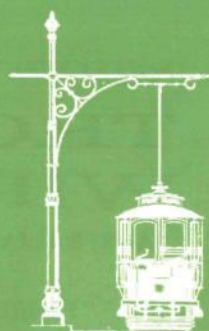


TROLLEY WIRE



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A PORTUGUESE TRAM IN AUSTRALIA

TROLLEY WIRE

AUSTRALIA'S TRAMWAY MUSEUM
MAGAZINE

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Front Cover:

The visiting Eurotram, Oporto No. 018, is seen at the corner of Flinders and Swanston Streets on its first day of service in Melbourne, 20 January 2003.

Craig Wilson

Back Page Top:

Tram 3502 is one of only four Combino to be liveried in the M>Tram colours. Following the departure of M>Tram from the Melbourne scene, further Combino cars entering service will be in plain white. 3502 is seen in High Street, at Glenferrie Road bound for the University on 19 December 2002, the first day the Combino trams ran in revenue service.

Steven Altham

Back Page Bottom:

Melbourne W6 class 1000 is seen at the junction of Spencer and Collins Street on 18 November 2002 in its Christmas garb of all over red. It is lettered 'The Christmas Tram' and, on the lower right panel, 'Celebrate Melbourne'.

Steven Altham



One of the panels on the two information pillars at the Eurotram exhibition at Circular Quay during December 2002. This one deals with Sydney's tramway history. Others covered international developments, progress of the Sydney light rail system and Tram or Light Rail? Turn to A Portuguese Tram in Australia on page 20 for more information on this exhibition and the running of an Oporto Eurotram in Melbourne.

Bob Merchant

NINETY-FOUR YEARS OF SERVICE IN SYDNEY AND MELBOURNE COMES TO AN END

By Martin Pinches

The recent withdrawal of the two ex-Sydney rail scrubber trams, 10W & 11W, from service with M>Tram and Yarra Trams respectively, in Melbourne, makes it timely to reflect on the extremely long working lives of these two tramcars. These two venerable cars saw service in Sydney from the earlier part of the 1900s. They played an important role in transporting passengers in the days before the widespread use of motorised transport, to more recent times where they performed an equally important role into the 21st century as service vehicles in Melbourne's modern tramway system. They worked alongside the original Sydney C type saloon cars when first introduced and were to eventually work on the same system as the recently introduced Melbourne C class light-rail vehicles. A truly remarkable working life for two tramcars that originally cost the equivalent of \$1944 each.

Operation as passenger cars in Sydney

The K class trams from which the two scrubbers were converted were introduced onto Sydney streets in 1908 as 50-seat open and closed single-truck crossbench tramcars designed to handle the heavy traffic over some of the steeply graded lines in Sydney. Construction of the sixty single-truck tramcars had been approved in May 1907 together with an order for one 80-seat bogie car of a similar layout, combined

open and closed crossbench, as a sample. This car, allocated the number 806, was to be the forerunner of the ubiquitous Sydney O class 'toastrack' tramcars.

The order for the 60 K class tramcars was placed with the Meadowbank Manufacturing Company and delivery of the cars commenced in March 1908, being allocated numbers 746 to 805. Three cars were destroyed by fire at Meadowbank while under construction, leading to a reduction of the order to 57 cars and the allocation of the numbers 803 to 805 to O class cars.

As built, these cars were fitted with 36kW motors of the GE67A type. A K6 controller was fitted at the coupling end and a K10 controller at the other (i.e. the end from which the cars were driven as coupled sets). The cars had No. 1 type trucks with a wheelbase of 2250mm.

K 763 was placed in service on 2 June 1908, while K 797 entered service on 18 September 1908. The two tramcars were attached to Waverley Depot by 1933 where they would have been used on the Bellevue Hill line, a very busy route that ran from Circular Quay through Paddington to Bellevue Hill and Bondi Beach.

Deliveries of new R class tramcars commenced in 1933, and when enough new cars had been delivered,

Coupled K class cars 763 and 748 are seen at Circular Quay near the end of an inbound run from an inner western suburb. The photo is believed to have been taken on 21 October 1947. Car 748 still has an open driving position on its inner coupled end. Driver's protection was not added to the coupling end of a number of K class cars that ran as semi-permanently coupled sets. This photo and two on the following page all show 763 coupled to 748 in the 1946-1947 period.

Norm Boxall



K cars 763 and 748 catch the afternoon sun as they shunt near Rozelle Depot Junction on 9 September 1946.

Norm Boxall



Heavy loading on the Lilyfield line! K class cars 763 and 748 are seen in Derwent Street at the junction of Arundel Street, Glebe, on 31 October 1946.

Norm Boxall



Coupled K cars 780 and 797 are running an afternoon peak hour service to Circular Quay in 1947, about to turn from Derwent Street into Broadway. The cars are still wearing their wartime 'brownout' white paint on bumpers and steps.

Norm Boxall

K class cars were banished from service on the Bellevue Hill and Watsons Bay routes. Most were placed into storage at various depots and Randwick Workshops. After that time the class saw very limited revenue use on the main system. It was not until during the Second World War, when patronage of the Sydney tramway system increased dramatically, that the

K class was used more extensively, along with some other types that had also seen limited use. During 1937 and 1938 the majority of the K class were repainted into the new green and cream colour scheme that had been introduced with the new R class corridor trams.

