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THE KALGOORLIE TRAMWAY SYSTEM

TROLLEY WIRE

AUSTRALIA'S TRAMWAY MUSEUM
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Front Cover:

During a tour on 11 January 1959 marking the last run of O cars on the Sydney system, cars 1187 and 1111 are seen at North Bondi terminus. Car 1187 had been presented to the Oregon Electric Railway Historical Society at a ceremony earlier in the course of this excursion.

Dale Budd

Back Page Top:

The Purrey steam tram gets steam up on 27 July 2002 at Archer Park Station and Steam Tram Museum during the 2002 COTMA conference in Rockhampton.

Bob Merchant

Back Page Bottom:

The Sydney Tramway Museum's Milan Peter Witt 1692 is passed by M>Tram's Z 136 in Lygon Street at Brunswick Road during the Milan car's operation for the Lygon Street Italian Festival on 26-27 October 2002. The new M>Tram livery may be short-lived if the merger of Melbourne's two tramway companies goes ahead.

Dale Budd



Above, the Sydney Tramway Museum's F class tram 393 is celebrating its 100th anniversary and is seen commencing its centenary run with official guests on 7 July 2002.

Below is 393's birthday cake. At the end of the ceremony there was not a crumb left!

Both: Bob Merchant



THE KALGOORLIE TRAMWAY SYSTEM

1902-1952

By R. Francis

Introduction

The year 2002 marks the centenary of the opening of the first section of the Kalgoorlie tramways, and the 50th anniversary of the closure of the city's last lines.

The history of the system dates back to 1899 when a concession was granted to Kalgoorlie Electric Tramway Ltd, an English company with its main office in London. The board of directors was the same as for the Perth Electric Tramway Ltd.

This concession gave the company the rights to construct an electric tramway system in the municipality of Kalgoorlie Roads Board District. A long time elapsed before the start of construction, as Kalgoorlie was situated far away from any centre where the necessary materials could be obtained. It was not until February 1902 that a start was made on the work of laying the rails towards Boulder City.

The official opening of the first section took place on 20 May 1902, when a regular tram service was inaugurated between Kalgoorlie and Boulder City. The construction of other lines was continued and in January 1903 the whole of the lines embraced in the concession were completed and in operation.

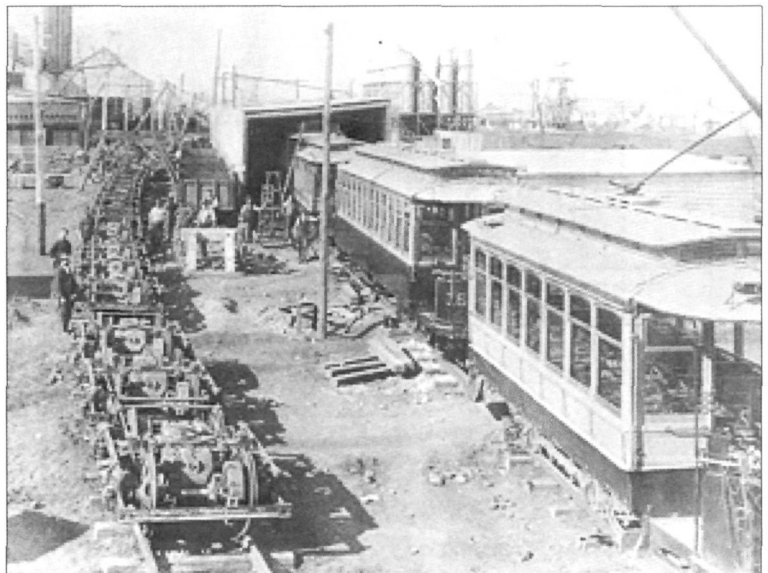
The engineering works and furnishing of materials was in the hands of J.G. White & Company Ltd, London, the work locally being contracted out by the tramway company's engineer, Mr S.W. Childs. Mr Childs had built the Perth tramway system using the same contractors, and he has also had charge of important electric railway construction in the USA, including the 21-mile Toledo & Monroe Electric Railway in Michigan which opened in 1901.

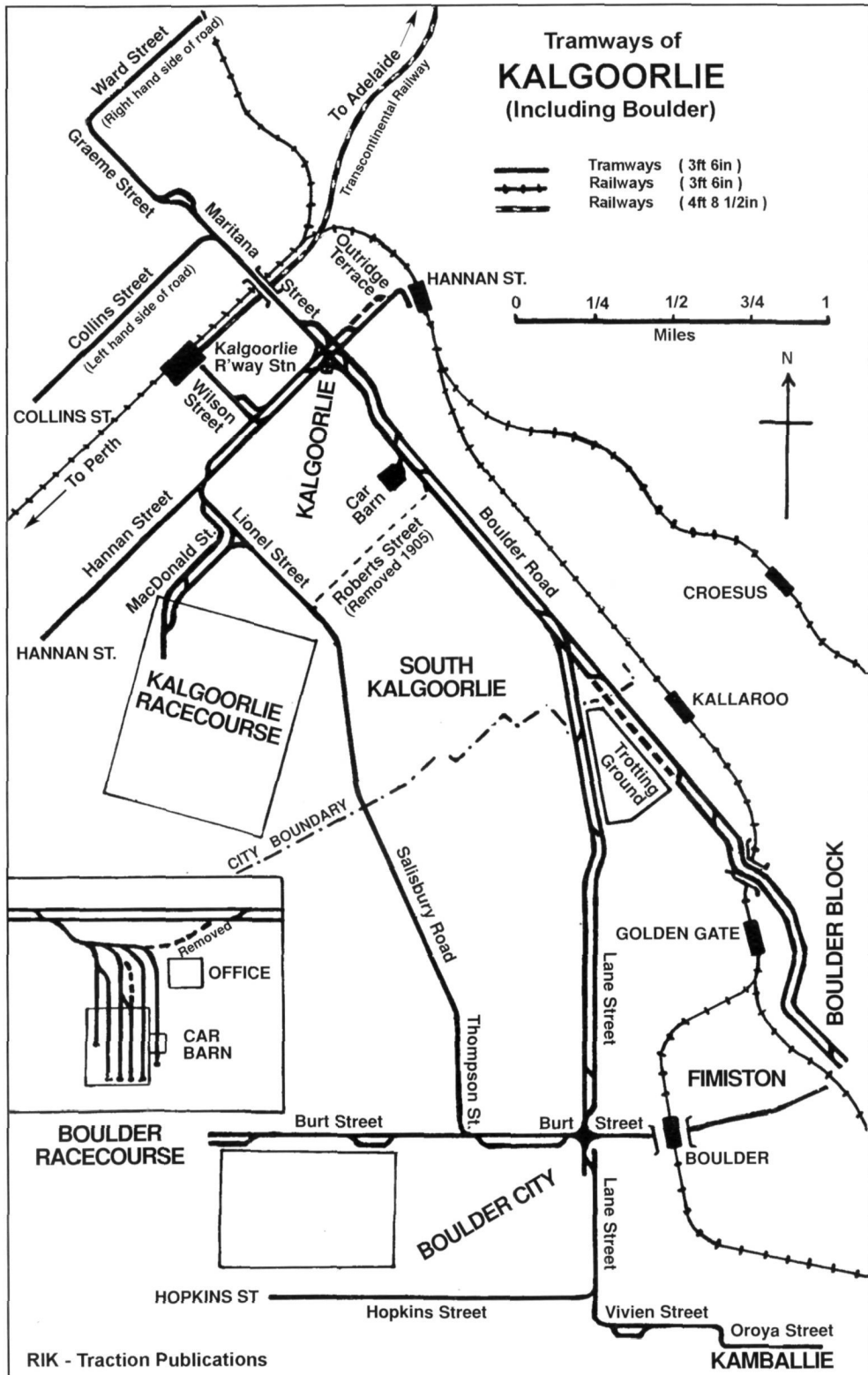
Rolling stock and depot accommodation

The rolling stock consisted of fifteen single-truck and ten bogie 'cross-seated' closed cars. The single truck cars were equipped with two 35hp General Electric Company motors, and the double-truck cars with four motors of the same capacity. Christensen independent motor-driven air brakes were employed on the larger cars. The J.G. Brill Company of Philadelphia, USA, furnished the tram bodies and trucks. The single truck tramcars were 19 feet long with a capacity of 28 passengers, and the double-truck tramcars 33 feet long with a seating capacity of 52 passengers. The large trams had two trolley poles while the small trams were fitted with only one.

*The trams were assembled at the Kalgoorlie Power House in Boulder Road and this view is dated 25 June 1902. On the bogie at left has been painted *3134rd.6000 K.E. Rogers. Kalgoorlie Tramways N7. Mr K.E. Rogers was manager of both the Kalgoorlie Tramways and Perth Electric Tramways. The bogie car is No. 16 now preserved as WAGT 35 at Whiteman Park. Note the destination block on the roof of the single truck car, possibly No. 2. These apparently were removed prior to entering service.*

Eastern Goldfields Transport
Board, R. Francis collection





Kalgoorlie Electric Tramways' Brill-built sprinkler car has been decorated for a test run prior to the official opening of the first line.

Eastern Goldfields Transport Board, PETS Archives



The original trams were all open fronted and this meant that the motorman had to stand in all kinds of weather to drive.

One standard single-truck water-carrying tram built by J.G. Brill was provided to flush the grooved tramway rail as the streets were often covered in fine dust blown in from the desert.

The car barn to house the trams was steel framed, clad in corrugated iron panels. Supplied by the American Bridge Company, its dimensions were 300 feet by 60 feet. Built into the floor of the car barn were two concrete tanks holding about 40,000 gallons of rainwater. The tanks were 60 feet long by 8 feet deep by 5 feet wide and were laid under the tram tracks in the barn. The tracks running into the barn were carried

on cast iron columns 5 inches in diameter, resting on concrete cement piers. The intervening space was used as a workshop, which was complete with all the requisite tools to do such work as armature re-winding and car repairs, "or any work that a well-equipped shop could perform". In a place so far removed from manufacturing sources, a self-contained workshop was of great importance, and this was the object aimed at by the designer.

Where exchange of armatures, trucks, or motor parts was desired, a bogie truck with flat tyred wheels was used, which could be moved about at will over the ground. It could also be used by workmen to stand on, when doing truck or motor repairs in situ. The equipment in the workshop at the rear of the car barn included a turning lathe, a vertical drilling machine, a

Single truck car 4 and its load of male passengers is surrounded by onlookers as it is photographed during the official opening of the Kalgoorlie tramways on 20 May 1902.

Eastern Goldfields Transport Board, PETS Archives



wheel press and a force pump. All necessary car repairs, such as armature winding, were carried out on the premises. Adjoining the car barn was a large carriage cleaning shed, paint shop, oils store, general store, blacksmith's and carpenter's shop, motormen's and conductors' quarters, stables, a manager's residence and manager's and accountant's offices.

Early in 1903 five bogie trams, Nos 16-20, were transferred to the Perth tramways, allegedly to meet early financial difficulties. This was to the annoyance of the new management appointed in March of that year, which tried desperately, but without success to obtain replacements for the heavy traffic then offering. However two new trailer cars, still in crates, were transferred from the Perth system to Kalgoorlie.



Two tickets from the early period of the tramways. The 3d (three pence) Kalgoorlie to Golden Gate is black on white paper with a red overprint and the 1/- (one shilling or 12 pence) Kalgoorlie to Boulder ticket is black on orange paper with a red overprint. Both tickets have tear-off coupons for the forward and return journeys.

Eastern Goldfields Transport Board,
R. Francis collection

The movement of the five trams from Kalgoorlie to Perth was documented in the Railways Weekly Notice to staff as follows:

Weekly Notice No 6 – Week ending 6th January 1903

On Saturday, 31st January 1903, a train consisting of (five) bogie tram-way cars will run from Boulder City to Perth, as per tables issued by the District Superintendent Kalgoorlie, and 'Tables' Perth at a speed not exceeding 10 miles per hour, except over facing points when speed must be reduced to 4 mph. Cars will leave Boulder City at 10am and all concerned must see that they are not unduly delayed. Depot stations must wire departures of this train forward promptly. Loco Department to supply engines. [Also issued to] Station Masters Kalgoorlie, Southern Cross and Northam guards.

Under the new managers, the year 1904 saw five new single truck cars arrive from J.G. Brill and five new trailer cars, which seem to have come from United Electric Car Company of England.¹

Until the 1930s the single truck trams had only a gooseneck type hand brake. Some were later coupled together and were equipped with air brakes. These trams were equipped with two 32hp motors, controlled by British General Electric K10F ten notch controllers with five notches in series and five in parallel.

The bogie trams were fitted with both hand brakes and Christensen air brakes. The air pressure operated between 40 and 60 pounds per square inch (psi), controlled by a governor which actuated the compressor under the floor of the tram when pressure fell below 40psi. These trams were equipped with four 32hp motors, controlled by British General Electric K6C type controllers with eleven notches, six in series and five in parallel.

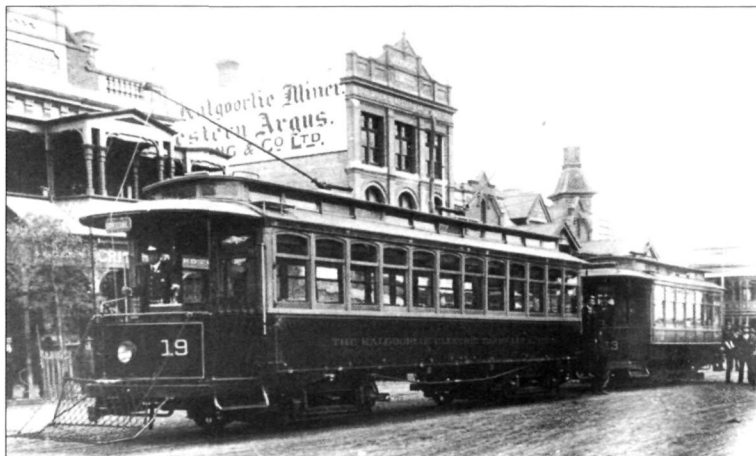
Management changes and system expansion

During the construction of the Kalgoorlie system, Mr E.E. Rogers filled the position of managing director, and Mr Childs that of manager and engineer. In March 1903, changes were made in the management. Mr E. Graham Price of Kalgoorlie was appointed attorney and managing director, assisted by Mr Arthur Francis, also of Kalgoorlie. Mr W.H. Stanley, locomotive inspector of the Western

1 A catalogue of the United Electric Car Company illustrates one of these cars, describing it as 'for Australia'.

Bogie car 19 and single truck car 13 on the first day of operations. Car 19 has no trolley pole hooks and the rope appears to be tied to something inside the apron of the car. A 'Special' destination board hangs from the driver's canopy. Eight months later, car 19 would be one of eight bogie cars transferred to Perth.

