W arriving on 2 October 1986. It has always been the Society's intention to retain both 7W and 15W as works cars at Bylands, and to rebuild or restore 16W and 19W to passenger operations in the long term.

Over the years we have been involved in discussions with individuals, corporate groups, governments and other institutions to obtain assistance and funding to assist in the restoration process. Recently, we committed to a program undertaken at Malvern whereby a cable tram set has been under restoration through an employment training scheme assisted by funding from both the Federal and Victorian Governments. As a result of the success of this project,

consideration was given to taking the next step and restoring an electric tramcar.

The tram selected for the proposed project was 19W. This vehicle commenced life as North Melbourne Electric Tramways and Lighting Company car No. 4. Upon acquisition by the M&MTB in 1922, it was given the classification 'U' and renumbered 205. It was transferred to the service stock roster in 1935 and renumbered 19, becoming 19W in the 1970s to avoid duplication of numbers with the new Z class vehicles then entering service. For safety and other reasons, the car will be restored to its 1923 style, retaining its destination boxes and motorman's windows. It will be repainted in the North Melbourne livery of deep Indian red, cream, yellow and white, and will be renumbered 4.

Considerable interest was shown in the proposal by Bayside Employment and Skills Training Community Services (BEST), the operator of the Malvern scheme,

A veteran returns. After 15 years at Bylands, freight car 19W returns to Melbourne and waits to be unloaded onto the rails at North Fitzroy Depot on 13 July 2001.
Shane Moore



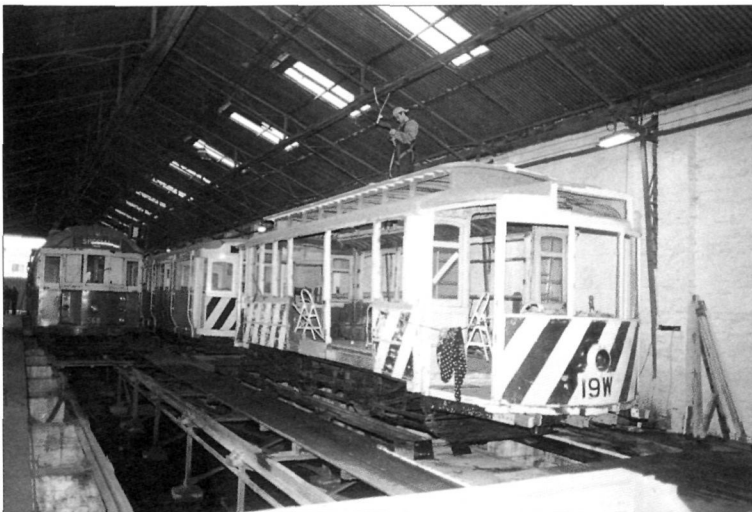


In its final form as a freight car, No. 19W sits safely inside North Fitzroy Depot prior to restoration work commencing.
Shane Moore

who then placed an application for State Government funding for employment education and training. To cover material costs of the restoration. An application was made by the Society to the Victorian Government through the Minister for Transport. Before any scheme could proceed, a suitable site was required for the work to be performed. As space is limited at the Malvern site and fully covered storage and work areas are required, consideration was given to either an industrial building or, alternatively, an under-used existing facility. An ideal location proved to be the former North Fitzroy tram depot which has been substantially unused since 1993. In recent years, the depot has been used to store two privately preserved W2 trams. An approach to the Department of Infrastructure for the use of this facility was

successful. Following further agreement with the owners of the two W2 cars stored in the depot, and the National Bus Company which controls the site, all was in order to proceed.

With funding secured, BEST Community Services took the initial step of engaging a supervisor to run the project. A number of candidates were interviewed for the position which was eventually awarded to Mr Les Jeans. Les is especially well suited for the position as he spent many years of his working life with the M&MTB, both at Preston Workshops and in repairs and maintenance of the running fleet. Prior to his retirement he was Fleet Manager of the running sheds. Les is also an Honorary Life Member of our Society, this being awarded to him in 1994 for his assistance to



Car 19W in Fitzroy Depot on 15 August 2001. Car 16W can be seen behind, and privately owned W2 class 568 is at left.
Howard Clark

Wheel transport car 16W arrives by road at North Fitzroy Depot and is seen here being reversed in from Nicholson Street on 3 August 2001.

Shane Moore



Placing the slings in position in preparation to lift 16W from its road transport vehicle onto the track at North Fitzroy Depot on Friday, 3 August 2001.

Shane Moore



the Society over many years. Les was also involved in the restoration of W1 class No 427 at Preston Workshops in 1987.

With the location secured and supervisor appointed, several meetings took place between BEST, Les, Shane Moore, the owner of W2 568, and Graham Jordan, representing the Society, to assess what equipment and upgrading were required to the facilities. Once completed, it was time for delivery of the star of the show.

For a number of years 19W has been used as a locked secure store. Over several Sundays it was cleared of all items that have now been sorted and relocated. Sunday, 8 July was a hive of activity at Bylands. No 2 road was cleared of all vehicles to allow

19W to be placed on the track extension outside the substation in readiness for loading and transport. 19W was then driven from its home of many years on No 6 road and transferred to the loading point. With a single truck tram space now available on No 6 road, works car 15W was relocated from No 1 road. This made available enough space on No 1 road to place tank car 7W inside the shed for the first time since 1987.

On Friday, 13 July, 19W was transferred from Bylands and off-loaded onto the rails outside North Fitzroy depot. Special care was required at North Fitzroy as the depot still retains all the overhead wiring which, although now electrically isolated, is still connected to the main system. Special permits were required from Yarra Trams to enable the cranes to operate around the installations. By early afternoon,

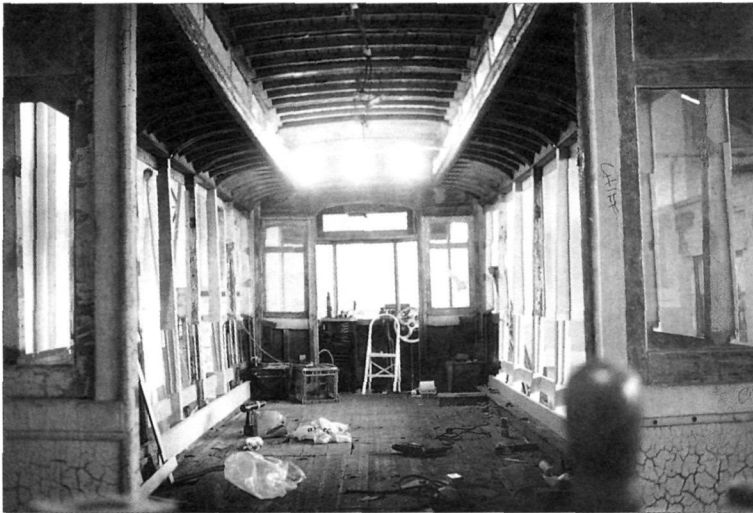
19W was pushed into the shed and secured.