K 763 was stored at Waverley from 1937 to 1940

and then at Randwick Workshops until 1945. It was returned to service at Rozelle Depot in February 1945. K 797 was placed into partial storage at Fort Macquarie Depot from 1934 to 1939 and then at Randwick Workshops until it was returned to service at Rozelle Depot in August 1942. From Rozelle Depot the two cars were used in peak hour workings to a number of Western Suburbs termini. They also would probably have been used on occasion to assist with some services on the Waverley lines to Denham Street, Waverley and Bondi that were operated from Rozelle Depot.

By 1948 patronage on the Sydney system had declined and, with the reallocation of tramcars after the isolated Enfield system was closed, a number of the older tramcars could be withdrawn from service. K 763 and 797 were placed into storage at Randwick Workshops from 3 December 1948 together with a

further 37 cars of the same class. Both were written off on 25 January 1950.

Rebuilding for use as scrubber cars

However this was not to be end of the line for these two tramcars. A number of their class were being disposed of by burning or the sale of their bodies, but after a period in storage both these tramcars were selected for conversion to rail scrubber cars. They were to be replacements for the deteriorating 1899 vintage D class cars that were used as scrubbers at the time.

The conversion involved a complete rebuild, with major changes to both the bodies and the electrical gear. The bodies were rebuilt to a saloon type with five windows and a door on each side, with a wire cage enclosing extra resistance grids for slow speed running behind one of the driver's cabins. Carborundum blocks



Scrubber 139s waits in Eddy Avenue in September 1956. This side view shows the extent of the original conversion from a passenger K class car.

N. Boxall collection

Scrubber 138s waits to use the crossover in Marrickville Road, Marrickville while carrying out its duties as a scrubber car.

N. Boxall



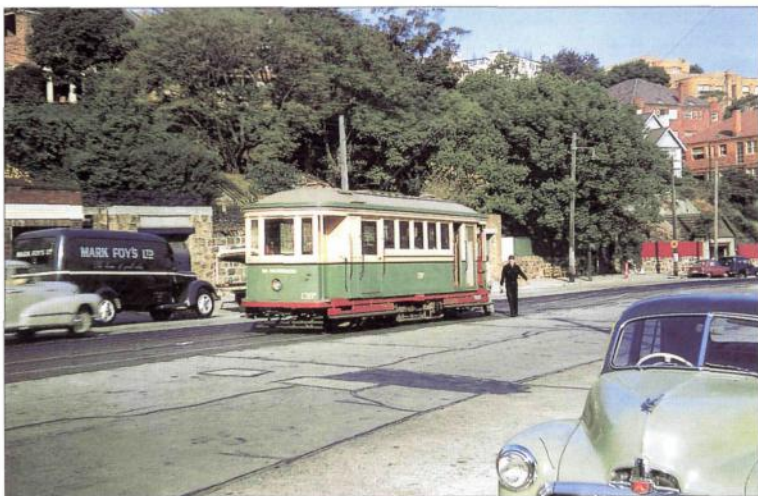


In Glebe Point Road heading towards the city, 139s passes Glebe Post Office at the corner of St Johns Road.

N. Boxall collection

Scrubber 138s prepares to use the crossover in New South Head Road, Double Bay. A Mark Foy's delivery van and an FJ Holden Special complete the scene. The Holden's colour scheme of Shannon Green with a Brookmere Green roof was a popular two-tone combination for this model.

Hugh Ballment

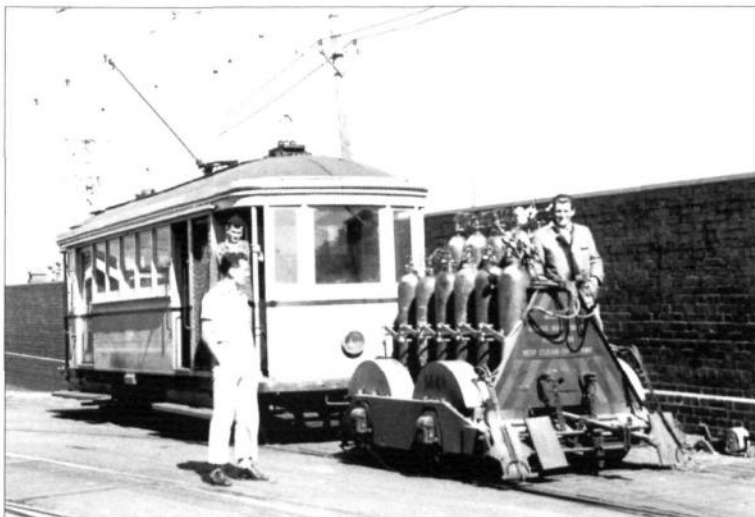


Scrubber 139s leaves Eddy Avenue and turns into Elizabeth Street. In the background the now demolished Toohey's Brewery towers over the tramway signal box controlling this busy intersection.

N. Boxall collection

were fitted, and a tank containing 1.5 kilolitres of water for flushing purposes was installed inside the body.