Eastern Goldfields Transport Board, PETS Archives



Australian Government Railways, was appointed manager, a position he retained throughout the company's operation.

Under the new management, negotiations were opened with Boulder City and suburbs. In September 1903 both parties signed an agreement, and in January 1904 an Act of Parliament was passed authorising the construction of the lines. Work commenced at once, and on 4 March 1904 the first section from Boulder City to Fimiston Block was officially opened to traffic. In June a further extension along Burt Street and Thomson Street was opened. Construction work had to be suspended for some time until a further supply of material was received from London. This arrived some time later and construction of the rest of the system in Boulder City began. One line ran down Lane Street from Burt Street to Hopkins Street, thence to the South West Boulder School. Another line branched off Lane Street at Vivian Street towards Kamballie.

When the Boulder end of the system was finished it comprised 6 miles of track, and the entire tramway system in Kalgoorlie and Boulder covered 22 miles in total, or 14.85 route miles.

The routes covered by the tramways were as follows:

- Kalgoorlie to Golden Gate (Boulder Block);
- Kalgoorlie to Boulder City via Boulder Road;
- Kalgoorlie to Boulder City via Thompson Street to Fimiston;
- Kalgoorlie to Hannan Street;
- Kalgoorlie to Racecourse;
- Kalgoorlie to Lamington Heights;
- Kalgoorlie to Collins Street;
- Kalgoorlie Termini at Hannan railway station,

- Kalgoorlie railway station and Hannan Street and Boulder Road;
- Boulder to Boulder Racecourse;
- Boulder to Kamballie via Vivian and Oroya Street;
- Boulder to Hopkins Street;
- Boulder City Termini Lane and Burt Street.

There was also a line along Roberts Street, which was lifted in 1905 and relaid elsewhere.

Operations

The first service run by the Kalgoorlie tramways operated on an eight-minute headway between trams. The fare was three pence for adults, one penny for a child, to any point within the Kalgoorlie limits, and an additional three pence to Boulder City.

From 1904 onwards, bogie cars hauled up to four trailers on the Boulder Block run as miners' specials and via Thompson Street to Fimiston. A typical movement would be, a tram with a rack of trailers would leave the car barn at 6:30am, and would move off to Hannan Street where it would commence traffic operations as a miner's special. It would proceed down Hannan Street to South Kalgoorlie via Lionel Street, along Thompson Street to Burt Street, from where a small tram from Boulder Racecourse would follow, under the subway to Fimiston.

On its return trip from Fimiston it would pass five trams in Burt Street between Hamilton Street and Lionel Street. These trams would be from Kamballie – Hopkins Street, a second tram from Racecourse, a second Thompson Street tram and a tram from Kalgoorlie on the Boulder Road route via Federal



A miners' special of one bogie car and two trailers waits for departure. The clerestory-roofed middle car is either 14 or 15, both of which were de-motored in 1938-39 and scrapped in 1949.

Eastern Goldfields Transport Board, PETS Archives

Road. It would then terminate outside the office of the *Kalgoorlie Miner* newspaper, drop its trailers and continue back down Hannan Street to Wilson Street, thence to Kalgoorlie Railway Station to await the arrival of the express from Perth. The station route seems only to have been used for passengers on trains from the east and west. In the evenings a tram would run from Boulder City to Kalgoorlie Railway Station to connect with the train departing for Perth.

Trailer cars would also be used on special days such as race days at Kalgoorlie Racecourse, Boulder Racecourse and football and cricket matches.

When the trams started running it was estimated that they would serve a population of 35,000 people. The company provided a 15-minute service all day between Kalgoorlie and Boulder augmented for busy traffic. Lamington Heights had a 20-minute service augmented to a 10-minute service at peak times. The lines between Boulder City and Boulder Block were known as main lines and the other routes as branch lines.

The train service between Kalgoorlie and Boulder and the Outer Circle carried many people who alighted at Hannan Station and Boulder Station. This gave the tramways the opportunity on busy nights, such as Saturdays, to run their big trams on Lamington Heights and Kamballie lines, with a 10-minute service on each. The single truck trams were sufficient for the Boulder City and Boulder Block routes. In those days Piesse Street, Boulder, was as busy as Hannan Street in Kalgoorlie, and when people from Hill End, Brown Hill and Trafalgar alighted from the trains at Boulder or Kalgoorlie, there was always someone wanting to catch a tram for one route or another.

The system in decline

The tramway gave good service to the public until the First World War. After this, the goldfields started to decline and many people left the district. Many soldiers did not return to live there. Many alluvial deposits had been worked out and the goldfields companies did not have policies for the continued working of leases. There were many retrenchments, causing the population on the Outer Circle to become scattered and unprofitable. Certain tram routes were therefore closed. Exact dates are not known, but official records show that 70 chains of the Thompson Street line, from Butt Street to North Terrace, was lifted in July and August 1929. Hopkins Street, Hannan Street from Lionel Street to Mile Street, Outridge Terrace in Hannan Street to Porter Street and Wilson Street to Kalgoorlie Railway Station were all in their turn removed, the latter later than 1926.

When the former Traffic Inspector of the tramways, Mr W.T.T. Richards started in 1935, only Lamington Heights-Collins Street-South Kalgoorlie at Boundary Street-Boulder City and Boulder Block-Kamballie-Fimiston-Boulder Racecourse and Kalgoorlie Racecourse were left.

A revival in the goldfields industries in the 1930s brought a new lease of life to the tramways. The company's concession was extended to run for a further 15 years, and a time of renovation followed. During this period all trams underwent a major refit including the motorman's platforms being enclosed. A number of small trams had their bodies dismantled and replaced.

Six small trams were rebuilt as domed roof saloons,

Passengers alight from a five-car miners' special at Boulder Block. The bogie car has a red diamond edged in white on its aprons, replaced later with advertising.

Eastern Goldfields Transport Board, PETS Archives



and a total of 19 other trams were renovated. Two cars, 14 and 15, with their motors removed were also used as additional trailers, augmenting the seven existing trailers.

The company remained profitable until 1936, when the Boulder City Council agitated for an extension of the Boulder Block Line from Fimiston to Chaffers. The lowest quote the company received to lay the track was £5000 and this did not include erection of the overhead wire. The company decided to purchase two Leyland petrol buses for this run, and discontinued tram services on the Kamballie-Fimiston and Boulder Racecourse lines. Buses were operated on these routes in conjunction with the Chaffers route. The last tram to Kamballie and Fimiston, driven by Mr W.T.T. Richards, ran on a Sunday in mid-July 1936.

The Boulder Racecourse line was left in serviceable condition for race day traffic, and was used again to serve an RAAF base during the Second World War. The Kamballie and Fimiston tracks were lifted immediately and the rails cleaned for use in

maintenance of the remaining system, whose tracks gradually deteriorated but were under constant repair.

The only big outlay for rails occurred when the original tracks were laid from 1902 to 1904. Later a section of the Freshwater Bay line from Claremont in Perth was purchased from the Western Australian Government Tramways (WAGT) in 1936.² Rails were also obtained from the old Lakeside Railway at Woodline, and some of these were still in stock when the company handed over its interests to the Eastern Goldfields Transport Board (EGTB) for the sum of ten shillings in 1947.

By 1947, there was only one employee who had worked for the tramways since day one. He was Mr. Arthur S. Whiteside, who started as a motorman and was made an Inspector. In May 1944 he was transferred to the office as a Receiving Clerk. On his transfer Mr W.T.T. Richards was appointed Inspector; he had been acting Inspector since 1939 in a relieving position.

A single truck tram waits for departure time in Hannan Street. In the lower right corner a perway worker can be seen cleaning the rail groove.

Eastern Goldfields Transport Board, PETS Archives



² WAGT Annual Report for 1936

Kalgoorlie No. 2 is one of six trams rebuilt with a domed roof during the 1930s. It is shown in its final form with enclosed vestibules.

K.S. Kings



Closure

Soon after the Eastern Goldfields Transport Board took control, it adopted a policy of running buses on all routes. Gradually the tram lines were closed as new buses became available. The first bus purchased by the EGTB was a second-hand Leyland Lioness from Metro Buses in Fremantle, and this was immediately put on the Collins Street route. On 20 May 1947 this became the first tram line to be closed by the Board, 45 years to the day since its opening.

The first AEC omnibus was delivered on 2 May 1948 after which the other buses received an overhaul. Later in 1948 another diesel bus was delivered and the South Kalgoorlie route was converted to bus operation, the last tram running on 24 October 1948.

The third diesel bus was delivered and commenced service on the Lamington Heights line. The last tram on this line ran on 2 January 1949, driven by Mr. T.A. Ballardie who was later to become chairman of the EGTB.

The Board purchased another bus, a petrol International, and after the WAGT agreed to supply on permanent loan seven Ford buses, the Board decided to discontinue running trams altogether. On 10 March 1952 tramway operation in Kalgoorlie came to an end, when trams on both the Boulder Block and Boulder City routes made their last journeys.

The last tram to Boulder City was No. 25. It left Hannan Street at 5:00pm and left Boulder on its return journey at approximately 5:20pm.

The trams had faithfully served the Kalgoorlie district for just ten weeks short of 50 years. As reported in *Destination Subiaco*, an indication of the state of public transport in Kalgoorlie and Boulder at that time was that one bus sufficed to provide all service on two former tram routes, while two other routes received no replacing service at all.

Three Kalgoorlie tramcars may run again. The bodies of two trams, single truck car No. 4 and bogie car No. 25, have been rescued and are to be eventually restored to running condition by the Perth Electric Tramway Society at Whiteman Park. The third is bogie car No. 22, also awaiting restoration at the Sydney Tramway Museum at Loftus.

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The assistance of Ms Mollie Lucas of the WA Library is acknowledged.

MEMOIRS OF A SURVIVOR: SYDNEY O CAR 1187

By Dale Budd

A recent visit to the U.S.A. by four members of the Sydney Tramway Museum provided an opportunity to renew acquaintance with Sydney O class tram 1187, now located at Brooks, 65km south of Portland, Oregon.

No. 1187 entered traffic on the Sydney tramway system on 9 December 1912. In 1945 and in 1952 it was noted as allocated to Dowling Street Depot; in 1957 it was at Waverley. In November 1958 it was among the last of the O cars in service, at Rozelle.

It's the morning peak hour on a warm sunny day at Circular Quay in about 1927. Commuters hurry from the ferry wharves to catch trams into the city, and around the corner from the Young Street terminus comes 1187, beginning a short-working to Darlinghurst (Taylor Square). At least ten other trams are visible in the picture. Vic Solomons collection

On 11 January 1959 cars 1187 and 1111 became the last O cars to operate on the streets of Sydney, when they ran on a tour over much of the network surviving at that time. In a ceremony at Queens Square in the course of this tour, Department of Government Transport Commissioner A.A. Shoebridge handed the keys of car 1187 to the US Consul-General, Mr Frank Waring, representing the Oregon Electric Railway Historical Society (OERHS), to whom the tram had been donated.

Eight days later, on 19 January, car 1111 was transported to the Sydney Tramway Museum's old site, but it was not until 17 July 1959 that No. 1187 was loaded onto the Matson Line freighter *Ventura* at Walsh Bay.

After calling at several west coast ports, the *Ventura* reached Portland on 26 September 1959, and car 1187 was unloaded next day. As reported in a News Bulletin





of the OERHS reproduced on page 15, it had been intended that 1187 would remain in Australia until the shipping cost had been raised. The tram was sent on its way in error, and the Society had to launch an urgent appeal to raise funds to cover the shipping charge.

Car 1187's first home in America was at the Oregon Electric Railway Museum (OERM), operated by the

O cars were synonymous with the line to Bondi via Bondi Junction for more than 45 years. Nearing the end of its run from the city, car 1187 leads a coupled set along Campbell Parade in 1957, the last year of O class operation to Bondi.

Leon B. Manny, Vic Solomons collection



Commissioner Arthur Shoebridge (left) has presented car 1187 to the US Consul-General Frank Waring (bow tie), representing the OERHS, at the ceremony in St James Road. SPER Chairman Ron Murray is at the extreme right of the picture. Norman Chinn

Car 1187 has the approach to the Sydney Harbour Bridge as a backdrop as it is lifted for loading onto the deck of the Ventura. The bogies are already on the crane barge.

Norman Chinn



Car 1187 is seen on 17 July 1959 being loaded onto the Matson Line freighter Ventura at Walsh Bay. Norman Chinn



Car 1187 on the deck of the freighter Ventura, about to depart from Sydney in July 1959.

Leon B. Manny,
Vic Solomons collection





Car 1187 hangs from the crane as it is unloaded from the Ventura in Portland, Oregon on 27 September 1959.

Photographer not known,
N.L. Chinn collection



OERHS, at Glenwood, west of Portland in hilly, wooded terrain. The Glenwood establishment, and its exhibits, underwent a series of vicissitudes. In an article in the February 1983 issue of *Trolley Wire*, Richard Youl reported that car 1187 was running with only two motors and that its air brakes had been disconnected some years previously, following accidents caused by releasing the air brakes and the

gooseneck hand brake flying around and hitting people. (Proper operating procedures would have prevented such occurrences.) Worse, Glenwood's other Australian import, Ballarat car 30, had been damaged beyond repair by fire in 1981 while being displayed off-site in Portland. At Glenwood car 1187 was initially housed under cover, but by 1992 this was no longer the case.



The whirly crane picks 1187 off the deck of Ventura at Portland Dock.