During the next week, a transfer of materials took place between Bylands and North Fitzroy. The Society has made available some heavy-duty timber pallets for use as walkway platforms to cover the pit area adjacent to the tram. These pallets were originally used to carry the ex-Brussels PCC bogies delivered to Bylands several years ago. Meanwhile, BEST conducted interviews with prospective participants, selecting up to 15, of which 11 commenced work on the project on Monday, 23 July.

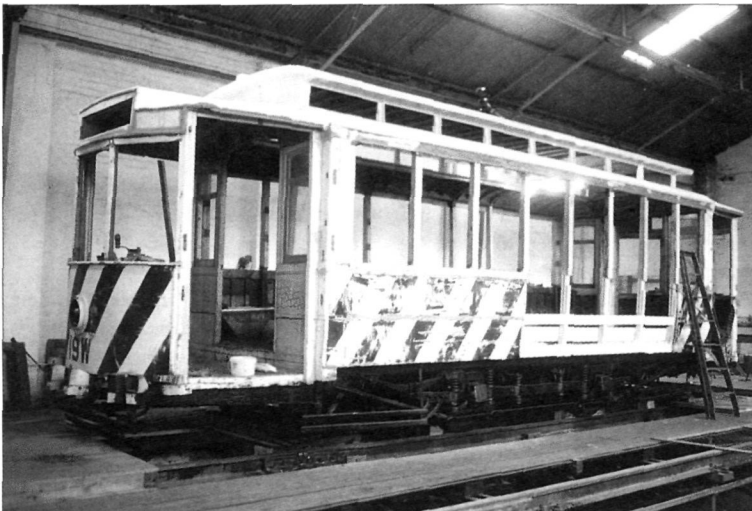
Within several days 19W had been stripped down, including the removal of the steel panelling and large doors which had been installed along the saloon sides. All fittings were numbered during removal and

assessed for re-use or replacement. Despite initial indications, the frame of the car was found to be in excellent condition, to the relief of those involved. The initial enthusiasm of the participants indicated that the restoration of this vehicle could be completed well before the designated end of the project, hence other possibilities needed to be considered. Following discussions between the Society, BEST Community Services and the Ministry for Transport, it was agreed that another vehicle could be accommodated for restoration within the project.

Little time was wasted. Wheel transport single truck car 16W was selected for conversion back to Q class No 199 in its all-night configuration, in the late 1930s livery of chocolate and cream. The major factor considered when selecting 16W was that the Society

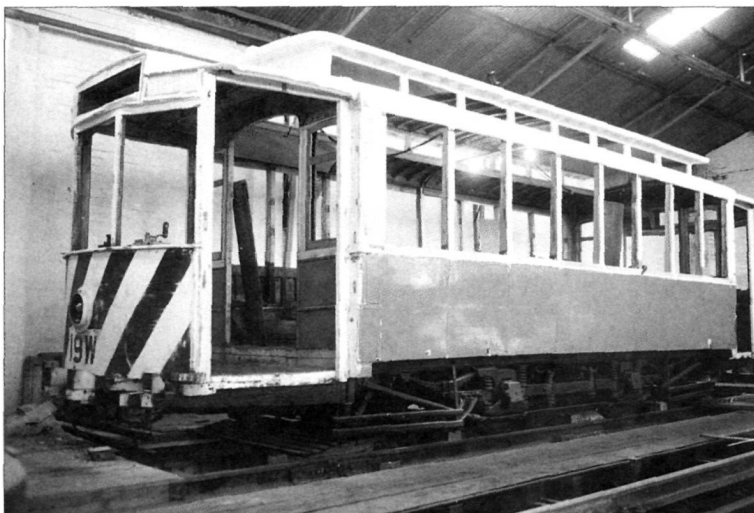


An interior view of 19W on 27 August 2001. Ray Marsh



By 27 August, rebuilding had progressed to the stage shown in this view. Ray Marsh

Considerable progress had been made on 19W by 5 September 2001, with resheathing of the side completed. Ray Marsh



already had most of the body and other parts required for this conversion, these being removed from the body of Q class No 200 in the late 1960s. On Saturday, 27 July, No. 2 road was once again cleared of all trams and 16W driven to the loading point outside the substation. All the spares or body parts from car 200 required for the restoration project were gathered from storage and placed inside the car.

Car 16W was loaded at Bylands on Friday, 3 August and transferred to North Fitzroy where it was unloaded and pushed inside the shed to join the other vehicles. With all this activity, North Fitzroy was again looking like a regular tram depot. One wonders what the local residents at Wallan are thinking, with trams leaving the museum and heading back to Melbourne?

North Fitzroy became a hive of activity with work on both vehicles being undertaken at an astonishing rate. A request to the Department of Infrastructure for assistance with work equipment resulted in the loan of a number of items from Preston Workshops. Included in the material supplied are fittings from V class No. 214, which are to be replicated for No 4. We wish to place on record our appreciation for the assistance received from Mike Ryan of the DOI and Brian Carter, Manager, Preston Workshops, for their assistance in these matters.