As converted they had two 45kW GE275 motors which would have been reclaimed from scrapped L/P type cars. These would have also been the source of the



In May 1959, scrubber 139s is seen with weed burning trailer 144s at the entrance to Waverley tram depot, during the crew's lunch break. Martin Pinches

double-sided pole hooks. They had the larger capacity K10 controllers (already fitted at the non-coupling end) provided at either end.

Each car contained an elaborately sign-written 'builder's plate' at the back of one of the driver's bulkheads, recording its construction at Randwick Workshops. These signs remained in the cars for many years after their transfer to Melbourne, but eventually disappeared.

K 763 was released from the workshops as 138s on 15 February 1952 while K 797 was placed in service as

139s on 28 July 1953*. They operated from Randwick Workshops over the entire main system as required. Following the construction of weedburner 144s in 1956, they shared with other scrubbers the duty of propelling or towing that car.

Their life in Sydney as service cars was destined to be relatively short. Nos. 138s and 139s were overhauled in 1956 with recorded dates of 17 May 1956 and 3 July 1956 respectively, while the last dates shown on their Randwick Workshops record cards are 9 April 1959 and 6 April 1959.



K class scrubber car 139s propels weedburner 144s during weed clearing operations on the up track in Anzac Parade Kingsford on 4 March 1958. The flames and smoke from this activity provided an interesting sight for spectators.

David Keenan

*There is some confusion about the date on which No. 138s entered service after conversion. The Department of Government Transport's Accountant reported the date as 13 February 1952, while it was quoted by Randwick Workshops as 15 February 1952 or 15 May 1952. The June 1954 issue of *Electric Traction* refers to 15 February 1952 which is the generally accepted date. There is no dispute that No. 139s entered service on 28 July 1953.



The body of 139s is lifted from its road transport by gantry crane at Darling Harbour goods yard.

N. Boxall collection

Association (AETA), the Melbourne and Metropolitan Tramways Board purchased them in 1959. They were transported by rail, the bodies leaving Darling Harbour on 5 August 1959 on UME flat wagons. The trucks accompanied the bodies in S wagons. They reached Melbourne on 10 and 12 August. No. 139s arrived at Preston Workshops on 12 August 1959 and its companion on the following day.

According to Department of Government Transport records, the two cars were sold on 9 October 1959 (long after their actual departure to Melbourne) for £550 for the pair plus £120 for three motors. The transport of the two bodies to Darling Harbour cost £35 and of the trucks to Alexandria Sidings £3. From the latter information, it appears that the trucks may have been loaded into S wagons at Alexandria, which were then transferred to Darling Harbour to be conveyed on the same train as the car bodies.

On arrival at Preston they were repainted into the standard Melbourne green and cream colour scheme and renumbered 10 and 11 in the service stock roster. No. 10 entered service in Melbourne on 6 November 1959, with No. 11 following in April 1960*. No. 11's commissioning was delayed while modifications were made to its scrubber gear. The same changes were applied to No.10 in May 1960.

Sale to Melbourne

With the gradual closure of Sydney's tramway system the two cars became surplus to requirements. Following a suggestion from the Melbourne headquarters of the Australian Electric Traction



Cars 138s and 139s have been loaded onto UME bogie flat wagons at Darling Harbour goods yard and are in the process of being tied down for their journey to Melbourne. Their Brill type 21E trucks have been loaded into four-wheeled S trucks and marshalled behind each of the UME wagons.

Bob Merchant

*According to *Destination City*, fifth edition, No. 11 entered service in June 1960, but it is believed that April 1960 is correct.

Operation in Melbourne

Following their entry into service in Melbourne the two cars resumed their Sydney role of scrubbing the rail surface, a mundane task which they continued for more than 40 years. One difference from their Sydney duties was that from time to time they were used to clean the rails on newly built sections of track. On many occasions one or other of the two ex-Sydney cars was the first tram on a new line. Conversely, early on the morning of 29 May 1999, 11W was the last tram to run on the old Batman Avenue trackage.

Over the years the two cars underwent a series of modifications. Fairly early in their Melbourne careers (by 1971) they were equipped with K36J controllers,

presumably recovered from withdrawn single-truck passenger cars. In March 1963 they were repainted into the new service stock colours of String (cream) with black zebra stripes, and flashing lights were fitted to their fascias. In August 1967 they were fitted with fluorescent dash canopy lighting, and in November 1975 they were renumbered to 10W and 11W to distinguish them from the new Z class passenger trams then being introduced.

Both cars underwent substantial overhauls in June 1979 (10W) and February 1980 (11W). Among other modifications, steel panels replaced their saloon windows at this time. Standard M&MTB headlights replaced the Sydney flat-glass type, the headlights from 10W being used on restored V class car 214.

M&MTB scrubber car 11 at Hanna Street Depot not long after its arrival in 1959. There is little difference from its Sydney appearance apart from repainting in the standard Melbourne green and cream.

N. Boxall collection



Scrubber 11 is on its first trip in Melbourne in April 1960. It is seen on the Glen Iris line, about to turn from High Street into St Kilda Road.

Jim Seletto

Scrubber 11 is seen in Gilbert Road, West Preston in 1962.