OREGON ELECTRIC RAILWAY HISTORICAL SOCIETY
3512 S. E. 8th Avenue, Portland 2, Oregon

NEWS BULLETIN

Volume 1

October, 1959

Number 1

WELCOME TRAM #1187

Tram Car 1187, a gift of the Department of Public Transport, New South Wales, Sydney, Australia, arrived in Portland aboard the Matson Line Vessel, Ventura, the night of September 26th. The tram was then unloaded on Sunday the 27th. 1187 had reached the United States nearly two weeks earlier when the Ventura docked at Long Beach, California. Later the ship docked at San Francisco, Vancouver, Canada and Seattle before proceeding to Portland. In every city, quite a bit of publicity was gained for the Society as news articles appeared in nearly every daily paper.

We wish to thank the Portland Dock Commission for unloading the car at no cost to the Society. The Wilhelm Trucking Company was most gracious in their offer to transport 1187 to the museum at Glenwood. This move was accomplished on the 7th of November after the necessary highway permits were obtained.

Tram 1187, an "O" type Sydney car, is an open toastrack type which is very popular with the people of Sydney, Australia. 1187 saw the light of day in 1911 and she ran in continuous service until officially presented to the Society on January 11, 1959.

The presentation ceremony was quite a large event as it was televised, newspapers took photos, and printed stories and was picked up by UPI and AP for world news and photo coverage. Also the Amphol Oil Company of Australia took movies for a documentary film of Sydney. 1187 was presented by Mr. A. Shoebridge, Commissioner of Transportation, who represented Australia. The American Consul, Mr. Frank Waring accepted the 'Toastrack' car from the Department of Government Transport, New South Wales for this country and in our behalf.

Much of the credit for the fine ceremony and the wonderful cooperation during this huge task belongs to Barry Craig who was Secretary of the South Pacific Electric Railway (trolley museum). Mr. Craig spent many hours prior to a cerebral hemorrhage, in contacting various persons in regards to the presentation ceremony and to the task of transporting and loading the tram. The Society owes Barry a debt of gratitude for all his unselfish work that eased our load so tremendously, and we are happy to learn that his recovery is complete after this illness. We are also indebted to Robert Young who is the new Secretary for SPERY.

The Society had originally intended to put 1187 into storage in Australia until the \$2,500 shipping charge had been raised. However, due to a mix up caused by the great distances involved, the tram was loaded aboard the Matson Line vessel, Ventura, and on its way before the error was discovered. In order to pay this staggering load, the Society needs the help of everyone interested. For every three dollar donation, the Society offers:

- 1 - A Souvenir Share in 1187 which has two ride stubs attached.
- 2 - A scale blueprint of our KEY system unit #169.
- 3 - A regular membership in the Society.
- 4 - A beautiful picture of 1187.

It is urgent that we obtain the funds to pay our shipping charge in the near future. So that we may send for the Brisbane car #136 I sincerely hope that you will send as much as possible to help out in this fine cause. Your donations to this Society are tax deductible.



Frank Waring, American Consul, holds key to 1187 at presentation ceremony in Sidney.

Roy E. Bonn

Secretary - Treasurer



1187 at Dock side, Portland, Oregon, September 27, 1959



Car 1187 entered regular service at Glenwood. The pride of their fleet, 1187 was in the midst of a re-paint when this view was taken on 2 September 1963.

Glenwood Electric Railway

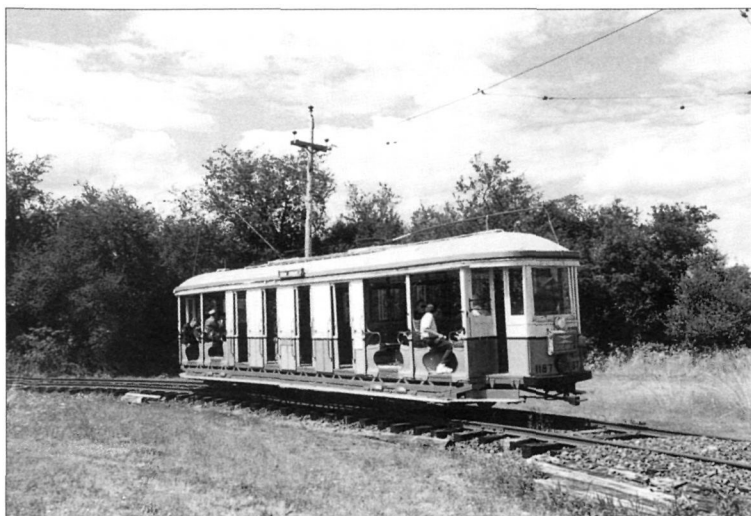
In 1995 car 1187 spent a short period running on the Willamette Shore Line. This former interurban line runs close to the shore of the Willamette River from Portland southwards to Lake Oswego. Trams run by the OERHS along this scenic 11km route use trolley-mounted diesel generators, since the line at present has no overhead wiring. It is believed that 1187 was prone to derailments on this line. Another factor leading to its early removal from this line may have been the risk of operating a car with open compartments on trestles without walkways. The Willamette Shore Line continues to run using other cars from the OERHS collection.

No. 1187's last days at Glenwood were not its happiest. The car derailed and the organisation did not

have the means to re-rail it, so it spent a winter in the open, off the track.

By the mid 1990s a decision had been made that the OERM would move to Brooks. Here the museum is part of Western Antique Powerland, space being shared with organisations preserving a wide variety of equipment, including railroad items, farm implements, fire engines, a steam-powered sawmill and others.

The move of the OERM to Brooks took place in 1996. Car 1187 was the first tram to operate in revenue service there, using a towed generator, in 1998. In July 1999 it was the first car to run under overhead wire at Brooks.



Car 1187 rounds a curve at the Oregon Electric Railway Museum on 4 July 2002. The absence of the car's lifeguards is noticeable.

Dale Budd

On the OERM line at Brooks, Oregon, 1187 poses beside San Francisco Boeing articulated car 1213 parked on a siding. Built in 1977 and originally numbered 1221, car 1213 was one of the two original Boeing demonstrator cars for San Francisco: these were the only cars of this type fitted with trolley poles, later replaced by pantographs. Car 1213 came to Brooks in November 2000.

Dale Budd



At the time of the visit of the STM members in July 2002, car 1187 was the only electric tram in operation. Having last travelled on the car on 11 January 1959, it was a very special experience to ride on it 43 years later. It's a long way from Bondi to Brooks!

Ninety years since it was built, the car rolls freely along the OERM line. Its condition leaves a good deal to be desired. It continues to have only two motors, one at the outer end of each bogie, and the air brakes are still inoperative. The driver's cab at one end has been repaired without a destination indicator following an accident, and there is a hole in the roof at one end. The car's lifeguards have gone. The conductor's pull cords are missing, as are the blinds for wet weather protection of the open compartments.

But it runs! – along a track of about 700 metres around part of the perimeter of the site. Further development at Brooks should see this track completed to circumnavigate the whole of Western Antique Powerland, which will bring its length to about 1.6km. Erection of further overhead wiring will allow 1187 and other cars access to the depot building enabling them to be housed under cover.

Information about the OERHS is at <http://www.trainweb.org/oerhs/> Acknowledgment is made to the article by Richard Youl in the February 1983 issue of *Trolley Wire*, and thanks are expressed to Howard Clark and Ross Willson for additional information.

Car 1187 about to start a trip at the Oregon Electric Railway Museum at Brooks, south of Portland, on 4 July 2002. The 'vehicle' numbered 911 beneath the shelter is a replica car recovered from an Old Spaghetti Factory restaurant. Dale Budd



TRAMCAR-CARRYING TRAILER

This article appeared in the 26 June 1936 issue of *Engineering*.
It describes the tramcar-carrying trailer known as *The Lizard*.

An interesting trailer has recently been constructed by Messrs. R.A. Dyson and Company, Limited, 76-80, Grafton-street, Liverpool, to the order of the Commissioner for Road Transport and Tramways, Sydney, New South Wales. The machine is illustrated in Figs. 1 to 7, on this and the opposite pages, and is intended primarily for transferring tramcars from one part of the Sydney system to another across the Harbour Bridge. By its means it will be possible to transfer cars to one side or the other, according to traffic requirements, instead of having to hold a surplus available on each side. Fig. 5 shows a car mounted on the trailer, which has been kept as low as possible. The loading height is, in fact, no more than 2 feet, but even with this it has been possible to get a clearance height of 6 inches.

The construction of the machine can easily be followed from Figs. 1 to 4. The frame consists of two main longitudinals, each composed of two, ten inch by three and a half inch channels, back to back; and spaced apart by a five inch by four and a half inch rolled joist with the web horizontal. Cross-bracing of plating is arranged over the front bogie, and at four other points in the length there are joist and gusset stays of the type shown at the right hand of Fig. 2, one of these being in the middle length cut out from our reproduction. The plates on the outer channels are flush riveted, and the car wheels run upon these when loading. Chocks are provided at the front end to limit travel, as shown in Fig. 1.

All wheels are fitted with Timken taper-roller bearings, and are double-tyred. The front four are mounted in a bogie, and are fully compensated. They are carried on stub shafts and linked up with the steering gear and drawbar, the latter controlling the steering as it is moved to one side or the other by the tractor. The system adopted was worked out by the aid of models, and is so successful that the trailer, the length of which is 51 ft 9 in., has a turning circle of only 69 ft, while it is possible, in spite of its length, to make right-angle turns in roads only 30 ft wide. At the trailing end, the wheels are mounted on short through axles extending between subsidiary plate frames on each side, the latter being carried on a main fixed axle extending right across the machine from one side to the other. The arrangement of the front bogie and steering can be followed from the left-hand end of Figs. 1 and 2, and the cross-section and elevation,

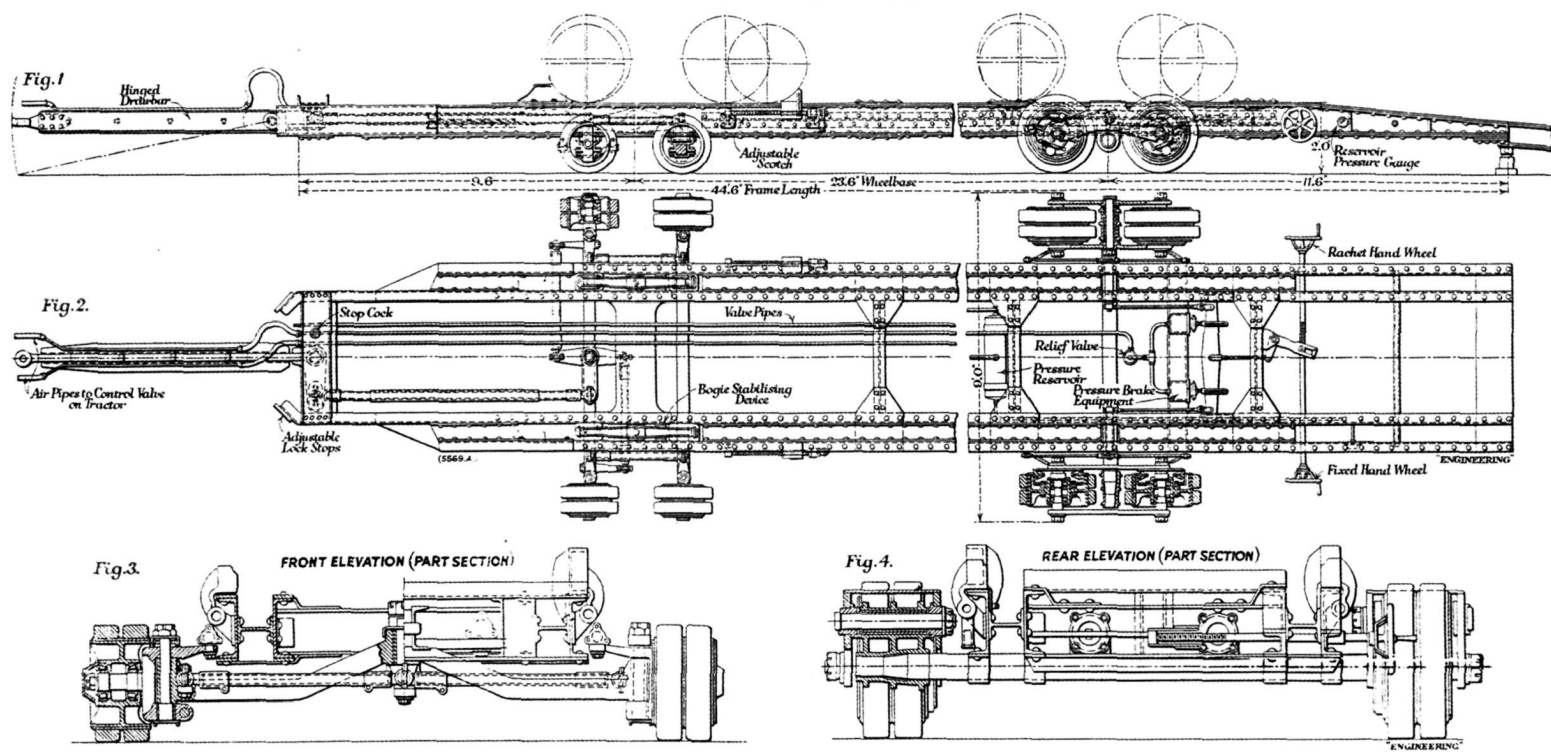
Fig. 3. The rear end arrangement is shown to the right of Figs. 1 and 2, and in fig. 4. The eight front tyres are 26 in. by 5 in. by 16 in., and those at the rear, 26 in. by 5 in. by 20 in. All are solid and of Dunlop manufacture.

Internal-expanding brakes are fitted to all four of the rear wheels; their diameter is 16 in. and width 4 in., giving a total area of 520 square inches. An air receiver is placed between the frames, and a pipe line connects this to the air-brake system of the tram car being carried. A control valve fitted to the steering column of the tractor unit enables the driver of the latter to control the trailer brakes, which are applied by two Westinghouse cylinders. The brakes can also be applied by hand by the gear shown. With this gear the brakes can be applied by hand from either side, but can only be released from the near side, the off-side handwheel being fitted with a ratchet. In this way the final control is kept in the hands of one man, thus eliminating a possible source of accident.