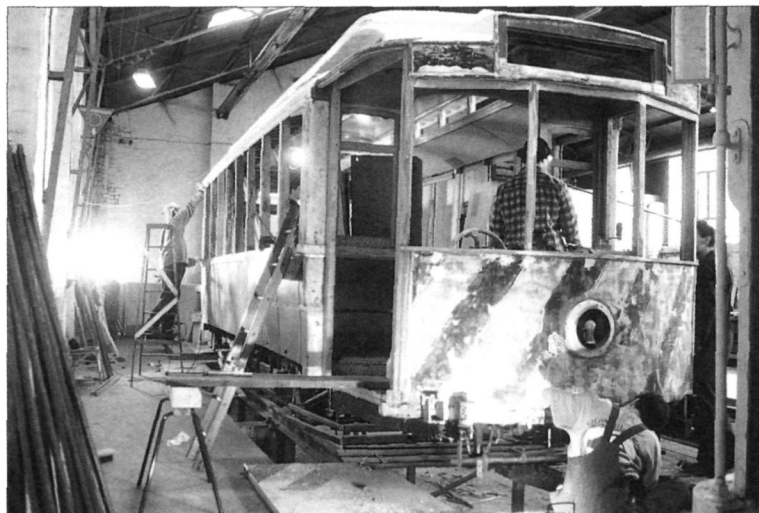
By late August, NMET&L Co No 4 was looking more like a tram under construction. Four new side pillars were manufactured and installed to replace those removed when the big side doors were cut into the frame in the 1960s. This was followed by the installation of new body framing and rebuilt side

tension bars. The bumpers at each end were removed to allow reconstruction and strengthening of the bearer timbers. The roof has been completely repainted in the new off-white colour and the trolley base and new skid mounted trolley pole painted gloss black. The wheels and truck frame have been pressure cleaned and painted black.

All the reusable internal timber fittings and clerestory windows have had the green 'Colorflek' and old varnish removed in preparation for revarnishing. New saloon and upper hopper windows have been ordered from a joinery, along with four new sliding end doors. Two of the original doors for this car were located at Bylands, but to give a better finish it was decided to make up new units and retain these as spares. Meanwhile, the lattice gate loaned from V No 214 has been sent away as a pattern for the construction of replicas. The 12 Brill tip-over saloon seats were stripped down, the frames cleaned and repainted in gloss black and reassembled. The padded seat backs and cushions have had the old coverings removed and replaced with new leather coloured vinyl.

New internal timber panelling will be installed along each saloon and below the window line of each driver's windshield. All internal light fittings have been removed and will be replaced with new units. The shaped headlight glass lens will be replaced with flat glass.

On 16W, initially the central uprights on the end platforms, installed when converted to a works vehicle, were removed. Internally the extra air tanks, compressor and supporting structure were



Men at work on 25 September 2001. The restoration of 19W continues.
Ray Marsh

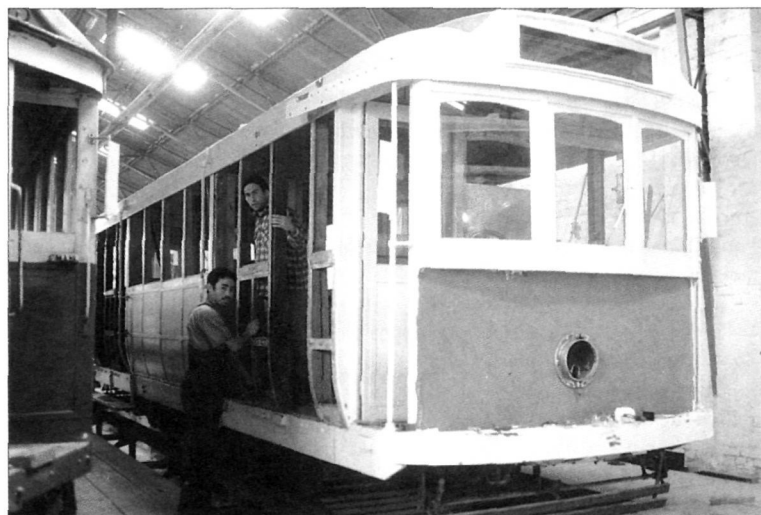
disconnected and removed from the vehicle. The remaining saloon seat, saloon windows and sliding saloon doors were taken out for paint removal and restoration to a varnished finish. Work has commenced on the removal of the Colorflek on other internal surfaces and the ceiling. The end platform side panels from car 200 were stripped down for inspection of the timber frames and the replacement of steel sheeting prior to installation. It is believed that these panels should fit straight in as all the tops of the uprights and the bottom boltholes just happen to line up (indicating the cars were jig built – Ed). The drop windows for these panels have been inspected and assessed for re-use.

If the current momentum of the workforce and the standard of workmanship continue, we will soon have

two fully restored tramcars, which will look radically different and be major assets in our fleet.

Museum work

A small workforce from the Puffing Billy Railway dismantled the former Kilmore per-way gang shed, which was relocated to Bylands in the early 1970s, on Sunday, 26 August. This shed, which is no longer required at Bylands, has been made available to assist the Railway recreate a working exhibit of an authentic period building. With the removal of the structure, and the imminent installation of the new turnout at this location, it has been necessary to relocate the Yard Limit marker and the Staff Box from their former position beside the gang shed to a new location just north of the Vehicle Maintenance Building.



A view of 16W undergoing its refurbishment at Fitzroy Depot on 25 September 2001.

Ray Marsh

Vehicle maintenance building

Due to other work commitments and some inclement weather, our builder, Greg Clancy of Danesbury Constructions, has yet to finish the cladding and roof installation on this structure, which is now about two-thirds complete. The fabrication of

the new turnout for the main line is complete and will be installed in late September or early October.

Exhibition building

Kane Constructions is undertaking some remedial work on several items that require adjustment or further work.

BALLARAT

Ballarat Tramway Museum

PO Box 632, Ballarat, Victoria 3353

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

From Dave Macartney

The thirtieth anniversary of the Ballarat tramway closure was celebrated in fine style on Saturday,



This youthful tram crew take their responsibilities seriously. Conductor Sam Boon (left) and Driver Alastair Reither with single truck car 18 on Sunday, 23 September 2001.

Bob Merchant

22 September. A celebratory dinner was held at Lake Pavilion, complete with the obligatory slide show of the early days of preservation. No. 33 and No. 40, the only operable cars still with their original SEC paint, provided transport to the venue. Some 60 people attended; most of the regular crew, a few we hadn't seen for a while and even a couple of blow-ins from SPER! No. 33 returned to the depot for the duration, but No. 40 sat out the front of the venue in Wendouree Parade throughout.

The previous Wednesday had seen a visit by members of the National Tramway Museum at Crich. Some 35 participants had attempted to visit all four Victorian tramway museums in a single day, something which probably appeared feasible in Derbyshire, but which resulted in a very long day indeed. After visiting Bylands and Bendigo earlier in the day, they arrived for their scheduled thirty minute stay (!) some two hours late. They took afternoon tea on the move in No. 671, did a couple of round trips in Nos. 26 and 33, inspected the shed, and then moved on to Haddon, where another thirty minute schedule also proved inadequate. Dinner at the Grapes Hotel in Ballarat was the best part of three hours behind schedule, but nobody seemed too put out by it all.