Martin Pinches



Further and major modifications were made to 11W in late 1986. It was outshopped in January 1987 with its body lacking the former door and the visible compartment housing resistance grids. These modifications were not applied to 10W, which until its eventual withdrawal retained an appearance closer to its Sydney condition. At this time car 11W was painted yellow with red diagonal stripes, a colour scheme applied to 10W in mid 1988. In 1989 11W was fitted with a pantograph (while retaining its trolley pole) to enable it to operate on the Port Melbourne and St. Kilda light rail routes. Again, this modification was not made to 10W.

In the course of maintenance in 2001, 11W received

refurbished controllers which had been overhauled and rebuilt to as-new condition by the Bendigo Tramways. These controllers had previously been used in SECV tramcars, so that 11W now has very mixed parentage! The controllers removed from the car went to Bendigo in exchange.

For many years from the start of their operation in Melbourne the two cars were based with other service stock at South Melbourne Depot, renamed from Hanna Street Depot in September 1960. Their first move came in about October 1992, when following the commissioning of Melbourne's second restaurant tram in that month, a shortage of space at South Melbourne resulted in the two trams (and scrubber 9W) being



Scrubber 11 passes Melbourne's Luna Park at St Kilda while W2 588 lurks behind the tree at right.

W. Parkinson collection



Scrubber 10 attends a major track relay in June 1967 at the intersection of Carlisle Street with High Street and Brighton Road, St Kilda. The handsome building in the background is the former St Kilda Town Hall.
Hugh Waldron

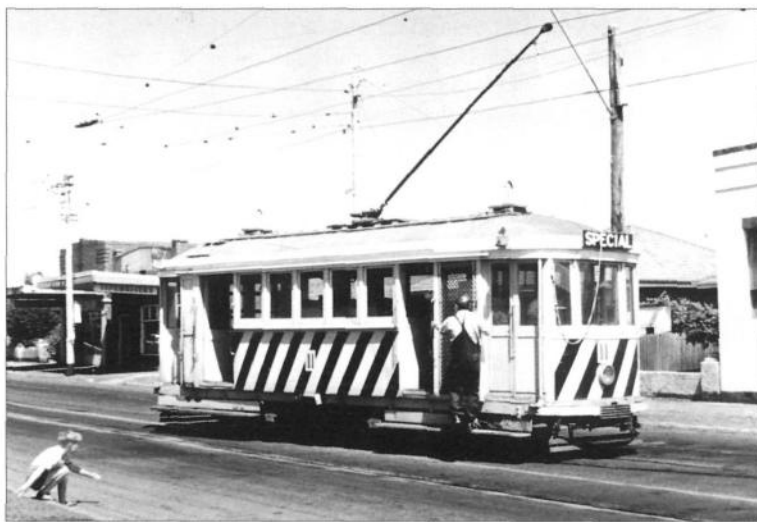
relocated to Hawthorn Depot. In the early months of 1996, Z1 class car No. 10 was based at Hawthorn for ticket machine trials, providing frequent opportunities for two trams with virtually the same number to be seen together (although this was not the first such opportunity, as reported in the following section on tours using the scrubber cars). On 6 and 7 July 1996, 10W and 11W were transferred from Hawthorn Depot to Brunswick Depot.

On 1 October 1997 the formal division of the Melbourne tramways into Swanston Trams (later M>Tram) and Yarra Trams took place. Car 10W was allocated to Swanston and car 11W to Yarra. Although Brunswick was a Swanston depot, 11W remained based there until transferred to Southbank in February 1998.

Car 10W's lack of a pantograph became a limiting factor during its last years of operation due to the continual reduction in routes available for pole operation. This restriction provided the basis of a question in an examination for intending depot starters at Brunswick during 2001. The question was: if you were required to move 10W from Brunswick Depot to Preston Workshops with number 2 end defective, which route would you follow, without changing ends?

Scrubber cars on tours

The ex-Sydney scrubber cars were used on enthusiast tours in Melbourne on two occasions, and had a supporting role in a third tour.



Scrubber 11 uses a crossover in Gilbert Road, West Preston, watched with interest by a small boy.
Bill Parkinson



Scrubber 10 poses with new Z class 10 at South Melbourne Depot during the Sydney Tramway Museum tour on 4 October 1975. Dick Jones

On the evening of 1 October 1966, No. 11 was used on a tour as part of a visit to Melbourne by Sydney Tramway Museum members on the October long weekend of that year. The car left South Melbourne Depot at 9.00pm, accompanied by X2 676. Locations visited, with stops for time and flash photography in spite of showery weather, included Dudley Street siding at the northern end of William Street, Malvern Depot and Dandenong Road. This was the first tour by a service car in Melbourne.

On the October long weekend in 1975, another tour arranged by the Sydney Tramway Museum used cars VR 52, L 106 and Z class car No.10, then only a few weeks old. On 4 October 1975 the three tour cars were posed at South Melbourne Depot with scrubber 10 (not yet renumbered to 10W) alongside Z 10.

On 12 June 1988 the AETA ran a tour with both cars to mark their 80th birthdays. Decorated with balloons and accompanied by Y1 613, the scrubbers left South Melbourne Depot at 9.45 am, first running to South

Melbourne Beach. On arrival at the World Congress Centre (then known as the World Trade Centre), car 613 became defective and was returned to South Melbourne Depot. The passengers then crowded aboard 10W and 11W until a replacement tram, W1 431 caught up with the scrubbers at Albert Park Beach while on the way to St. Kilda Beach (route 12 terminus).