As already stated, the length overall is 51 ft 9 in. The length of the frame proper is 44 ft 6 in, and the wheelbase 23 ft 6 in. Fitted with the loading ramp, the total length is 68 ft, which is believed to be the greatest of any trailer of the type so far built. The rear end of the main frame is tapered, as shown to the right of Fig. 1, to a grade of 1 in 13, and the ramp is continued by a sub-frame, which, for transit purposes, is fitted with a drawbar and with removable wheels and axle. The sub-frame consists of side channels along the top flange of which the car runs from the track, on to the trailer main frame. The ramp sub-frame ends are provided with long renewable cast-steel tips. The front of the sub-frame is fitted with eyes, pin connected to the trailer frame when loading a car, and with hooks which engage with the ends of the trailer frame, as shown in Fig. 1, jacks being used at this point to support both main and sub-frame. The cars are run on to the trailer under their own power, and are brought up by their own brakes. The jacks provide the main earth for the current.

The ramp frame is provided, as stated, with wheels and axle. The latter is fitted with two hooked levers, and, as shown in Figs. 6 and 7, the hooked ends engage with lugs inside the frames. The opposite ends of the levers are furnished with hand-screw gear by which, when screwed down, the ramp frame can be lifted clear of the ground for travelling. The disc wheels are rubber

TRAMCAR-CARRYING TRAILER FOR SYDNEY, N.S.W.
CONSTRUCTED BY MESSRS. R. A. DYSON AND COMPANY, LIMITED, ENGINEERS, LIVERPOOL.
(For Description, see Opposite Page.)



Liverpool Corporation tramcar 875 is seen testing the new trailer at their Edge Lane Depot on 18 June 1936. This is a similar picture to that appearing on page 695 of the 26 June 1936 issue of *Engineering*, which was identified as Fig.5.

R.I. Merchant collection



tyred, 720min. by 120min.

As explained, all wheels are fully compensated so that the main frame is relieved of torsional strains. The trailer will accommodate cars up to 46ft in length, and is designed for loads of 18 tons, though its capacity is actually 25 tons. By the courtesy of Mr. W.G. Marks and of the Passenger Transport Committee of Liverpool Corporation, the trailer has been tested at their Edge-lane Depot with one of the Corporation's new 17-ton trams. The latter was run on to and off the trailer without the least difficulty, and with no tendency of the wheels to skid.

As our readers probably know, trailers after this type are used abroad by railways for transferring freight cars to private warehouses, etc., often providing in this way greatly increased facilities. Other possibilities suggest themselves, such as the delivery by road of the completed tramcars, while the trailer lends itself to the handling of long articles such as poles and rails, the ease of off-loading being obvious. We understand that much of the credit for the design is due to Mr. T. E. Barnes, AMIMechE.

Fig. 6.

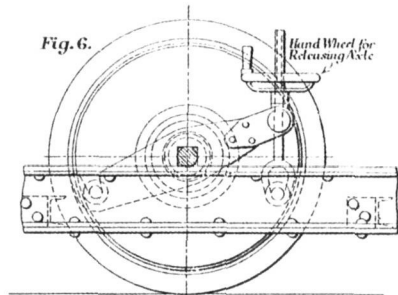
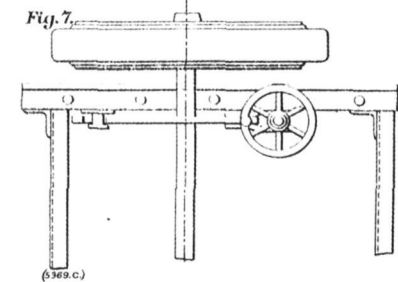
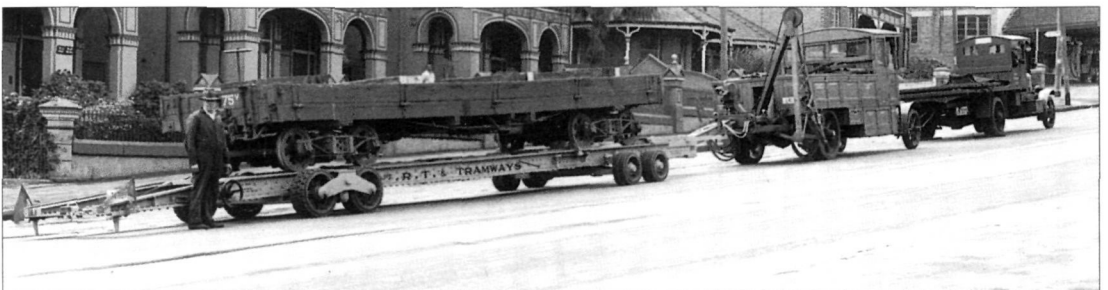


Fig. 7.



Ballast trailer 75v is posed for its photo on the trailer.
State Rail P4463, R.I. Merchant collection





O class 847 is being driven onto the trailer en route to North Sydney on 15 August 1938 after being overhauled at the Randwick Workshops.

R.I. Merchant collection

Acknowledgment

Our thanks to Ross Willson for providing a copy of the original article from *Engineering*. Ross also provided the following information from his records:

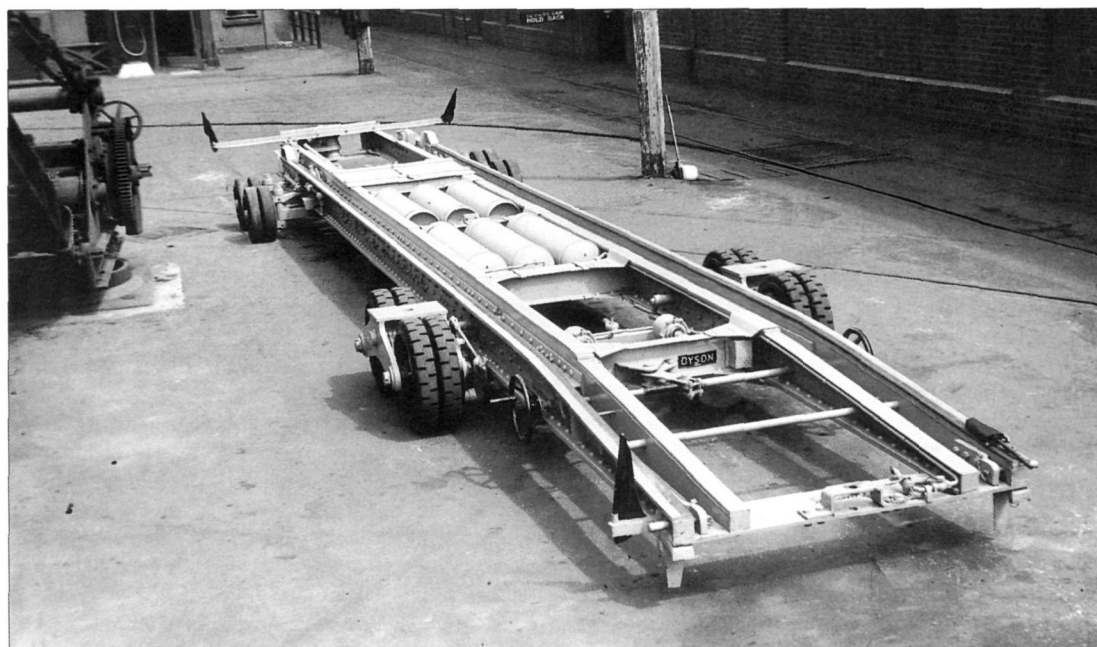
The trailer is listed as No. L74889 and the ramp as No. L74488 in the department of Government Transport's Accountant's ledger. The ledger also shows the date in service as 18 February 1937 and the cost as £1,144.

Editor's note:

The registration (licence) plate on the tram-carrying trailer can be read on the original print of the photograph at the bottom of page 20. It is partly hidden by the red flag at the end of the trailer and reads L 74,889, the number recorded in the DGT Accountant's records.

A view of the tram carrying trailer in the entrance yard at Randwick Tramway Workshops.

State Rail P4412, R.I. Merchant collection



HERE AND THERE

NEWS ITEMS OF INTEREST FROM ALL OVER

Heritage Tramway for Ballarat?

Consultants, Booz Allen Hamilton, recently completed their report into the feasibility of a heritage tramway in downtown Ballarat. The report concluded that the reintroduction of heritage trams to Ballarat is viable based on economic, technical, financial, political, community and organisational criteria.

The report centred on a loop around the city area, leading to a line along Canadian Creek to the front gate of Sovereign Hill. The estimated cost of the project is \$20 million. An extension to the Gardens to connect with the existing Museum was rejected as uneconomic. The report predicts an annual profit of \$150,000 and employment for up to six full time people with additional scope for part time or volunteer input.

Following release of the report, Ballarat City Council supported a period of public consultation. Feedback was received from the general public, mainly in response to coverage of the issue in the Courier. Direct input was expressed at a public information session conducted at the Town Hall on 30 July 2002. This session was attended by 73 people, and by 11 September, Ballarat Tourism had received 26 telephone and 7 written comments about the heritage tram proposal.

Ballarat people are passionate about trams and many provided a range of suggestions regarding the route and type of service to be offered. In particular there was strong interest expressed in a lake connection which would link up with the Ballarat Tramway Museum's line. However as indicated above, the consultants recommended against this because of its high cost.

Despite strong support in some quarters, it appears that public opinion is divided about the heritage tram proposal. Based on feedback received through public consultation, it is estimated that only 50% of the Ballarat community supports the proposal.

Some of the content of the consultants' report is strange. One of the maps showed an alternative route running along what the compilers thought was a street, but which was, in fact, a creek! On page 63 the report

states that the Ballarat Tramway Museum would be closing down the Wendouree Parade operation and handing over its assets to the new group. This is news indeed! The Courier eventually discovered this page of the report, and ran it as a front page story a few days later. Surprisingly, this produced almost no reaction locally. For the record, it will not be happening.

Eventually the Ballarat City Council issued a summary of the current position, and advised the Ballarat Tourism organisation that they could start looking for the necessary \$20 million as a first step. Further developments are awaited.

Talks between Melbourne tram operators

Preliminary discussions have commenced regarding the purchase of M>Tram by Yarra Trams. National Express Group Australia (operator of M>Tram), Chief Executive Officer, Mr Craig Wallace, said that while the discussions are preliminary, the purchase of M>Tram by Yarra Trams is consistent with National Express Australia's major focus in Australia on trains and buses.

"We are very proud of our achievements since the franchises were let in 1999. We have vastly improved the service delivery of our train and tram businesses and introduced modern customer facilities. We have substantially increased services, adding 225 extra services per week on M> Train, 140 extra services per week on V/Lin  and 407 extra services per week on M>Tram. As the largest private transport operator in Australia, we are committed to the development of public transport here and continue to have interests in both train and bus operations," Mr Wallace said.

Yarra Trams' Chief Executive Officer, Mr Hubert Guyot said that preliminary discussions have commenced with M>Tram with a view to expand Yarra Trams' operations and extending its vision for tram across the entire Melbourne network. "Since we were awarded the Yarra Trams franchise in 1999 we have succeeded in boosting patronage through innovations such as Tram 109 project. We would be delighted to operate Melbourne's entire tram service to ensure a consistent high level of tram services to all passengers.

"Victorians have already enjoyed the benefits of privatisation through record levels of investment and modernisation of the tram network. We envisage that if we are successful in operating the entire network this would lead to improved customer benefits, further innovation and greater opportunities for employees.

"Melbourne has the third largest tram network in the world (*sic*) and is justifiably proud of its icon status. If this purchase proceeds the community of Melbourne will be the greatest beneficiary," Mr Guyot said.

Yarra Trams and M> Tram have advised the Victorian Government of these discussions. Any change to current franchise arrangements will require formal approval from the Government and may require changes to regulatory arrangements. The purchase will be subject to agreement by the ACCC and the Foreign Investment Review Board.

Rapid progress on Docklands extensions

Tracklaying on two extensions into Melbourne's Docklands precinct has proceeded rapidly in recent weeks. As this issue of *Trolley Wire* went to press, services were to begin on 18 November on the Collins Street extension, across a new bridge over the railway tracks west of Spencer Street, to a crossover at the western end of the bridge. This track will later be extended further into the Docklands.

Work has also resumed on the link to connect the western extension of La Trobe Street with Flinders Street west. Parts of this track were completed some two years ago but have not been regularly used. A limited tram service is now running to a temporary terminus, laid in bitumen, at the western extremity of Flinders Street. This terminus is about half a kilometre beyond the crossovers adjacent to the World Trade Centre. Work is proceeding apace on the curve and northwards track to connect with already-laid track adjacent to Harbour Esplanade. It is believed that this link will be brought into regular use by Christmas.

Corrections

In the August 2002 issue of *Trolley Wire*, the comment on page 9 regarding W series cars is an editorial comment and did not appear in the author's text.

A couple of fractions also went missing during the production process. On page 5, column 1, the Sydney axle diameter should read three and three quarter inches. Similarly in the second column the size of the steel angle is five inches high by two and a half inches.

The entrance trackwork at Malvern Depot has been renewed. This is the scene during the relaying on 6 October 2002.
Steven Altham





The newly relaid entrance to Malvern Depot is seen with Z2 car 75 traversing the new work on 10 October 2002.

Jeff Bounds



Car 272 is seen approaching the temporary terminus at the western extremity of Flinders Street on 11 November 2002. After reversing, the tram left for North Balwyn.

Dale Budd



Work is proceeding rapidly on construction of the curve and northwards track to connect with already-laid track adjacent to Harbour Esplanade. This view was taken on 11 November 2002.

Randall Wilson

COTMA

Council of Tramway Museums of Australasia

Executive Officer, 158 Lorne Street, Fawkner, Victoria 3060

From Craig Tooke

Brisbane to Rockhampton

It is pleasing to report our recent conference held in Rockhampton and Brisbane was highly successful. Following the formal opening in Rockhampton on Friday, 26 July by the Mayor, we spent three delightful days discussing a range of workshop topics ranging from fares and ticketing through to rail safety, the use of steel sleepers, trolley bus preservation and the restoration of the Purrey steam tram.