Two competing birthday charters for members were held on Saturday, 1 September. Sam Boon was celebrating his 14th birthday, so was due out at 7:00pm with No. 14, while Alastair Reither was turning 19, and was due out 15 minutes later with No. 45. Needless to say, the shed staff played the two groups off against one another, while consuming a fair proportion of the food provided. The invited guests

didn't stand a chance. By 9:30pm it was all over, with just the cleaning up to do.

Around the shed, No. 45 in its Gold Tram guise continues to handle the bulk of the work, while the single truckers have an unaccustomed holiday. No. 28 is sporting some new brown paint in the drop ends prior to refitting the sandboxes and seats. The motors from No. 27 are in the process of cleaning and examination during its extended overhaul. No. 33 returned to service during September after a fruitless search for an intermittent fault. Some insulation was renewed, but the original fault has failed to show itself again, at least for now.

Track cleaner No. 8 has had its trolley pole lengthened, as it was at full stretch in a couple of places out in the Parade. This has made it a tight fit on 7 road, as the pole now extends well beyond the end of the car. It is now no longer possible to place it with Nos. 33 and 38 on 7 road, so a shorter single trucker now lives over there. Meanwhile horse tram No. 1 has become slightly longer with some modifications to the towbars. This was done with a view to operating it later this year; in this case the extra length required has been achieved by cutting a small square hole in the internal wall behind the car, so the towbar now appears sticking through beside the staircase. As always, space in the shed is at a premium.

HADDON

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

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

From Craig Tooke

Administration

As part of our accreditation procedures we are required to conduct an internal safety audit every six months. During late November 2000, Mandy Gipps, our safety officer conducted the latest audit, which identified minor issues that required attention. These have now been rectified.

Another accreditation issue being attended to is the finalising of our Driver Training course. A training manual has been produced covering all aspects of our tram fleet and its operation. We are now finalising the details of our training course and examination procedures for approval. This has involved considerable work for members Tony Smith and Craig Tooke and we thank them for their efforts.

The Public Transport Safety Directorate conducted their annual safety audit of our museum during October and we are pleased to report that there were no non-conformances found. Well done to all involved.

During June, vice president Richard Gipps left for the United Kingdom for an extended period. His presence at both the museum and committee meetings will be sorely missed. Richard is responsible for the production of *Grand Union* and he has offered to continue in this role. We all wish Richard and Lisa an

enjoyable stay and look forward to their eventual return.

Museum Guide Book

Craig Tooke has completed the Museum Guide Book and it looks great. Copies of the book have now been printed and are available for sale at \$10.00 each. Copies can be purchased at the museum or by writing to our post office box. Proceeds from the sale of the book will go towards restoration work at the museum.

L class 103

Due to our small regular workforce and other commitments, work on this car has slowed considerably. The bodywork is 90% complete and workers are concentrating their efforts on fitting the MV101 motors into the trucks. Additional modifications are required to the bolster area to provide clearance. This was discovered during the trial fit of a motor.

Three of the traction motors have now been fitted and the fourth awaits further work on the motor suspension bearings prior to being fitted.

A recent view of the Museum's W series trams, showing from left to right 357, 663, 670 and 407.

Craig Tooke



W2 class 357

The overhaul of the second changeover trolley base continues with the fitting of a new centre down pipe, due to deterioration of the original.

Test Cell

John Withers is currently busy wiring the control panel for this unit. The test bench and test cell has been lined by Tony Smith and awaits painting. The mounting panel for the various transformers has been installed along with two cooling fans.

This facility which has been constructed at the rear of the machine shop will allow us to properly test and calibrate various electrical and air components such as line breakers and air compressor governors as they are overhauled and placed on trams as part of the overhaul process.

Trackwork

A quotation has been obtained for the fitting of checkrails to our mainline curves. The committee is currently evaluating financing methods for this project and we hope to have the work completed soon to allow the opening of the track on the remainder of the main line.

Cable store

Tony Smith and Arthur Ireland have completed the job of sorting and restacking the cable store area. This involved removing the contents of the store, which are considerable and restacking to enable better access.

Cable that will be required for the test cell project was removed at this time.

Maintenance works

The guttering on the running shed has received attention with the fitting of additional brackets to improve the flow and two minor leaks repaired. This guttering will require replacement within the next twelve months due to overall deterioration.

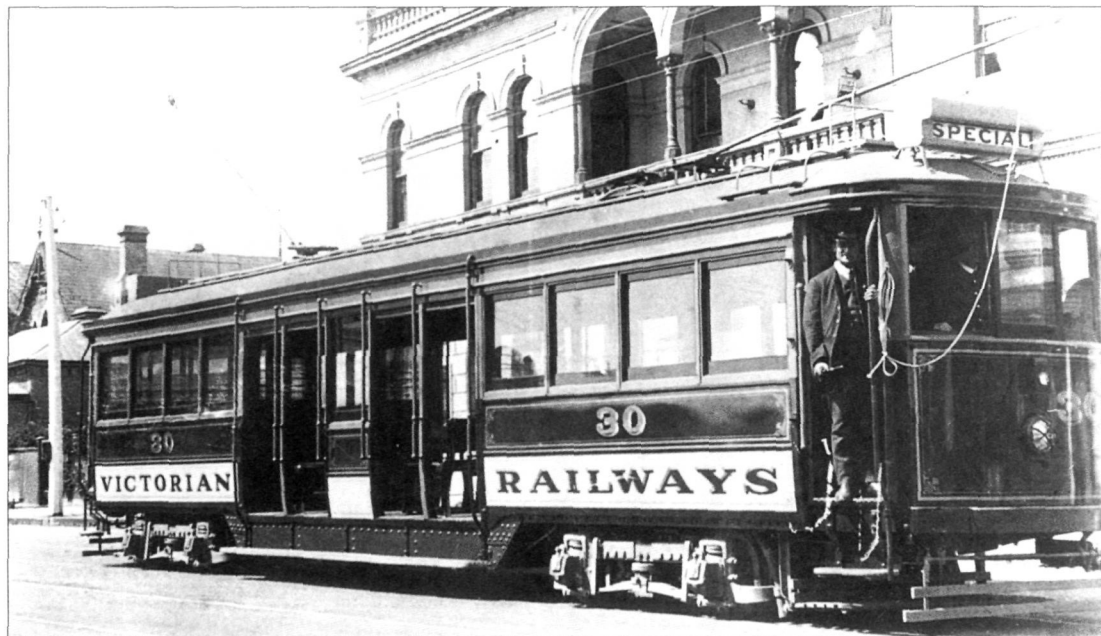
John Withers has carried out weed poisoning around the right of way.