On arrival back at South Melbourne Cricket Ground Siding there was a cake-cutting ceremony, with a cake for each tram. Each cake displayed the four numbers that the trams had carried during their then 80-year careers. The cakes were quickly consumed by the tour patrons!

The three trams then returned to South Melbourne Depot, 10W and 431 running via Clarendon, Spencer, Bourke and William Streets, while 11W ran direct via Park Street. This was possibly the first tour for 431 since its reconversion to a W1 class in May 1988. In the afternoon it continued the tour, running to (among



With balloons hanging from their handrails, the two scrubbers follow Y1 class 613 during the Australian Electric Traction Association tour on 12 June 1988. Hugh Waldron

Scrubber 11 stands in Bourke Street outside the now demolished Carlyon's Hotel with Spencer Street railway station in the background. In this night view taken on 14 April 1965, the water tanks can be seen in the saloon.

Bob Merchant



other destinations) Preston Workshops where patrons were given a trip along the test track in brand new B2 class 2004. The day's activities amounted to one of the most interesting and diverse tram enthusiast tours ever held.

While the significance of the two ex-Sydney cars was always recognised by enthusiasts, as exemplified by these tours, they had no status as historic tramcars in the Melbourne fleet. The only known occasion on which the heritage value of these cars was publicly acknowledged was at an open day at Kew Depot on 8 December 1991, when 10W joined a variety of historic cars on display.

Withdrawal and preservation

The two cars continued in service into the 21st century, but the winds of change were blowing. M>Tram made a decision was made to use a road vehicle to undertake the work previously carried out by 10W, and the veteran car was officially withdrawn on 2 June 2002, 94 years to the day from its entry into service as a passenger tramcar in Sydney. A media

release was issued by M>Tram to mark the occasion. However 10W returned to work for two more days on 6 and 7 June, operating along Royal Parade. On 10 July the car made its last trip on the Melbourne system when it left Brunswick Depot at 9:55am to run via Lygon Street, Swanston Street, La Trobe Street, Smith Street, High Street and Miller Street to Preston Workshops. On this farewell run 10W actually did some scrubbing of the tracks along the way.

Car 11W was withdrawn from service shortly after 10W and placed in storage at Camberwell Depot, but it had seen very little use since its overhaul in 2001, which had involved a long period out of service. It is believed that no specific arrangements were made for replacement of its functions. The withdrawal of 11W was apparently prompted by operational and staffing problems. During the period of 11W's unavailability 10W was used to scrub Yarra tracks, and it is believed that 10W was in fact the last scrubber to be used. Its last driver was Corey Robertson.

The Victorian Department of Infrastructure notified the Council of Tramway Museums of Australasia that

Scrubber cars 10W and 11W are seen in the siding at South Melbourne Cricket Ground during the Australian Electric Traction Association tour held on 12 June 1988.

Hugh Waldron





Scrubber 11 and X2 676 stand in Dudley Street siding at the northern end of William Street, City during the tour held on 1 October 1966.

Bill Parkinson

the two trams were available for disposal and after checking past correspondence, COTMA confirmed that the Tramway Museum Society of Victoria and the Sydney Tramway Museum had applied for the two trams many years previously. Accordingly 10W was made available to the TMSV, and on 16 July 2002 the car was transferred from Preston to Bylands, where it was used to scrub the tracks five days later. Car 11W has been made available to the STM and is awaiting transfer at a suitable time.

It is noteworthy that when the two ex-Sydney scrubbers arrived in Melbourne in 1959 they joined a substantial fleet of service stock cars which continued to expand over the next few years. Gradually more and

more of their tasks were taken over by road vehicles, leading to successive withdrawals of these interesting cars. For the last few years of their use, 10W and 11W were the only remaining service cars, and their withdrawal marked the end of operation of non-revenue cars on the Melbourne system.

After 94 years of service these two tramcars have earned their retirement from normal service but will continue to be used at Bylands and Loftus. It is fortunate that these two cars were converted to scrubber cars back in 1952-53 as otherwise they would have met a much different end, probably ending their days as sheds on outer suburban properties or, even worse, being burnt.



A freshly overhauled and repainted 10W stands at the entrance to Preston Workshops for an official portrait.

PTC of Victoria (neg 15976)

On 4 December 1996, the first tram to cross the re-opened railway crossing and flyover at Gardiner on route 72 was scrubber 10W. The tracking of its pole through the overhead special work is being closely watched.

Ray Marsh



Scrubber 11W negotiates the curve from Queensberry Street into Errol Street, North Melbourne, on 27 December 1997.

Ray Marsh



Scrubber 11W was the first tram to run on the extension of the East Burwood line from Middleborough Road to Blackburn Road, on 28 June 1993. It is being followed by an overhead inspection vehicle.

Ray Marsh





The oldest and the newest together: scrubber 11W keeps company with Citadis cars including 3010 and 3005 at Southbank Depot on 19 December 2002.