After the Saturday evening meal, museum reports from Hobart City Council, Wellington and Perth were well received.

On Sunday delegates travelled from Rockhampton to Brisbane on the tilt train in somewhat hot and unpleasant conditions due to the failure of an air-conditioning unit.

Adelaide, Ballarat and Haddon museums presented further museum reports on Sunday evening. Special mention must be made of the report presented by Ballarat, which followed the theme of the movie 2001 A Space Odyssey and gave everyone a great laugh.

Further workshops were held on Monday. They included one on the inner workings of COTMA and an outstanding presentation on reminiscences of work as a tram driver in Wellington and Christchurch. This was also a timely reminder to us all that it is vital that we make an effort to record oral history when we can. So often much detail can be learnt through speaking with the men and women who worked on the tramways.

Monday afternoon saw us venture out by train to Ferny Grove where we were able inspect the construction work in progress. This is a very large project that will be of enormous benefit to the Brisbane Tramway Museum when completed.

Tuesday morning saw further workshops on discussions held between COTMA and the Victorian Department of Infrastructure and on the operation of heritage trams on modern 750-volt systems such as Sydney. We then travelled by train and bus to the Ipswich Railway Heritage Park for lunch and a pre-opening inspection. An afternoon visit was made to the Australian Railway Historical Society's museum at Rosewood. The evening meal was held in the local



Delegates to the 2002 COTMA conference at the formal dinner on 31 July 2002.

Leyon Parker

church hall and was followed by further museum reports, ending a very hectic day.

The COTMA Annual General Meeting was held on Wednesday morning and resulted in the election of some new faces to the COTMA Executive. Warren Doubleday was elected Chairman, Lindsay Richardson as Treasurer and Ian Seymour as Australian Executive Member. We would like to thank retiring position-holders Bill Kingsley, Carolyn Dean and John Radcliffe for their many years of service to COTMA, without which the organisation would not be where it is today.

Hobart City Council, Wellington Cablecar Museum and 1912 Boon Tram for Wanganui Society were voted in as Affiliate Members of COTMA. In the afternoon

a bus tour took delegates over former tramway routes. The formal dinner and closure of the conference was held at the hotel in the evening. Achievement awards were presented to the Omnibus Society for the restoration of an ex-NZ Railway Road Services Bedford SB 3 bus, the Portland Cable Tram Museum for the construction and opening of their tourist line, the Ballarat Tramway Museum for the Gold Tram marketing program and to the editor of *Trolley Wire* for an outstanding effort in producing *Trolley Wire*.

The conference was a big success. It would not have been possible without the help and cooperation of the members of both the Archer Park Station and Steam Tram Museum and the Brisbane Tramway Museum Society, ably led by Dennis Sheehan and Peter Hyde. Thank you from COTMA on a job well done.

ST KILDA

Australian Electric Transport Museum

GPO Box 2012, Adelaide, South Australia 5001

From Colin Seymour

New Northern Depot

A Tourism SA grant of \$11,000 has been given to the Museum to enable the new Northern Depot to be completed to a stage such that it can be opened to the public. The project involves placement of a concrete floor along the southern aisle of the tram display section, concreting of Road 10, provision of fire equipment and construction of wall-mounted displays. It is pleasing that, so far, AETM members have

pledged over \$9,000 towards the \$11,000 contribution that the Museum is required to make to the project.

In other developments, the switch blades have been cut and spliced into the main line leading to Road 10, which was laid in 2001. The curves joining the switch blades are currently being completed, and the switch assembly has been cross-tied with rail welded from underneath and encased in concrete.



A close up view of the window illustrates the excellent view of trams on the main fan for members having a lunch or coffee break. Ian Seymour

One way glass has now been placed in the new Members' Lounge windows, one in the internal wall separating the lounge and the tram display hall, and the other facing the old depot fan, which is the departure point for service cars. The second window provides members with an excellent view of trams stabled on the old depot fan.

The archives vault in the administration section of the building was brought into use recently. A compactus and filing cupboards have been installed. Archive materials stored previously near the visitor entrance and interpretive display have been transferred to the new facility, and computer cataloguing has commenced. A library will be established adjacent to this area in the future.

In the Workshop

We have commenced work on our wheel press to ready it for trials. Its cast iron base, which was broken whilst being transported to St Kilda, has been repaired, and concreting of the floor where the press will stand has been completed.

Other News

Car 42 is back in service after its gold leaf panels were re-varnished, a process designed to preserve the line work.

The new AETM Members' Lounge with the window facing the main depot fan.

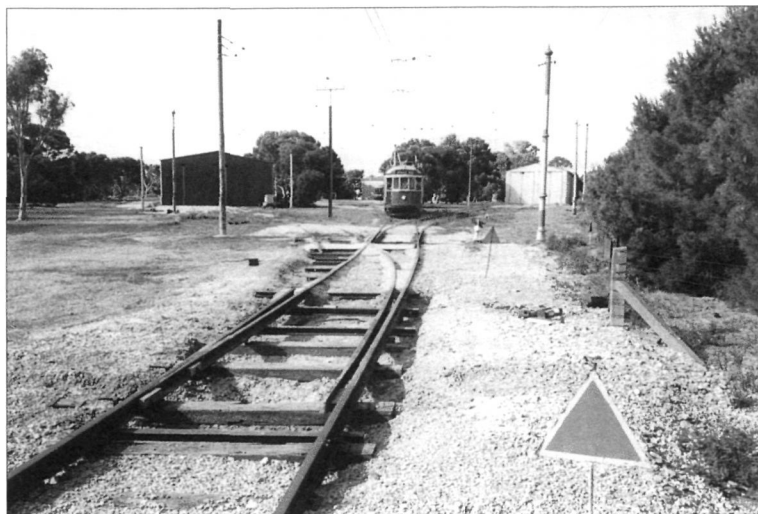
Ian Seymour



A view of the administration end of the Northern Depot building from the main depot fan. The view shows the Members' Lounge window.

Ian Seymour

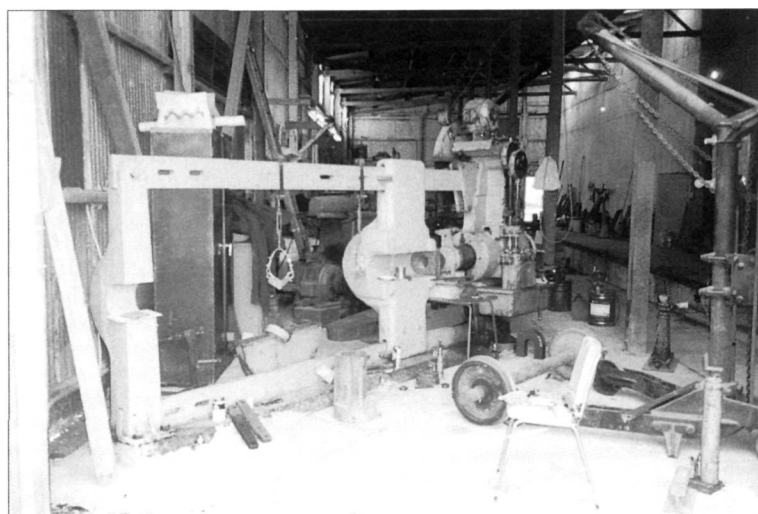




The switch blades have been cut and spliced into the main line leading to the Road 10 track into the new Northern Depot on the left. W2 294 waits on the main line.
Ian Seymour



A close up view of the new switch looking from Road 10 towards the main line to the Beach.
Ian Seymour



The repaired wheel press and the completed concrete floor under the press in the Museum workshop.
Ian Seymour

FERNY GROVE

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

From John Lambert

Model Railway Show

Danny Sheehan organised again the museum's display at the Australian Model Railway Association's model railway show at the Brisbane Exhibition grounds over the long weekend, 4-6 May. Our comprehensive display aimed to attract new members to the museum. A special thanks to all volunteers who assisted with the display.

Fleet

The body of Dreadnought 140 has been relocated to an area between the store and tram shed 2. Our 16-tonne excavator was used to move 140, until it was positioned in its new home. The long overhead bracket arms obtained from Cornwall Street have also been relocated to this area. These will be sorted and restacked in the centre section of 140.

The remains of Baby Dreadnought 94 were broken up recently. Useable parts have been stored for possible future use. Work continues on the restoration of Trolley Bus 34 by Cam Struble and Bob Deskins.

Infrastructure Upgrade Project

Trolley Bus and Vehicle Building

Colorbond sheeting has been used to complete the

western wall to this building, thereby marking the finish of almost all of the external alterations. A trolley bus and vehicle display will occupy the building following removal of workshop equipment and re-arrangement of its interior.

Engineering Building

The site of our new engineering building was levelled and the concrete foundation slab has been laid, with provision being made for service conduits and the placement of our tramway lathe.

Tram Workshops Building

Placement of our tram workshops was determined by the location of our main running line and our requirement that no fill be used on the site.

As the slab for the building is approximately one metre below that of the engineering building, a significant amount of excavation has been necessary, with over 550 cubic metres being removed for use in connection with future landscaping initiatives elsewhere around the museum.

Following excavation work, the frames for both the new engineering building and the tram workshops

A view of the new workshop site on 29 July 2002 with the steelwork being laid out ready for erection. The position of the pit in the concrete slab can be seen on the left. Bob Merchant



were erected and the walls, roofing, doors, trims and gutters were attached. Apart from several minor tasks, the buildings were completed by 30 September.

The tram workshops will have two tracks of 82lb rail which has been levelled to a tolerance of 5mm. Museum members, Peter Hyde, Noel West, Ken Howard and John Lambert assisted our contractor to pour and level the concrete, a large task that was undertaken during October.

Track grooves were placed in the concrete using the special ex-Brisbane City Council grooving tools which have generated considerable interest from visitors from other museums who have inspected the finished work. Following concreting of the track, the contractor poured the rest of the slab. A 20 x 4-metre space has been left in the floor for our planned service pit.

Other trackwork

During June, the 16-ton excavator was utilised to break up about 63 metres of concreted track in the main line and to remove the three sets of points (turnouts) that were there. The unused left hand turnout (complete ex-Ipswich Road Depot) from near the front gate of the museum has been overhauled and made serviceable by Ken Howard, Noel West, Bevan

Burnes and Peter Hyde. This has now been repositioned into the main line immediately below the depot curve to form one of feeder tracks into the new building. The right hand turnout (former workshops turnout) has been moved downhill about 25 metres towards the front gate and forms the second feeder track to the new building.

The infrastructure upgrade project involves the construction, refurbishment or relocation of six turnouts, one of them a set of three way points. One of the most time consuming tasks is the preparation of compromise joints for this special work, resulting from the various rail profiles used for the project. The museum is using BS6, BS6C, AS82 lb, AS75 lb and AS60 lb rail. All track is being installed in mass concrete to Brisbane City Council standards.

Museum Gift Shop

Glen Thorley is refurbishing the display and sales area of our gift shop. Improvements will include a new sales counter and new display cases that will contain uniforms and other items of historical interest. Glen is also aiming to improve the merchandise carried by the shop with more emphasis on products that will appeal to tourists.

WHITEMAN PARK

Perth Electric Tramway Society

PO Box 257, Mount Lawley, Western Australia 6929

From Michael Stukely

Service pit

Special Projects Supervisor, Lindsay Richardson, reports that significant progress has been made in recent months on the construction of this long-awaited facility. Following the acceptance of quotes in June, Noel Blackmore arranged for the manufacture of the ten wall-mounted light-boxes, and the four central rail support pedestals and four corner rail support pillars that will carry the rails over the wider, central section of the pit. Each of these had to be made to individual specifications to maintain the correct rail height above the pit floor, which is sloped for drainage. A large part of the manufacturing cost was met by a grant from Whiteman Park through the Park Community Fund, for which we record our thanks.

Noel, Lindsay, Trevor Dennhardt, Tony Kelly and David Secker started installation of the rail supports in July. On 7 August, work had progressed to the stage where Lindsay, Trevor and Cliff Norgate were able to dismantle the sty of 200-litre drums and sleepers that had been supporting the centre section of rail. By the end of September Noel and Dave McCormack had completed drilling in the concrete base of the pit and securing the supports with 28 masonry anchors. Preliminary lining and levelling was then carried out in preparation for laser levelling of the rail to give the screed line for the final pour of the concrete slab surrounding the pit.



Back in regular service, W4 class 674 heads west from Stockmans Triangle on 11 August. Track Supervisor, Trevor Dennhardt is riding beside Motorman, Terry Verney, to check the ride over the newly packed track.

Michael Stukely

Trucks for W5 class 766

We are delighted to report that our request, lodged on behalf of PETS through COTMA by Lindsay Richardson – for the acquisition on loan of a pair of Melbourne No. 15 trucks in complete working order for W5 class 766 – has been successful. The Victorian Department of Infrastructure gave approval, and agreement was reached on the custodial arrangement for the trucks. We record our thanks for this assistance, which will enable No.766 at last to join our fleet of operational heritage trams. We are also very grateful to COTMA Executive Officer, Craig Tooke, for the role he played in having this matter expedited.

The trucks arrived on 7 October, together with three high-speed circuit breakers and a DH16 compressor,

supplied through COTMA, which fulfil another long-outstanding request. Again, our thanks are due to Craig Tooke for his assistance with the acquisition of this equipment.

General

Following the re-installation of the overhauled No. 9 truck under W4 class 674 in June, recommissioning and track testing was successfully completed in July, and the tram made a welcome return to regular service after an absence of four years. The team assisting Noel Blackmore in this work included Eddie Vagg, Kurt Gahler, Geoff Morrison, Gareth Watts and Scott Parker.

Track upgrading north of Red Dam on 29 June: the tractor could not be used here in the normal way to extract rotted timber sleepers for replacement, because of the bank of soft sand at right. A come-along attached to the rear of the tractor and operated by Trevor Dennhardt (right) has been used to pull the sleeper free, with assistance from Lindsay Richardson (left) with a crow-bar; John Shaw (centre) now lifts the end of the sleeper for Trevor to release the come-along.