Water storage tank

The museum has acquired a 2700 litre polytank, which has been installed on the south side of the running shed at the rear. It has already been connected to the down pipes. This tank will provide water for the garden and for fire fighting purposes. Work will shortly commence on plumbing the outlet side to the pressure pump with provision for CFA access.

Tramway Museum Society member visit

The Association was pleased to open our museum to 35 members of the Tramway Museum Society from Britain on Wednesday, 19 September. W2 class 357 and W4 class 670 were in operation providing an opportunity for the overseas visitors to see our museum. Favourable comments were received on our museum and our high standards of tram restoration work and these were well received by those of our members present.



VR 41 – Restoration begins

The Association's committee has for some time been considering the restoration of this tram, taking into account the amount of work required and the impact it will have on other museum activities, and bearing in mind our small workforce.

Over the 19 years in which No. 41 was in outside storage, deterioration of the canvas roof resulted in the entire roof requiring reconstruction. Undertaking these repairs represents the largest single task in the reconstruction of the tram.

VR 30 poses in front of the Village Belle Hotel in Barkly Street, St Kilda, during a driver training run in 1919.

Lloyd Rodgers Collection

The previous owner of No.41 also removed one of the driver's bulkheads, the replacement of which is another significant task.

The rest of the body is quite sound. Other than re-tightening some body wedges, the car requires new panels and associated restoration work.



VR 41 being jacked up prior to loading onto the truck to go to Bendigo.

John Withers

VR 41 being loaded for the trip to Bendigo. John Withers



After assessing the work just mentioned, a recommendation was made to the committee by General Manager Tony Smith that we obtain a quotation from the Bendigo Tramways for the re-building of the roof. Bendigo Tramways Superintendent Tim Borchers and staff visited Haddon early in the year and spent several hours inspecting VR 41 and taking notes on the condition of 41's roof.

During May a written quotation was received from Bendigo and the committee considered various financial options to fund the work. A review of the components and other equipment we have on hand established that we have sufficient equipment to restore the tram to full operating condition. The committee made the decision to proceed with work and it is pleasing to report that the tram left the museum for Bendigo on Friday, 5 October.

This occasion marks an important milestone in the history of the Association. We have launched an appeal to raise further funds towards the restoration of No. 41. Donations of \$2.00 or more are tax deductible. Further news will be given as this exciting project unfolds.

Wedding bells

Finally, another important event will be taking place soon. Tony Smith and Jacqui Edwards were married on Saturday, 17 November. The Association wishes the happy couple all the best for the future.

WHITEMAN PARK

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

From Michael Stukely

Unseasonably dry weather through winter has produced above-average levels of patronage on the trams. The Park has also proved to be a very popular destination during school holidays, when tram services operate seven days per week.

A major effort has been put into track work in recent months, both on Wednesdays and weekend workdays, making good use of the fine conditions. Regulars, Trevor Dennhardt and Lindsay Richardson, have been assisted at various times by Cliff Norgate, Tony Kelly,

Terry Verney uses the bobcat to excavate more roadbase from the access ramp beside the tram line at Horse Swamp Curve to allow the timber sleepers to be extracted on 14 July. Lindsay Richardson (left) and Trevor Dennhardt check the condition of the sleepers.

Michael Stukely



Martin Grant, Tony Grose, Terry Verney, Jim Paton, Kim Herne, Brent Luscombe and Michael Stukely.

A total of 42 steel and three timber sleepers were installed to replace rotted timbers in the three months to early September. Generally the replacement program has progressed eastwards from the old Bennett Brook stop, past the new stop to the cattle grid at Horse Swamp curve. This section contained some of the poorest sleepers remaining on the system, and a high level of replacement was required. Lifting and packing has been done from Farmgate Curve through the Bennett Brook Culvert Curve, with occasional additional sleeper replacements; the first steel sleepers

modified to hold a checkrail were installed at Bennett Brook Culvert Curve, with new checkrail spacer blocks. Packing was also carried out through Bennett Brook stop and Horse Swamp Curve. Repairs to track bonds at the old Bennett Brook stop were carried out by Scott Parker.

On Saturday 14 July, with Terry Verney operating the Park bobcat, the vehicle access crossing at Horse Swamp curve was fully excavated and the eight timber sleepers replaced with steel. The crossing was then reinstated. There are several such unsealed access crossings around the system, with the track covered to railhead level. As the condition of the sleepers beneath

All hands to the pump as roadbase is replaced after the steel sleepers have been placed in the access crossing at Horse Swamp Curve on 14 July. Lindsay Richardson (left), Terry Verney, Jim Paton, Martin Grant and Trevor Dennhardt. Michael Stukely



the roadbase cannot be monitored, and conditions are likely to favour their deterioration, all sleepers on these crossings are to be replaced with steels.

Overall, a total of about 250 steel sleepers had been installed from May 2000 to early September 2001. The majority of these are on the line west of Stockmans Triangle to Mussel Pool and the carbarn precinct.

Noel Blackmore reports that two replacement concrete span poles, with overhauled bracket arms, were installed near Mussel Pool in August to replace deteriorating timber poles. Another four concrete masts have been laid out on the Carbarn-Mussel Pool section ready for installation. The damaged bracket arm in the Village Mall has at last been removed for repair; a temporary pull-off was installed in its place.

A major service has been completed on W2 class 393 by Noel Blackmore, Geoff Morrison, Gareth Watts and Scott Parker. Another heavily-used tram in recent times, SW2 class 426, is now also due for a major service and the overhaul of the axle-box bearings has commenced. These major service programs now provide the opportunity to refine and improve our 'B' service schedule and checklist, developed only recently for our Rail Safety Accreditation application.

The brake-block conversion on W4 class 674 has required the brake-block hangers to be built up and machined to suit the new Ferrodo blocks. This has been done and jigs, etc obtained for use in future conversion of our other Melbourne No. 9 trucks. The modified hangers have been prepared for installation by Eddie Vagg and Duncan McVicar. The motor-to-

axle bearing re-assembly was also progressing in September.

As part of our accreditation requirements, we have purchased a test gauge for checking the braking system air pressure gauges in the trams during servicing. To enable the tests to be done without removing the gauges from the trams, conveniently located air pressure test points are being installed in the piping of each tram. This has been completed on W2 class 393.