Andy Plunkett

Around the world a large number of obsolete trams have managed to last into preservation solely due to the fact that when they had served a useful life carrying passengers they were converted into works cars of varying types. Thus when they were finally withdrawn, they were available for preservation as examples of early types of tramcars from the systems from which they originated.

Acknowledgments

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Destination City, fifth edition (N. Cross, D. Budd & R. Willson, TAP Sydney 1993)

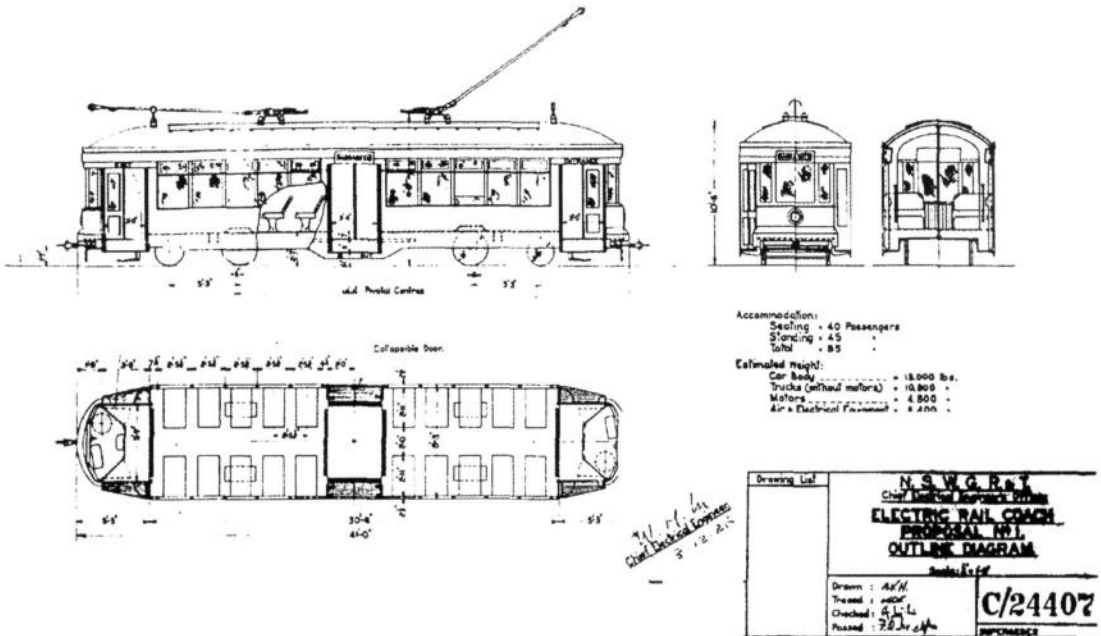
Numerous issues of *Electric Traction*, *Transit Australia* and *Trolley Wire*. The June 1954 issue of *Electric Traction* contained a substantial article on the two tramcars, then recently converted to scrubbers.

M>Tram's replacement for 10W approaches Domain Road interchange in February 2003. Will this vehicle last 94 years?