Michael Stukely



Good progress has again been made in the track upgrading program, replacing rotted timber sleepers with steels where necessary. The track team has taken advantage of the mild weather conditions on most Wednesdays as well as weekend workdays to advance this essential work. A new one-day record number of 30 sleepers were replaced on 29 June by a team of nine, working north of Red Dam towards the Village. (The previous record was 27 sleepers in a day, set in November 2001). Due to the confined access alongside the track here, caused by soft sand banks, a new method of extracting the old sleepers was devised, using a 'come-along' attached to the rear of the tractor and working at right angles to it.

After problems occurred with rotting sleepers between the Village and Village Junction, the main focus of work was moved ahead to this section from late July. Thirty-four sleepers were replaced here by mid-September, with a few more near the Triangle and north of Red Dam. Meanwhile, the follow-up job of lifting and packing the strengthened track had progressed eastwards along the straight from Mussel Pool and into the Triangle. Re-gauging of a short section of No. 2 road on the carbarn fan was also carried out in August. The ongoing preparation work for track days has been quietly carried out by Trevor Dennhardt – digging out the ends of the sleepers to be extracted, and loading and carting the steel sleepers to the work-site.

Members who assisted Trevor and Lindsay Richardson on the track team at various times are: Jim Paton, Cliff Norgate, John Shaw, Martin Grant, Terry Verney, John Davies, Michael Stukely, Kurt Gahler, Laurie Ahearn, Tony Grose, David Secker, Peter Rankin and Dave McCormack. Dave has also done a substantial weld-up of the collapsed crossing-ramp at the southern Loop points, resulting in a greatly improved ride.

Hard-surfacing of the works access road alongside the tramline to the north of Red Dam was completed by Terry Verney. After recent rain, this has consolidated to a very firm base.

Noel Blackmore and Vic Sweetlove have carried out minor repairs to the overhead. Noel has completed manufacture of a 600V test-stick for use with the Avo multimeter as a live line test unit, meeting another safety requirement under the Safety Management Plan. To comply with Worksafe requirements, Kurt Gahler is progressing with the tagging of all electrical equipment.



Lifting the centre rail-support pedestals into the service pit on 21 July, Tony Kelly (left) and Lindsay Richardson guide the fourth pedestal into position as Noel Blackmore operates the crane, directed by Trevor Dennhardt beside the pit.

Michael Stukely

The joint installation of conduit and cables for the monitored smoke detection systems for PETS and our neighbours, the WA Light Railway Preservation Association, is progressing with help from WALRPA's Work for the Dole scheme members.

Brent Luscombe was co-opted to the vacant position of Councillor in August.

Ten PETS members and partners attended the COTMA Conference held at Rockhampton and Brisbane, Queensland, in July. From all reports this was a very successful conference, and we record our congratulations and thanks to Peter Hyde and members of the Brisbane Tramway Museum Society, and Dennis Sheehan and members of the Archer Park Railway Station and Steam Tram Museum.

Geoff Morrison (centre) and Gareth Watts (right) work on refitting a lifeguard to W4 class 674, watched by David Secker, in July. Lindsay Richardson



Geoff Morrison (left) and Kurt Gahler concentrating on bench work in the carbarn in July. W5 class 766 can be seen at left, with Kalgoorlie 25 at right. Lindsay Richardson



Noel Blackmore checks measurements on the corner rail-support pillars for the service pit, prior to their installation in July. Lindsay Richardson



LOFTUS

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

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

From Mike Giddey

YMCA façade

Stonemasons placed the last stones at the top of the building on 26 July 2002 and the crane was placed off-hire shortly thereafter. A final wash down and repair of stones together with replacement of mouldings cut out in later years to allow for external downpipes was completed by 16 August, and the scaffolding was removed on 19 August. Negotiations are in progress with the developers, Meriton, for completion of street level stonework and the replacement of original signage destroyed at the Moore Park storage site, and with the building contractors for completion of brickwork and top floor concreting work.

Scrubber car 11W

Former Sydney K class scrubber car 139s was placed out of service during July 2002 by Yarra Trams in Melbourne. This followed the earlier decision by M>Tram to retire sister car 10W, which has since been transferred to the Tramway Museum Society of Victoria at Bylands. Following confirmation by COTMA that we had applied for this tram many years

ago, the Victorian Department of Infrastructure has made 11W available to our Museum and an agreement to this effect was signed in early September.

Trams in the Hunter

The last three trams at the Hunter Valley Training Company, Maitland (L/P class bodies 298 and 341 and W2 class 245) were moved to the HPOTS open storage site at Cessnock on 13 September 2002. Both L/Ps are in a very delicate state with 298 being little more than a shell following the removal of side panels as part of an aborted training program to rebuild it as an L class car. Whilst the roofs are generally sound it will not be feasible to move them again without first lifting the roofs and placing them on the underframes. We now have twelve trams at HPOTS (L/P cars 257, 298 341, N car 718, O car 824, PR1 car 1517, R car 1798, R1 car 1980, W2 cars 245, 471, W3 car 668 and W5 car 792). The Newcastle City Council's L/P 282 is also stored there. Covered storage will be the only answer to saving these relics for future restoration. Sponsors are needed!



STM driver Adam Grieves is with his grandfather Dick Butcher (left), a former tram driver and his great-uncle, Laurie Butcher, also a former tramway man. Adam was officially notified he had passed his driving exams during the afternoon.

Grieve Family archives

Ian McManus MP, Member for Heathcote, speaks at the ceremony to mark the 100th anniversary of F class tramcar 393 on 7 July 2002.

Bob Merchant



F Class 393 Centenary Day – 7 July

On Sunday 7 July, veteran tram F 393 was moved from the main display hall and placed in the sun on the depot access tracks as part of the recognition of the tram's 100th anniversary. In Tramway Avenue, trams that were its contemporaries, C 29 and 290, N 728 and O 1111 maintained the day's services, as if to honour this distinguished tramcar. They were flanked during the day by up to seven veteran cars displayed by members of the Veteran Car Club of Australia. Visitor numbers were well up on usual, perhaps the largest crowds since opening day and sometimes requiring three trams to carry the loads offering. We even had one family arrive fully dressed in Edwardian period costume.

At 2:30pm our local State MP, Mr Ian McManus, spoke briefly about the tram and the tremendous achievements of the Museum. He particularly highlighted the efforts of the early members of the Museum in securing many trams for future generations to see. Councillor Dawn Emerson, Deputy Mayor of Sutherland Shire, then spoke. She thanked the Museum for the invitation and echoed Ian McManus' comments, again highlighting the amazing achievements of the Museum. Norm Chinn then joined Ian McManus and Councillor Emerson, and together they cut 393's Centenary Cake.

Then followed a cavalcade of seven Sydney tramcars along the Museum's main line to Sutherland, with our special guests travelling on 393, together with the 'Edwardian' family. Col Gilbertson, who gave an excellent narrative on each tram as it passed the

assembled crowd, provided an expert commentary on the cavalcade. The F class operated a few more trips for the happy crowds present before returning to the display hall at the end of a very successful day. Particular thanks must go to the following people who helped make this day such a success: Col and Andrew Gilbertson, Mal MacAulay, Bill Parkinson, Bill Denham, Hayden Holmes, Peter Kahn, Bob Merchant, Bob Cowing, Don Campbell and Chris Olsen.

A group of members of the Bendigo Tramways arrived by bus late on the Saturday, had dinner at the Sutherland United Services Club that night in company with some of our members and spent the Sunday at the Museum for the special operations.

Tramwaymen's Reunion – 11 August

It has been some 15 years since the Museum last hosted a reunion for former employees of the NSW Tramways, so it was with a great deal of pleasure that we welcomed many former employees, their partners and in some cases, their families to the Museum on 11 August. An intense tram service was run for the benefit of our guests, using Hayden Holmes' 'Special Event' timetable, and just about every trafficable Sydney tramcar was used at some time during the day.

Through the efforts of Peter McCallum and a group of historians from the Waverley Historical Society, we were also able to record many reminiscences and anecdotes of tramway life on tape. These recordings will eventually be transcribed, with copies being held in the Museum Archives and by the Waverley Historical Society. A number of our visitors also

brought, and donated, pieces of memorabilia to the Museum. We hosted the former employees to a barbecue lunch, well organised by Bob Cowing.

Highlights of the day included John Burgess, Ted Davies, Col Rhodes and Ben Barnes appearing in full original DGT uniform; Adam Greaves driving N 728 to Sutherland and return with his grandfather, a former tram driver, on board; and a reunion photograph with O 1111 as the backdrop. The former employees thoroughly enjoyed the day and many took particular pleasure in showing their grandchildren and even great grandchildren their old charges. This event could not have been organised with the input of a number of people, and thanks must go to Peter Kahn, Geoff Johnson, John Burgess, Peter McCallum, Frank McQuade, Ken Butt, Hayden Holmes and Bob Cowing for their contribution to the success of the day.

No. 3 substation

The brickwork, including the new tower structure, was completed by 6 July. The old roof frame had been demolished with most of the tiles and timber being saved for reuse. The new roof framing was essentially completed a week later but could not be tiled until two new steel strutting beams were obtained and lifted into position to help support the roof loads. These were installed to comply with current building codes and were required in spite of the building getting along just fine without them for the past 70 years or so. On 7 September the tilers sarked, battened and tiled the roof with new tiles being used on the tower roof. By this time the walls had been rendered to match the existing

wall finish and all new doors had been fitted making the building secure.

On 14 September a number of sheets of second hand particle board flooring were removed from storage in the top shed and were lifted up into the roof space of the sub-station to facilitate access for running wires and cables. The concrete floor in the building has been saw cut in preparation for the excavation of the ventilation pit for the rotary converter.

Workshop activities

Berlin 5133 (ex 3008)

Work on this car was completed with the fixing of the older style signage and numbers, taking the car back to its original 1969 condition with the exception of the trolley pole.

Milan 1692

Brian made a brake shoe pattern for this car, which is presently at Preston Workshops in Melbourne.

O 1111

This car was in workshop pit Road 10 for welding repairs to a cracked motor support. It was outshopped on 29 June allowing 42u to be moved from 9 Road to 10 Road and for Ballarat 37 to enter 9 Road.

SW2 432

This car was made operable and ran for the first time on 29 June.



Local concrete supplier Concrete has supplied us with more surplus concrete. It is being used to progressively concrete the depot yard, a move which is popular with members as it eliminates the problem of mud in wet weather and dust in dry weather.

Vic Solomons

The police call box has been placed in its new position in Cross Street after its refurbishment by our weekday workshop staff. Its removal from Tramway Avenue was necessitated by the building works associated with the YMCA façade re-erection.

Vic Solomons



42u 'Gentle Annie'

New steel channels have been purchased and placed in the workshop to enable the deteriorated perimeter framing of this car to be renewed. Stripping of the old bodywork is progressing.

Ballarat 37

Rusted fascias have been removed and replacement has begun with new materials and some rot in the side framing is being examined.

P 1497

Although the two bogies from this car had been professionally overhauled off site, it was found that there was still an excessive amount of play between the axle boxes and the horn ways in the bogie frames. To correct this, new shim plates were manufactured by Pacific Rail. Mal McAulay and Bob McKeever have carried out extensive further work on the bogies and Bill Parkinson has completed the overhaul of the last of the four traction motors for the car.

Police box

This small building was taken into the workshop for repairs. By 13 July the frame had been repaired and matching weatherboards were fitted to the lower part of the sides. Window frames were repaired and the structure repainted before being relocated to its new position at the edge of the park facing Cross Street on 21 September.

Trackwork

The track from the depot junction points to the south end gate was found to be over gauge. Corrective action was taken by drilling holes every 1500mm and installing tie-bars. After using up all available tie-bars more small-angle steel and threaded rods were purchased, cut to length on the power hacksaw and mig welded into 34 additional tie-bars. Thirteen were used to complete the re-gauging work and the rest will be set aside for future use. In the depot yard the 3 Road outer checkrails were moved, cleaned and re-installed on 13 July.

Fiat tractor

Chris Olsen has welded a new roof frame to the tractor and used it to slash along the Sutherland and National Park lines and the site boundaries prior to the summer bushfire season. He also sprayed the tracks with herbicide on 21 September, and was assisted in this work by Danny Adamopoulos.

Donations

A heavy-duty power hacksaw capable of cutting steel up to ten inches square was donated and delivered by Keith Engineering Sales Pty. Ltd. of Banksmeadow. The machine was most gratefully accepted and will be very useful in cutting rail.



Sydney O class 1111 waits at our 'disabled' platform for the arrival of a coach-load of seniors from the western suburbs.
Vic Solomons

Donations to our archives of books, magazines and sound recordings have been received from John Green, Graham Ahern, Jim Beeney, the late J.L.N. Southern and the late Bill Turnbull in recent months. These donations are most gratefully accepted.

Behind the scenes

Bill Denham has been doing the design work for the top shed pointwork and for Rawson Loop, using the single slip from the old site. This has been based on earlier survey work done by Peter Charrett ably assisted by Bruce Worthington.

Tony Cody has been busy sorting and cataloguing our archive material, which is gradually being brought together from various sources and is stored in the compactus on the workshop mezzanine, until the archive floor of the new building can be occupied.

General site works

David Canini was engaged to excavate the 'four foot' of 2 Road and the 'six foot' between 2 and 3 Roads in preparation for further concreting. On the same day he also excavated the internal roadway from the front of 15 Road in the top shed to the side door of 1 Road in the main shed. This section has been formed up ready for future concrete pours.

More donated concrete was placed on the bogie track on three days in June and July. The two bogies from 42u and two from dismantled W2 560 were in place on the bogie track by 31 August. The roadway

between the top shed and the main building received free concrete in July and August.

In preparation for the forthcoming re-arrangement of the top shed, W2 392 was driven out of 13 Road on 14 September to enable stored materials to be relocated. K 1295 was moved to the bottom of the grade in the depot yard where it is not as visible from the adjacent railway. The following Saturday, PR1 car 1573 was moved from the back of 5 Road.