Following our annual safety compliance audits, it was decided that there was a need to develop a new set of Electrical Rules, specific to PETS, and based upon the COTMA Electrical Operations Guidelines (1993). The new document has been completed by Noel Blackmore and Michael Stukely, and will now become part of our safety procedures.

In the Motor Vehicles department, Victor Sweetlove reports that Noel Blackmore and Ray Firth have assisted with repairs to the crane to improve the alignment of the cable on the jib pulley and avoid the damage that was occurring. Frank Edwards has been busy with repairs to the Albion, while the mobile welding unit has received a new muffler and pipe work.

The bodies of former Perth Sunbeam trolleybuses 869 and 872 have been donated to the Society by Steve Williams from Moondah Brook winery, near Gingin. They were delivered to the Museum in mid-August. Unfortunately, vandals had broken most of the windows just a few weeks earlier; nevertheless, the bodies will provide useful parts for the future restoration of Nos. 884 and 889.



The body of former Perth Sunbeam trolleybus 869 at the Museum on 26 August, after its arrival from Gingin.

Michael Stukely



Service car SW2 class 426 waits at the Horse Swamp cattle grid as Trevor Dennhardt (left) cuts an old gauge tie strap ready for the attachment of the steel sleepers, watched by Lindsay Richardson and Jim Paton, on 14 July.

Michael Stukely

John Stone has developed a small-scale portable display promoting the Society's activities for use at outside venues by a single operator. This will enable

the display to be shown at new venues, and more often, to help raise the public profile of the Society and attract new members.

LOFTUS

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

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

From Michael Giddey and Howard Clark

Hobart 20

On 6 August 2001, former Hobart double deck car 20 was removed from its home of the last 40 years at Richmond, Tasmania for transfer to Bendigo where in due course it is planned to restore the car to operating order. The tram was acquired by the Museum about seven years ago.

During the intervening period, Barry Baxter, who owns the property where the car was located, manufactured a set of upper deck seats, the staircases, a bow collector, upper deck posts, castings and safety railings. We are grateful for his excellent workmanship on these components.

The car was obtained with the full knowledge and support of the Tasmanian Transport Museum Society who possess car 46. Subsequently, Hobart Alderman Darlene Haigh has successfully promoted the scheme for a tourist tramway at Hobart's Sullivan Cove. She

was keen to add this car to similar bodies, 17 (currently being restored in Hobart) and 7, already in the ownership of Hobart City Council, along with the restored body of car 39.

Accordingly, the move attracted some lobbying and opposition, although it received balanced TV, radio and newspaper coverage on the day.

R class 1749

The body of this car was transferred from the workshop to the Michael family home at Balmoral village in the Southern Highlands on 26 July 2001. The car had been in the workshop since its move from the Sydney City Council's depot at Wentworth Park on 21 April 2001.

The car was provided as a direct exchange for car 2001, which as reported elsewhere in this issue was

Hobart 20 as it appeared at Richmond, Tasmania, on 4 September 1996. The concrete floor slab of the former house is being used to store material.

Howard Clark



A crane lifts Hobart 20 over the surrounding scrub to be loaded onto a trailer for transport to the mainland.

Howard Clark



Barry Baxter, who owns the property where the car was located, manufactured a set of upper deck seats, the staircases, a bow collector, upper deck posts, castings and safety railings. Here Barry poses with his excellent handiwork.

Howard Clark





Brian Hague, Bill Jolly and Vic Solomons fix the first sheet of the protective roof to 1749 on 18 July 2001 as Jim Jowett keeps an eye on progress from below.
Howard Clark



1749 at its new home in the Southern Highlands village of Balmoral on 26 July 2001, the day it was delivered.
Howard Clark

restored to working condition in Bendigo and subsequently operated in Canberra.

The transformation of 1749 by our workshop team in just over three months was quite remarkable. The body of the car was fully restored internally and externally, all except one of the centre doors was panelled over to meet its future use and the tailored corrugated roof from 2001 was returned from Bendigo for refitting to 1749. Internal power and lighting circuits were fitted. The three-compartment configuration is better suited to guest usage than the open body plan of 2001. On the other hand, 2001, unlike 1749, retained much of its underfloor brake equipment, which hastened its restoration to operational condition.

We are grateful to Paul and Tanya Michael for their support of the Museum and for providing an excellent barbecue on the day the car was delivered to them.

Milan 1692

Car 1692, the Museum's Peter Witt car from Milan, Italy, arrived in Melbourne on *PONL Salerno* on 9 October 2001. It arrived in Bendigo on 23 October for fitting out in time to participate in Melbourne's Moomba parade in 2002.

Brisbane 180

Chris Olsen commenced rewiring the light circuits while the car was still in 4 Road. After its transfer to workshop Road 9 on 14 September, our workshop team resealed the roof, filled and sanded the bodywork and applied undercoats and final coats of paint. The present colour scheme will be retained.

O class 957

It has been decided that 957 will follow 180 into the



The finishing touches are applied to Brisbane 180 by our weekday workshop team. In the gloom is Bill Jolly and from left are Craig Henderson, Chris Jacobs, Brian Hague, Vic Solomons, Jim Jowett and railway apprentice George Roberts, who has been seconded to the Museum for further training experience.

Bob Merchant

Joe Kirchberger trial fits a replacement piece to Berlin 3008 before welding it into place. Bob Merchant



workshop for completion of body restoration work and painting to enable it to be displayed in our enlarged display hall next year.

Material costs associated with this phase of the work will be in the region of \$6,000 and any assistance in the form of donations will be gratefully received. A later and more expensive phase will be the restoration of the car to operating condition pending the availability of a sponsor/donor.

O class breakdown car 141s

Car 141s went into the workshops on 6 August for roof resealing and a repaint. It was moved from Road 10 to Road 9 on 24 August and was outshopped on 29 August.

C class 29

This car was in the workshops until 14 September to have ply paneling fitted under its seats, battery operated communication buzzers installed and some minor adjustments made. It now resides in 2 Road and is certified for traffic operations.

Berlin 3008

The replacement of steel panelling on this car by Joe Kirchberger is continuing. Our weekday workshop team has cleaned and painted the roof and are filling, sanding and priming the bodywork.

It was relocated from Road 9 to Road 10 on 24 August and was turned end for end by using the

Cross Street curve. This was to allow the other end of the car to be close to the workshop welding area.