Dale Budd

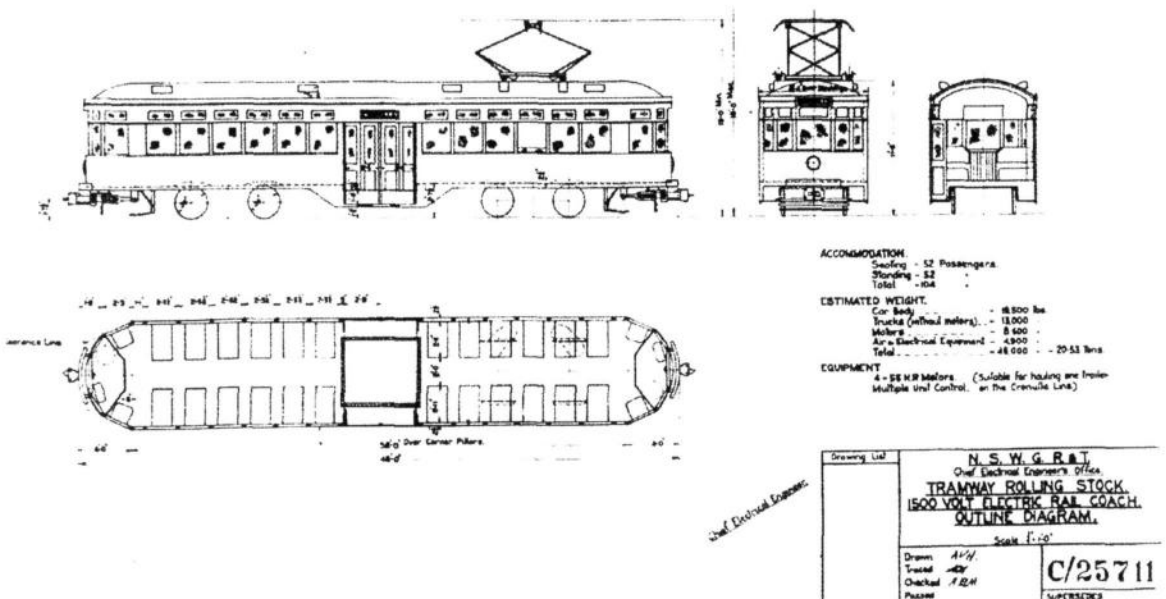


SYDNEY ELECTRIC RAIL COACHES



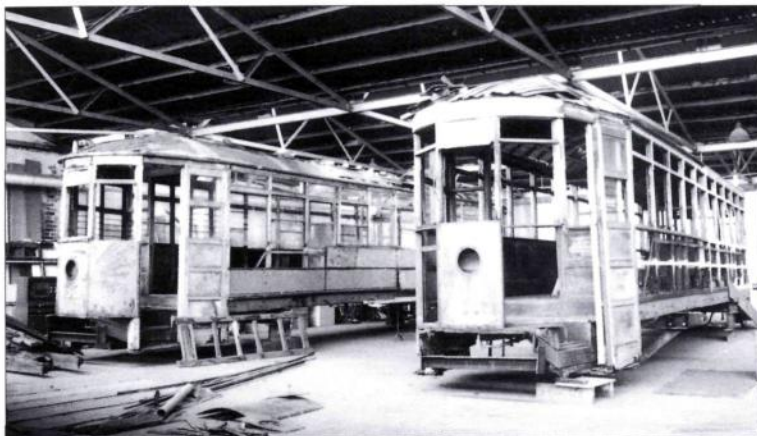
In the 1920s the Sydney Tramways contemplated, but did not build, at least two proposals for 'Electric Rail Coaches'.

The drawing above, of 'Proposal No. 1', was dated 8 December 1926. The destination sign shows Narrabeen, perhaps indicating a possible use for these vehicles. The design is remarkable in that it differs in virtually every possible respect from the P type trams then in production. The 1500 volt car in the diagram below was intended for the Cronulla line, whose electrification was briefly considered in the 1920s. Perhaps it was the break-up of the New South Wales Government Railways and Tramways in 1930 which led to these vehicles never seeing the light of day.



TASMANIAN PRESERVATION IN PICTURES

Hobart bogie cars 133 (HMT 1947) and 118 (HMT 1941) are at Moonah awaiting restoration for Hobart's Sullivans Cove tramway.
Ray Marsh



Hobart single truck drop-end clerestory roofed combination car 39 (HMT 1917) has been restored by Hobart City Council and is stored in Moonah depot awaiting a truck and electrical equipment. It is also to be used on the Sullivans Cove tramway.

Ray Marsh

Hobart double deck car (2nd) 17 (HMT 1915) has been restored by Hobart City Council for eventual operation on the Sullivans Cove tramway.

Ray Marsh



Hobart cars double deck 46 (HMT 1922) and bogie car 141 (HMT 1952) are on display at the Tasmanian Transport Museum at Glenorchy, Hobart.

Ray Marsh



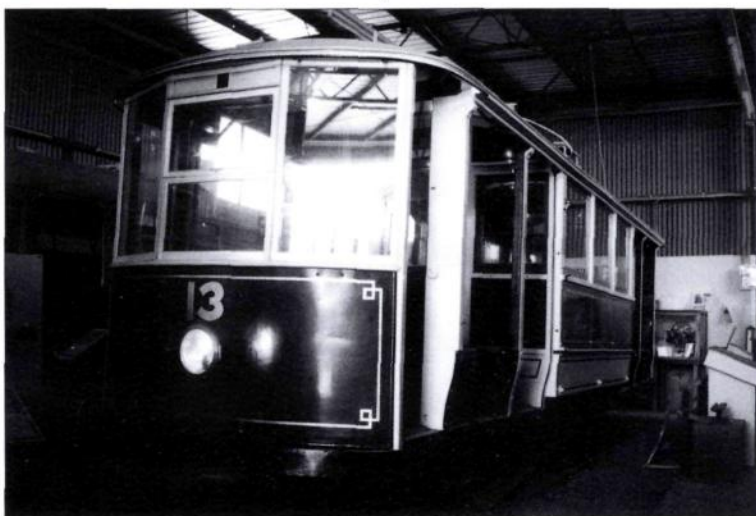
Launceston single truck drop-end open California combination car 11 (J & T Gunn 1911) is on display inside the Great Northern Hotel, Launceston. This view was taken on 14 November 2002.

Ray Marsh

The trams preserved by the Launceston Tramway Museum Society are shown on pages 51 and 52.

Launceston single truck car 13 (J & T Gunn 1911) has been restored by the Tasmanian Transport Museum Society. It, and Launceston No. 11, were built as trailers but were never used as such. They received motors and control equipment in 1912.