Electrical works

David Canini was on site again on 13 July to excavate a trench so that the underground power could be extended to two span poles fitted with streetlights to illuminate the head shunt area. This is to facilitate pole changing at night. Large buried rocks that had to be broken up slowed progress and this necessitated the continual changing of the bucket and the rock breaker attachments. As a result the cables have only reached the pole nearest to the depot junction points at this stage.

The level crossing received attention on 20 July and wires were run through existing underground conduits between two span poles in the depot yard adjacent to the retaining wall.

Geoff Olsen, with Tom Tramby manning the controls of the bucket truck, erected fluorescent light fittings over the aiseways of the running shed between July and September, and in the latter month over 5 Road.

Milan 1692 runs for Lygon Street Festival

Milan car 1692 had its third outing in Melbourne when it was operated on the weekend of 26-27 October for the Lygon Street Festival.

The car was transferred from Preston Workshops to Brunswick Depot on Thursday 24 October. On the Saturday and Sunday it ran in Lygon Street between Brunswick Road and Elgin Street from around midday to 4:00pm, operating a round trip approximately every half hour. The car carried specially made destination signs showing 'Via Lygon Festa'.

The tram was very enthusiastically received by Melbourne's Italian community, not least because of the friendly M>Tram staff (four in total) who welcomed them aboard. Some passengers recalled travelling on similar trams in Milan. One group on the Sunday burst into song! Another passenger was overhead telling her girlfriend on a mobile phone that she was travelling on "one of those orange trams".

On completion of Sunday's running the tram returned to Preston Workshops via Swanston and La Trobe Streets, Victoria Parade and St Georges Road.

GLENORCHY

Tasmanian Transport Museum Society

GPO Box 867J, Hobart, Tasmania 7001

From *Newsletter*

Museum turns Forty

The Tasmanian Transport Museum Society turned forty in June 2002. David Jones in an article in the Society's newsletter for September 2002 describes the founding of the museum:

The TTMS was the pioneering organisation in Tasmania whose aim was to preserve the State's transport heritage. It was formed at a time when there was little community interest in such schemes and unfortunately this extended to official quarters. It was through the dedication and perseverance of a handful of young men with the help of a few sympathetic officials that the society survived, grew and became the catalyst [in Tasmania] for other organisations which followed.

Its origins go back beyond 1962. In the late 1950s moves were being made by interested groups to preserve tramcars representative of urban transport in Sydney, Melbourne and Adelaide. Despite their own endeavours locally the NSW Branch of the Australian Electric Traction Association in 1958 made enquiries to the MTT in Hobart regarding the possible preservation of tramcars. Nothing positive appears to have happened until the last months of Hobart tramway operations in 1960. John Chesworth, a local member of the AETA, represented that organisation in negotiations with the MTT regarding preservation of a tramcar. John was joined by three other young men: Ian Cooper, Peter James and Jim Stokes who together

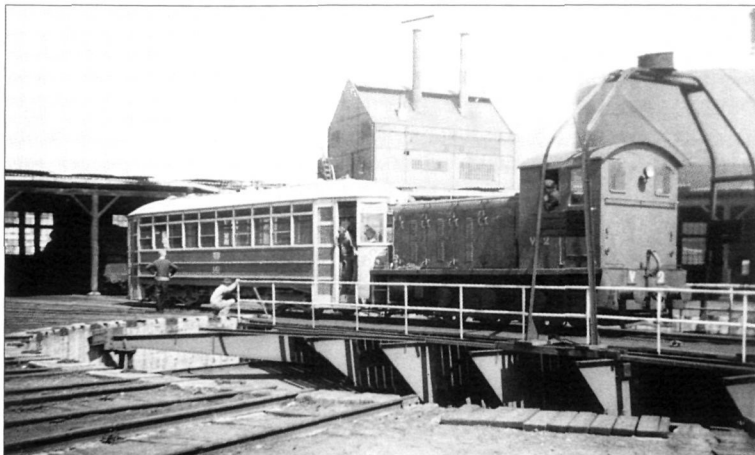
had published a booklet entitled *The Electric Tramcars of Hobart*.

Their efforts were rewarded when on 30 September 1960 the MTT advised donation of tram 141 on condition it be removed almost immediately from the City Depot. The Tasmanian Government Railways agreed to store the tram but removal from the depot to the railway system was to cost £80. This was a significant sum in those days for the young group but with a donation of £50 from *The Mercury* newspaper and the sale of destination blinds the move took place on 15 October 1960.

The long-term future of the tram was now to be considered and serious thought was given to transporting it to either Melbourne or Sydney. High shipping costs seemed to rule out this proposal. The AETA suggested that a local organisation be found along the lines of a transport museum so that other forms of transport then vanishing could be preserved. Investigations proceeded and on 24 June 1962 the inaugural meeting took place establishing the Society with the aim of preserving all forms of Tasmanian transport.

Collection

One of the first tasks undertaken by the Society was to compile a list of potential exhibits. These were identified and owners contacted. Unfortunately there



Hobart 141 is being carefully moved to under cover storage in the roundhouse at Hobart locomotive depot on 17 October 1960.
Peter James

was considerable apathy with the exception of the MTT who donated trolley bus 74 in 1963 to be our second exhibit. Even the Tasmanian Government Railways (TGR) expressed the opinion that only one Australian museum should be necessary. Some of those early items such as the Climax, Abt loco and the Robey were eventually preserved but others like an Emu Bay Railway Beyer-Garratt were lost. The lack of a museum site and the need to find storage made acquisitions difficult.

The Society persevered and purchased its first railway exhibit Q5 (1965) and C22 (1967) from the TGR on time payment. The steam engine from the Sorrento was purchased in 1967, trolley bus 235 in 1968 and the Mount Lyell Co. donated Abt loco No. 2 in 1968. Ex-Tasmanian Main Line Railway carriages B+4 and B+21 were purchased in 1971. A feature of this period was the support of members whose generosity saved many items from the scrap heap.

Excursions

Tours or excursions were usually undertaken to satisfy the interests of members and, if lucky, to provide some much needed finance. The first rail enthusiast trips in Tasmania were run by the Society in 1963 with trains hauled by locomotives Q12 and CC27 (both later scrapped). An all-Hobart trolley bus routes tour was undertaken by trolley bus 74 on 7 April 1963. In 1968 all-route tours of Hobart and Launceston were held just before the system closures. The Society arranged a special last Bellerive ferry run on 30 June 1963 and the last Hobart trolley bus services on 24 November 1968.

In the late 1960s and early 1970s the Society organised several steam hauled rail excursions on the Derwent Valley and Main lines. On 16 May 1970 the Society ran a railcar excursion with DP27 to Maydena. In addition the Society negotiated use of steam locomotives on some scheduled TGR passenger services. Excursions of an historic nature saw visits to the Ida Bay Railway (then operational) on 7 June 1969 and inspections over the routes of the Sorell Railway on 24 April 1971 and the North Lyell Railway in February 1972.

Museum site

The first consideration of the fledgling Society was to secure a site on which to establish a museum. The special requirements were that the site be reasonably level, have sufficient area for development and most importantly have feasible road and rail access. The number of potential sites in the Hobart area was very limited but 27 areas were inspected and assessed including sites as far away as Hayes and Brighton. With little money to purchase private land the choice usually lay between Government and Council land. From 1964 the Glenorchy Council were sympathetic and in that year a site at Austins Ferry was seriously considered but rejected by local residents. It was not until 1969 that a formal request was made for the Anfield Street, Glenorchy, site (first considered in 1964) with a lease finally signed on 11 August 1972, just over ten years since the formation of the Society.

The first decade was one of enthusiasm and frustration but with hope for the future. It laid the foundation for the development activity which occurred in the next ten years.

BYLANDS

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

From *Running Journal*

Exhibition shed

Work has proceeded on the preparation and placement of displays within this building. Horse tram No. 253, cable trailer No. 299 and the Twentyman cable trams, dummy No. 436 and trailer No. 290, had previously been placed on the rails in the western annex. The 'Malcolm' tram is presently located on the immediate adjacent track, along with the two tram trestles from Preston Workshops. The Society tower truck is also stored nearby as well as the grinding bogie portion of Grinder No. 1.

For the time being the eastern annex has been transformed into a very impressive bus display area. Five heritage buses have been placed at an angle in order of their era, starting with Keith Kings' Studebaker and OPS 1, and Society buses AECs Mark III 539, Mark IV 624 and Mark VI 759. Some other associated equipment has also been placed around this area in an attempt to make it look more like a bus garage.

The large central area of this building will be set up as the electric tram display area with several items displayed on the two parallel tracks. Material has also been obtained to manufacture display and interpretive boards for archival material.

Museum work

There has been much activity in this area in the past few months. A considerable effort has been made in tramcar maintenance, which has seen W5 795 returned to traffic for the first time in over four years. Other work has seen repairs made to the sliding doors of SW2 644 and SW5 739, which will see both cars return to service shortly. W3 667 has had its regular 12 monthly service. As mentioned earlier, some work has also been carried out on scrubber 10W, including refitting the footboards and more user-friendly trolley rope retaining clips and hooks.

In the early years at Bylands, some playground equipment was installed to make the site more attractive to families, positioned on the east side of the

main line near the Union Lane terminus. Over the years, and with changes to the types of playground equipment available, not to mention safety issues, some of these fittings were declared hazardous. Councils have removed some of this type of equipment from local parks or playgrounds over the years for that reason.

Therefore, for safety reasons, and in keeping with current practices elsewhere, the Board decided to do the same at Bylands. During July all the playground equipment was dismantled and removed. As the equipment had received little use over the years, some expensive maintenance or renovation would have been required to bring it up to current standards.

The general clean up of the site continues in a number of areas. In order to place scrubber tram 10W under cover, it was necessary to relocate W2 457 from its stored location outside the shed on the top of No. 6 road. A decision was made to transfer it to the alley track (No. 3 road), but this necessitated the bogies stored in this road being moved down and bunched together. This was undertaken early in July, and No. 457 was duly relocated.

Most of the ex-Melbourne tram bodies behind the house have now become unsuitable for restoration. A number of useful or re-useable parts are presently being retrieved and stored, after which what remains of the vehicles will be dismantled.

To enable trams to be shunted on the depot fan more easily, a number of point bars have been located adjacent to the wooden overhead poles next to each set of points. The handles of these point bars have been painted a bright orange colour so that they stand out. This will save considerable time looking for a point bar.

As mentioned earlier, there has been much activity in the bus section. With a number of vehicles transferred to the Exhibition Shed, an effort was made to place several vehicles that have been stored in the open for many years under cover. After some mechanical and other remedial work, AECs Mark IV

622 and Mark VI 759 were fired into life after years of inactivity. Surprisingly both vehicles gave little trouble, with 759 being driven to the Exhibition Shed and 622 being driven into the bus shed. A flat tyre on Volvo bus No. 850 has been exchanged for a spare. It is intended to relocate several other road vehicles into some of the now vacant areas of the bus shed.

Although not exactly museum works, cable trailer No. 171, which for many years has been part of our cable tram set in Hudson Park, Kilmore, has been transferred to the Portland Cable Trams group. The

Society did not own this vehicle, but had it on loan from its owner, Darryl Hawksworth, who decided to relocate it to Portland. The Portland group collected the vehicle on 30 June 2002. It is intended to transfer our trailer car No. 299 to Kilmore as the replacement vehicle for 171.

Other work has seen more ballast spread along the new points and trackwork leading to the vehicle maintenance building, a number of potholes filled with crushed rock and some smaller rail items transferred into the cable tram shed.

BENDIGO

The Bendigo Trust

1 Tramways Avenue, Bendigo, Victoria 3550

From Len Millar

Tampa's gain is Bendigo's loss

Our Tramways Manager since 1999, Tim Borchers, is on his way to Tampa, Florida. He has been appointed Superintendent of Streetcar Operation for the new heritage streetcar system, which will run between downtown Tampa and the neighbouring precinct of Ybor City. Tim's wide expertise and depth of technical knowledge won him the job over stiff local competition.

The new Tampa system will use a fleet of air-conditioned cars which have been newly built by Gomaco and which are approximate replicas of double truck Birney cars. The trucks, controllers and doors are from ex-Milan Peter Witt cars, many of which were purchased by Gomaco as a source of this equipment. No doubt Tim's experience on renovating Milan car 1692 will come in useful. Information on the Tampa system is at www.tecolinestreetcar.org/home.html.

We congratulate Tim and wish him well for his new career. We are sad that he is leaving Bendigo after achieving such success for the Tramways, especially in building up a very successful portfolio of external works. We hope to keep in touch, and we also hope that he will return – one day!

His were big shoes to fill, but Kym Smith has stepped up to the Tramways Manager's position, and

Darren Hutchesson is now the Traffic Manager. We wish these two every success in their new roles.

Launceston 29

An 'away mission' for the workshop staff involved sending small groups of our specialists to work in Launceston on the restoration of Launceston bogie car 29 in May and June. The carpentry team of Denis Rodda and Luke Jenkins with our Tramways Engineer John Bullen were the first to go, their task being to fit the cable troughing for the wiring. Anthony Jennings, our plumber, was then despatched to install all the air lines and associated hardware, after which John Bullen and electrician Don Webb then installed the wiring.

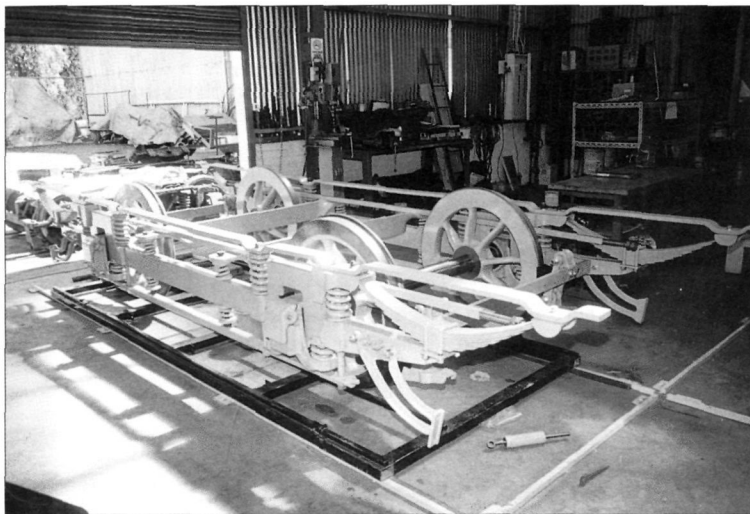
After 40-odd years of retirement car 29 was kicked into life and driven successfully by a very proud John Bullen on 22 June 2002.