It is anticipated that the car will re-emerge from the workshop late November in its original German public transport cream with black band edged with silver trim and carrying its original 1969 number, 5133.

Sutherland extension

As a result of efforts by Dale Budd, 70 tonnes of rail was purchased from Goulburn City Council following the closure of the local steam pumping station museum whose other assets were subsequently auctioned. The rail, including lifting and delivery, cost approximately \$13,000.

The track had been lifted by the Council and was loaded onto four semi trailers. The rail was unloaded and stacked at our northern terminus. The first truckload was unloaded by hand on 3 September by the truck driver, a CSO 'volunteer' and Mike Giddey.

A crane was hired on 5 September to unload the second truck and again on 8 September for the last two loads. Unloading was made particularly difficult as the rails had been dumped onto the trucks in a heap with few separating timbers and had become locked together.

The rail consists of 80lb, 71lb and 60lb sections, with a few lengths of 45lb and 30lb rail. A quantity of fishplates was also included. This purchase should satisfy our rail requirements for the completion of our track into Sutherland. All we need is the funding to see it used!

Tree down

Gale-force winds over 17 and 18 August caused wide-spread damage around Sydney. One casualty was a large tree in the grounds of the Army Depot, which fell over the fence and brought down our tramway overhead wire. Three bracket arms were severely bent and one insulator was broken.

The intentional slack in our contact wire took up much of the strain and the wire did not break although five bracket arms were pulled out of alignment and a number of poles were moved out of vertical.

A railway worker called into the museum to advise us of the problem and also assisted our work team with our tree clearance problem.

Trams only ran to the Army level crossing during our Sunday traffic operations until replacement bracket arms could be erected and the overhead readjusted.

Motor vehicles

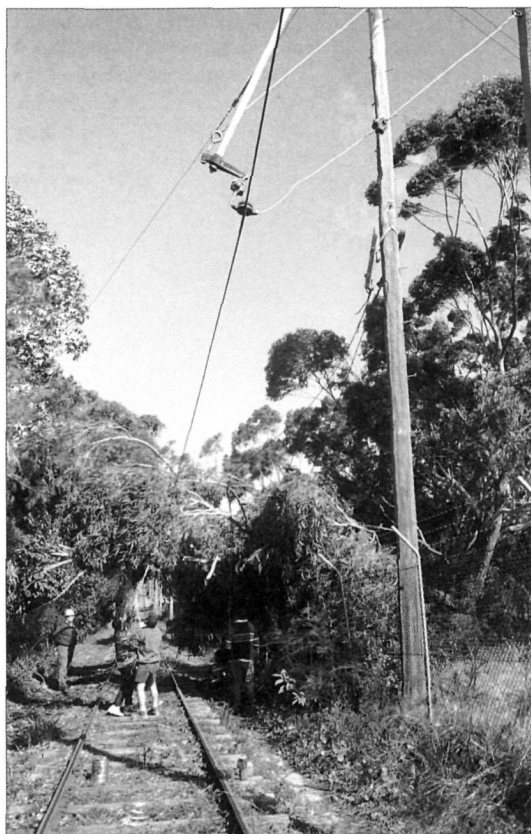
Our 1948 Bedford tower wagon once again took part in the Council of Motor Clubs open day at Eastern Creek on August 2001. The truck was cleaned and polished to sparkling condition by Chris Olsen, who was accompanied by Mal McAulay on the day.

Jason, a CSO panel beater is doing a great job repairing panels and cutting out rust from our Bedford bucket truck. Jason has now completed his community service hours but is continuing to turn up on Saturdays to work on the truck, saying "you do not want to look



A tree brought down our overhead on the grade up to the northern terminus during gale force winds on the night of 17/18 August. This view is looking north and shows the tree across the army depot boundary fence.

Ken Stockdale



This view looks south down the grade and shows one of the damaged bracket arms. Howard Clark

at an incomplete job, so I will finish it and you can concentrate on the trams." This work is still in progress. Thanks, Jason.

Workshop travelling cranes

The two ex-Chullora travelling cranes were returned to their original manufacturer, Demag, on 26 July for lengthening of their beams by about 4500mm to suit the width of our workshop. It was originally thought that substantial strengthening of the beams would also be necessary to maintain their rated capacity of five and a half tonnes. When Demag's engineers checked the original design, it was discovered that the State Rail Authority had specified a maximum deflection in the beams of only 1mm per 1000mm instead of the industry standard of 1mm per 500mm. As the beams were originally over designed, only two extra heavy steel angles had to be welded to the tops of the beams for the necessary strengthening.

Demag announced that the cranes would be returned on 5 September 2001. This initiated a mild panic to try to have the rails mounted on the beams in the building by that date so that the cranes could be lifted straight up and into place on arrival. When it became clear that this deadline could not be met, Demag was asked to delay the return of the cranes.

Eight 30-foot lengths of straight 71lb rail were selected, placed on stands outside for descaling, wire brushing and priming. One by one they were taken into the workshop to have seven extra 1in diameter holes drilled in them on the large radial drill to accept the special holding down bolts that were supplied by Demag free of charge. These bolts were wire brushed to clean their threads and were primed ready for use.

On 30 September a mobile crane was hired to lift the rails into place on the beams provided for that purpose when the building was originally built back in 1988. Special clamps were made so that a length of piano wire could be stretched the length of the building. This enabled the rails to be clamped in place and accurately aligned to fairly tight tolerances.

Workshop extension

The storage containers were repositioned with a crane on 30 September to allow for the excavation of the footings in the near future.

Eight lengths of 60lb rail were selected and descaled to allow four pre-fabricated track panels to be assembled for the realigned 4 Road track. One of the panels included a right-angled crossing for Road 11 (the bogie access road) at the side door of the workshop. A track drain of the Sydney pattern was also included. The old 4 Road track could not be lifted until after the visit by the party from Britain on 14 September as C class 29, F class 393 and Munich 2656 were to be brought out of the display hall for them. The opportunity was taken to place C class 29 on 2 Road, C class 290 onto 7 Road and to move Brisbane 180 from Road 4 in the display hall to Road 9 in the workshop.

The next day, Saturday 15 September, the old 4 Road track was lifted and Alex Cannini's backhoe excavated the roadbed for the new track. Trenches were also dug under 4 Road for a storm water pipe and for extension of the water main to new fire hydrant that will be located at the corner of Cross Street and Tramway Avenue. These pipes, although not required in the short term, are to be laid now to avoid future excavation under 4 Road.