21E truck

Taking shape in our workshop is an entirely new 3ft 6in gauge replica Brill 2E truck. It is destined for Hobart City Council's tram No. 39. The frame has been assembled and is now awaiting the installation of split gear wheels and reconditioned motors.

The replica 3ft 6in gauge Brill 21E truck for the Hobart City Council as it appeared on 19 September 2002. It is awaiting the fitting of motors.

Howard Clark



The new 8-spoke 33inch diameter wheels are of cast steel, which has three times the strength of the original cast iron versions. The wheels are one piece castings, obviating the need to fit a tyre.

Replacement bogies for Café Tram 976

We have been concerned for some time about the stressed nature of the leaf springs on the Café Tram's bogies. Enquiries to Mike Ryan of the Department of Infrastructure yielded a replacement set of No. 15 bogies. These new bogies were swapped under 976 in a day. The Café Tram staff has been complimentary about the better ride! Our thanks go to Mike Ryan and the Public Transport Corporation for making these bogies available to us.

The Bendigo Tramways also assisted the Melbourne Tramcar Preservation Association in acquiring two No 15 trucks by checking and testing motors and arranging pick-up and delivery of the trucks from Newport to Haddon.

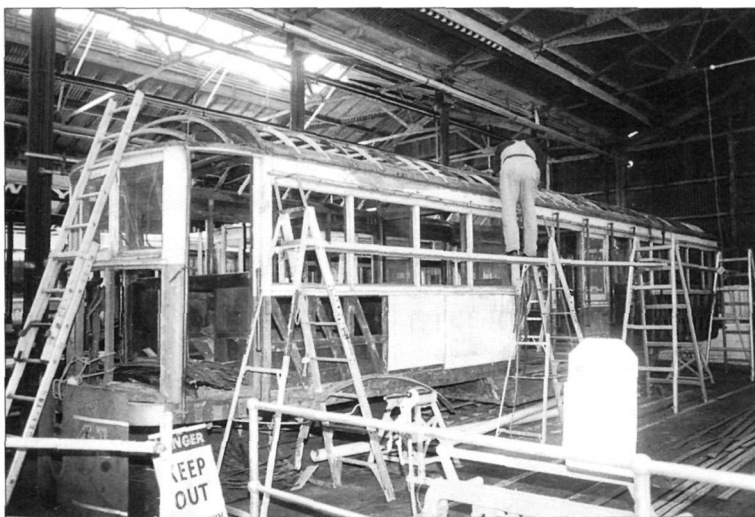
X1 class 466

This car has had its new wiring installed and its controllers reconditioned. The switches have been overhauled, and the donor No. 1B truck has yielded up its new motors, wheel sets and brake hangers for reconditioning.

The roof is ready to be re-canvassed with 'Durham' and the ceiling has had its first coat of French polish. The ex-Adelaide H car seats have been stripped and

Restoration of VR car 41 is under way in our workshop. Here work is continuing on the roof of the vehicle.

Howard Clark



Anthony Jennings secures more pipework on Birney 15 for the reinstatement of the 'dead man's handle' equipment. Len Millar

the frames sandblasted, primed, painted and new vinyl-covered upholstery fitted. The brass window-frames have been re-glazed with toughened safety glass. The car body and these components are almost ready to come together.

VR car 41

Local resident George Sterling was employed to strip and reconstruct the roof of the MTPA's Victorian Railways car. Tony Smith, Kym Smith and Arthur Ireland helped with the preparatory work of stripping out internal seats and linings.

George has also repaired one driver's cabin bulkhead and inserted a complete replacement one at the other end of the car – a much easier task when the roof is removed. George also carefully built up new timber fascias by laminating several layers of marine ply to the required shape.

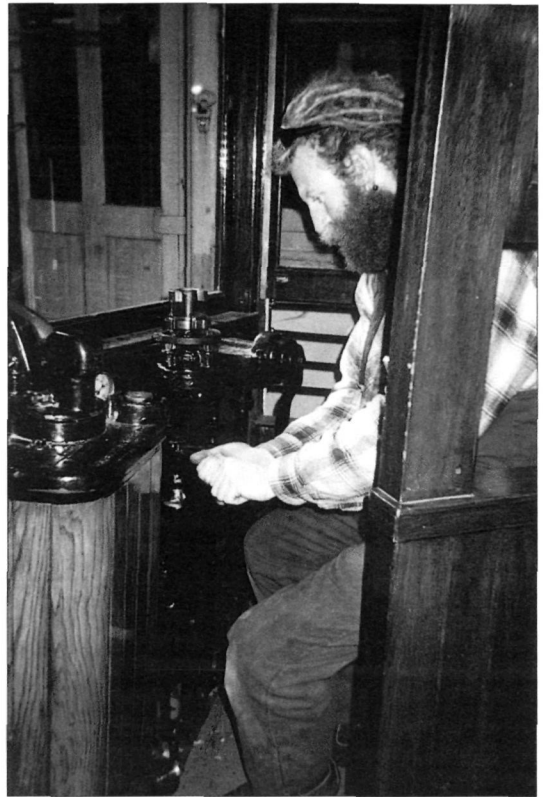
Birney 15

With the dead man's handle equipment re-instated to this car, it has been clocking up the kilometres as a Driver Instruction Car. Our student drivers report that loss of concentration (resulting in a failure to keep pressing down on the controller handle when in motion) produces the usual Brill 'whistles and bells'. The pneumatic 'hammer' knocks the circuit breaker switch off, the brakes come on hard with a generous amount of sand, all the recently reconnected doors fly open, and the tram stops with a jerk. The drivers then peel themselves off the windscreen and apologise to the bruised Driver Instructor, John Ritchie!

The refurbishment of No. 15's safety equipment was made possible by a significant donation by our long time Driver Examiner Michael McGowan, who 'put his money where his mouth is' to ensure the project eventuated. Thanks Michael!

Overhead works

The height of the 'City' depot fan overhead was reducing with the years, as the span poles bent with



Keith Trounson

With great sorrow we report that our carpenter and joiner, Keith Trounson passed away on 1 October 2002.

Keith, in his quiet good-humoured way, worked industriously and meticulously on the battery tram reconstruction. It was a sad day for both Keith and the tramways when ill health forced Keith to request his tools be returned to his home from the tram depot. Keith's biggest disappointment was that he was unable to complete the battery tram, a project he loved and enjoyed.

We enjoyed Keith's company, and the tram is a fine testament to his exceptional skills. Our condolences are extended to his family.

A memorial plaque will be installed in the battery tram recognising Keith's commitment to the project.

age. A dewirement by Birney 15 brought matters to a head, to the extent that our double-deck buses could not enter the depot yard for servicing and inspection on No. 3 road.

We erected three new concrete poles and set about transferring the span wires to their new anchors. New trolley wire was installed for Nos 1 and 3 roads and the straight track beside the meal room and toilets.

To facilitate this project the main feeder was relocated to the section insulator just over the Back Creek Bridge outside the depot gates. This allows us to

isolate the depot fan for daytime work.

Cheap at half the price

We have recently introduced two new sales items. Our volunteers package 100mm lengths of worn trolley wire into clear plastic bags, together with a fact sheet. The sale price is \$2. For \$5 we sell old insulators. Both items come from recent works on the depot fan reported above, and are selling fast. Visitors have the chance to own their little piece of the Bendigo Tramways while providing valuable income for further works.

BALLARAT

Ballarat Tramway Museum
PO Box 632, Ballarat, Victoria 3353

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

From Dave Macartney

Due to repeated flooding of Wendouree Parade through the North Gardens area it has long been proposed to raise the level of the roadway and install additional culverts to cure the problem permanently. This is finally close to happening, and on 13 September a backhoe was used to excavate a couple of sample holes near St Aidans Drive to check the condition of the sleepers. These proved to be better than expected, given the wet nature of the ground, and gives the tramway some idea of how to proceed. Instead of a complete resleepering, it may be sufficient to raise the track to the new level and replace only those sleepers that are at the end of their life. The funding arrangements with the Council will largely dictate the course to be followed.

While the backhoe was on the premises the chance was taken to resleeper the level crossing in front of the original depot building. These sleepers were second hand when installed thirty years ago, and had long since given up the ghost. The track over the crossing was somewhat under gauge, and as curved rails tend to do with little to hold them, the outer rail was slowly straightening itself. Half a dozen new sleepers and a judicious use of the rail bender have transformed this location.

Work on the trams continues as usual. No. 28 is virtually complete and due to return to service at the

Annual General Meeting on 27 October after an absence of six years. The car looks excellent in Indian Red, matching the paint scheme on No. 26, but with enclosed ends. The armatures of No. 27 have returned and are ready for installation, while the extremely worn brake linkages have all been built up and returned to operation as they were designed to do. Scrubber car No. 8 is having its wiring seen to. This seems to have been added to in a completely random fashion over the decades, and requires a fair bit of detective work in order to know how to proceed. Fifty years of open-air storage at South Melbourne Depot does not help.

Passenger figures for the September school holidays have been strong, with the weather being generally co-operative. However a charter on 7 September to farewell member Alistair Reither's brother on an extended overseas trip did not run smoothly. Many friends of the family joined 661 and proceeded to Gardens Loop with a large banner, which the brother would see as he drove past. However, he went to the depot via another route, and turned up there to find an empty shed. Meanwhile the guests stood shivering in the pitch dark and driving rain with a steadily disintegrating sign waiting for him. He was eventually located and instructed to approach the depot again, but this time via Gardens Loop, and to act surprised.

HADDON

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

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

From Craig Tooke

Test Cell

Work continues at a steady pace on the construction of our electrical and air test cell facility. This is located on the north west corner of the running shed adjacent to the machine shop and will provide us with the means to test and calibrate overhauled electrical and pneumatic components.

John Withers and Tony Smith have been busy completing construction of all of the panels for the test facility. High pressure air hoses were installed prior to the fitting of the panel frames. Wiring the electrical control and calibration panels is now at a very advanced stage and we expect the facility to become available for use within the next few months following testing and commissioning.

Acquisition of MMTB No. 15 Trucks

The Association would like to thank the Victorian Department of Infrastructure for making available on loan a set of MMTB No. 15 trucks for use in providing vital components for the restoration of VR No. 41. In particular we would like to thank Heritage



Tony Smith is seen working on the restoration of VR 41.
Kym Smith

Coordinator, Mike Ryan for this invaluable assistance to our Association. We would also like to acknowledge the role COTMA played in the acquisition of the trucks. Thank you one and all!

VR 41 Update

Work on the restoration of VR 41 is going ahead beyond our most optimistic expectations.

Work on the roof reconstruction by staff at Bendigo Tramways has progressed at a record pace, and we are indeed fortunate in having the skills of the staff available to us. We are amazed at how many of the original roof ribs were still in a sound condition, about 90 percent of them being able to be reused.

Following the removal of the roof, the missing bulkhead removed when the tram was 'scrapped' has been replaced using one obtained from another VR tram many years ago.

Work is also progressing very rapidly on the restoration of the mechanical and electrical components that will be used on the tram. Overhaul of



Work continues on the installation of a new fascia and windshield on VR 41.
Kym Smith

Removing the temporary trucks from under L103.

Craig Tooke



the line breaker has been completed and major advances made on the overhaul of the controllers and trolley bases.

Peter Stoneham has magnificently restored two of the emergency lamps that were fitted to the aprons at either end of the tram, utilising many bits and pieces

we had on hand. The restoration work is so good that the lamps almost look like brand new ones.

We are very excited by this project and will no doubt have further news to report over the coming months.

A 50th Birthday with a Difference!

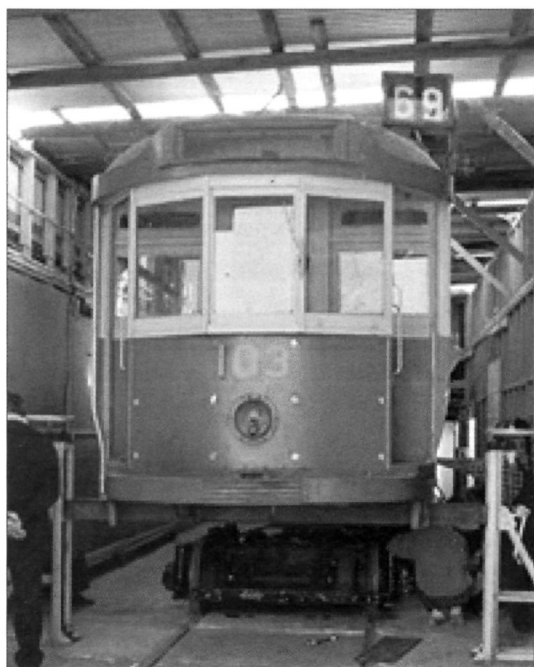
Anyone who reaches the milestone of fifty years of age usually celebrates with a special gathering of friends and family. Our General Manager, Tony Smith recently reached this milestone and had a celebration with a real difference.

Sunday 15 September was the day in question, and to celebrate it a party was held at the museum. What our unsuspecting General Manager did not realise was that members of the Association and fellow enthusiasts from the Bendigo Tramways were to make the day one not to be forgotten quickly.

During the course of the celebration major work was undertaken on L car 103. The tram was lowered onto the refurbished Brill 77E trucks and a Westinghouse DH16 air compressor mounted underneath the tram.

A major achievement and a fiftieth birthday no one will forget in a long time! We would like to thank our friends from Bendigo led by Kym Smith who worked so well with Craig Tooke to ensure everything went like clockwork.

The motor leads and brake rigging have now been connected, and it will not be much longer before L 103 becomes fully operational.



L103 is up on body jacks during the fitting of the overhauled Brill 77E trucks.

Craig Tooke



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