The new toilet block under construction in Cross Street behind the workshop. The completed block will provide convenient toilet facilities close to the picnic area.

Bob Merchant

The four track panels were lifted into place, levelled and aligned. Excess fill was dumped and spread near the highway level crossing serving both to dispose of this material and to improve drainage in this area. The right-angled crossing outside the side door of the workshop was concreted on 20 September in conjunction with the pouring of the floor slab for the new toilets adjoining the south wall of the workshop. Further work on this major project is still in progress. A donor to sponsor the purchase of the required steelwork would be very welcome.

New toilet block

Bob Cowing set up the formwork for the slab for this building. On 27 August a plumber laid the sewer pipes and a CSO worker back-filled and levelled for the slab, placed the plastic membrane and reinforcing steel. Concrete was poured on 20 September and the

brickwork commenced a week later. It is progressing well.

YMCA façade

Sutherland Shire Council granted Development Consent on 13 September and advanced planning is now in progress to get this project started. It is expected a contract for the supporting structure behind the façade will be signed shortly.

Electrical

Geoff and Chris Olsen have relocated most of the workshop lights to clear the way for the installation of the travelling cranes. They have also relocated some lights in the display hall and run conduits for the new toilets and barbecues. Additional shelving has been erected to improve the storage of wire and cables in the top shed.



The realigned track leading to the traverser and road 4. The former alignment can be discerned from the pointwork in the foreground.

Bob Merchant

A large Mig welder, donated by Richard Clarke, has been dismantled for inspection and any necessary repairs prior to placing it in use.

Pallet racking

Work on the replacement of the pallet racking and corrugated iron wall separating the display hall from the running shed and the sorting of stores has continued spasmodically. This work tends to be interrupted by more pressing tasks.

Replica waiting shed

Work on the reconstruction of the replica waiting shed from the Powerhouse Museum at the rear of 4/5 road has continued slowly and most of the framing and weather boards are now complete.

Electric barbecues

Two electric barbecues have been purchased for use by our visitors and tour groups. A concrete slab has been poured south of the Railway Square waiting shed and brickwork has since been erected for this installation.

Bogie and motor work

Work on re-bushing the brake rigging and reassembly is continuing on the spare Brisbane droppcentre bogie.

The first of P car 1497's four traction motors has been dismantled for cleaning and revarnishing.

Visitors to Loftus

On Father's Day, 2 September 2001, the museum was host to more than 250 visitors who arrived by steam train operated by 3801 Limited for the Powerhouse Museum for a barbecue lunch and general visit. By all accounts the visit was a great success with thanks due to Bob Cowing and Danny Adamopoulos for organising the barbecue and to all our traffic staff who participated on the day.

Crich visit

At midday on 14 September, a party of 35 visitors, most being members of the National Tramway Museum, Crich, Derbyshire, arrived by train at Loftus. The visitors were welcomed and taken on a quick trip to the northern terminus then to the Royal National Park. This was followed by a barbecue lunch, inspections of the museum area and the opportunity to photograph and ride on a wide variety of our trams including 1111 and 141s running in multiple.

At 6:30pm, the group boarded vintage double deck bus 1792 for transport to the Sutherland District Tradesman's Club at Gympie for the Museum's annual dinner, which was changed to co-ordinate with their visit. More than 70 members and guests enjoyed the opportunity to communicate over matters of mutual interest and enjoy a presentation by guest speaker, Geoffrey Claydon, a Vice-President of the National Tramway Museum and well known to many of our members. Geoffrey recalled his first visit to Loftus back in 1969 and gave an entertaining account of his first day in Australia when he and Winston Bond arrived in Brisbane.

Our operations staff and visitors from Crich pose for the obligatory photograph in front of F class car 393 on 14 September 2001.

Howard Clark



BENDIGO

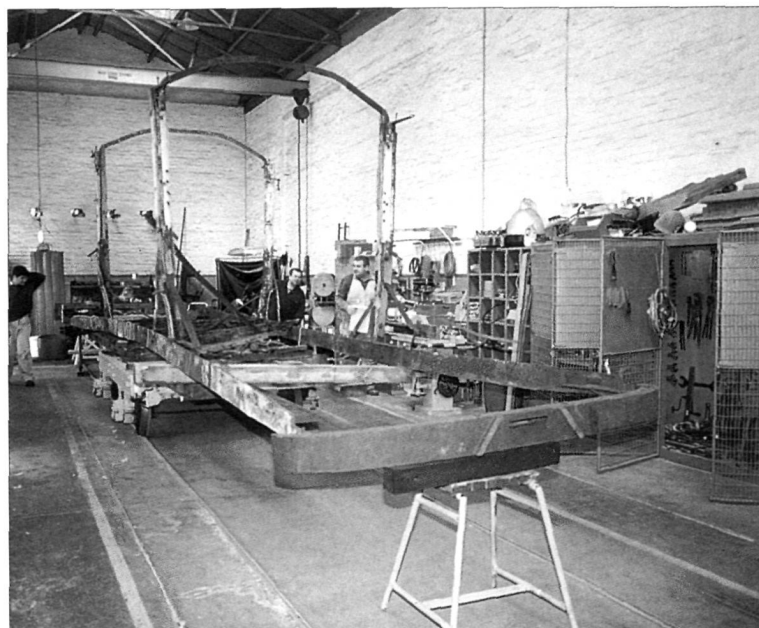
The Bendigo Trust

1 Tramways Avenue, Bendigo, Victoria 3550



Bendigo's battery car is now located in the new compound at the rear of the depot where its restoration continues.

Howard Clark



The frame of car No. 8 of 1903 as it appeared in the workshop on 27 September 2001.

Howard Clark

On 26 June 2001, staff at Bendigo re-enact the laying of the Electric Supply Company's foundation stone exactly 100 years before. A photo of the original ceremony, reproduced below shows that a dog was present!

Howard Clark



A photograph of the laying of the foundation stone on 26 June 1901 (note the dog!), the bottle containing artefacts of the period and, in its elaborate case, the trowel used for the laying of the foundation stone. A similar bottle located in Bendigo by Dennis O'Hoy, is at the top left of the photograph.

Howard Clark



This Plaque was unveiled

on the

26th of June 2001

by

Cr Barry Ackerman

Mayor of the City of Greater Bendigo

Andrew Paul - Chief Executive Officer

To commemorate the laying of

*The Foundation Stone of the Electric Supply Company
of Australia Ltd on 26th June 1901*



Photo: Howard Clark



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