Ray Marsh



HERE AND THERE

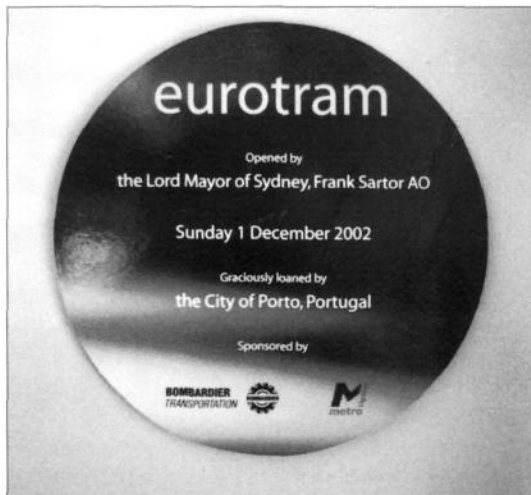
NEWS ITEMS OF INTEREST FROM ALL OVER

A Portuguese Tram in Australia

Sydneysiders received a preview of tram technology from manufacturer Bombardier when a 'Eurotram,' Porto 018 was displayed at the Customs House forecourt at Circular Quay. The exhibition, which also incorporated video and panel displays on Sydney's tram history and international light rail systems, ran from 10:00am to 6:00pm daily from 1 December to 13 December 2002. The seven-module vehicle was reduced to five modules for display in Sydney.

An estimated 17,000 people visited the Eurotram while it was located at Circular Quay and many thousands more read the information panels and saw the vehicle without actually entering it. More than 700 of the visitors chose to vote on whether they preferred the name 'tram' or 'light rail', resulting in a close call of 52 per cent in favour of 'tram'! The most frequently asked question on board the Eurotram was "What time does this leave?"

Bombardier Transportation is supplying 72 Eurotram 100 per cent low floor articulated light rail vehicles to Metro de Porto, Portugal. Sixty-six seven-module 33m long Eurotrams and 92 nine-module 44.5m versions are



The plaque on the bulkhead of 018 records the opening of the exhibition, the loan of the car from the City of Oporto and its sponsors, Bombardier Transportation and Metro Light Rail. In Melbourne the co-sponsor was Yarra Trams.

Bob Merchant

already in service in Strasbourg, France. Another 26 seven-module single-ended cars are in Milan, Italy.



The Lord Mayor of Sydney, Frank Sartor addresses the official guests at the launch of the Eurotram exhibition on 1 December 2002. The chairman of Metro Light Rail, Mr Paul Espie is standing on the right.

Howard Clark

A view of 018 and Customs House Square from Circular Quay railway station. The marquee used for the launch is in the centre of the Square. The two information pillars can be seen at each end of the tram inspection area. Dale Budd



An interior view of Oporto 018. The plaque, illustrated opposite, can be seen on the bulkhead at right. Although the seating in this car is rather hard, it can be changed to suit the operating system's requirements.

Howard Clark



Oporto 018 with a crowd inspecting the car and information panels. This view is looking west across Customs House Square from Young Street.

Dale Budd





Oporto 018 on display at Circular Quay in December 2002. The car is carrying lettering for Bombardier Transportation in the yellow stripe above the windows and 'www.sydneylightrail.com.au' in the stripe below the windows. This lettering was applied after the launch on 1 December 2002.

Bob Merchant



R class car 1890 on an AETA tour at Circular Quay on 3 July 1954. Oporto 018 was on display a few metres to the left of this position. Only the Customs House remains to remind us of the location.

Noel Reed



The sleek lines of Oporto 018 caught the eye of many passers-by at Circular Quay. Will this be a sight to be seen again in the not-so-distant future?

Howard Clark

SW6 946 in traditional green and cream livery passes Oporto 018 in Harbour Esplanade. A number of green and cream W series cars have been working the City Circle service recently because of the non-availability of regular City Circle liveried trams.

Steven Altham



Construction work provides a backdrop as 018 departs the stop at Victoria Harbour and negotiates the reverse curves at Bourke Street and Harbour Esplanade.

Steven Altham



Oporto 018 is about to pass Melbourne 2108 in Flinders Street, east of Swanston Street, on 20 January 2003.

Craig Wilson



From Sydney the Eurotram was transported to Melbourne and underwent accreditation trials at Bombardier's Dandenong test track. Due to its requiring a minimum curve radius of 20m, the tram was limited as to where it was able to run in Melbourne.

The car was delivered to the then unused tracks at Docklands, adjacent to the Telstra Dome, during the early hours of 16 January 2003. It entered service on 20 January running from Docklands via Flinders and Wellington Streets to Simpson Street crossover. (Its 35m length precluded use of Simpson Street siding.) Travel on the tram was free. It made its last run on Sunday, 26 January and returned to Dandenong on Monday night. It is expected to see service again for the Formula One Grand Prix in March.

Rozelle Tram Depot

It was announced on 23 November 2002 that the NSW Harness Racing Club board, which owns Harold Park Paceway, wants to carve off land and sell it for medium-density development. Under the plan, the old Rozelle tram depot site next to Jubilee Park would be redeveloped into 120 units. It is unclear what would happen to the tram depot, which is subject to a heritage order.

Sydney light rail patronage increases

Metro Transport Sydney Pty Ltd has advised that an estimated 3-4 million passengers a year now use the light rail system, many of them on a regular basis. The proportion of commuters to tourists has changed from 30 per cent commuters to the current proportion of

70 per cent commuters. The Sydney Fish Markets, Star City (Casino), Powerhouse Museum and Paddy's Markets amongst others are now key destinations which benefit from patrons arriving by public transport.

Progress with Sydney light rail extensions

Good progress is being made towards achieving extensions to Sydney's light rail system. In August 2002 Transport Minister Carl Scully committed \$500,000 for feasibility studies into extending the light rail line from Central Station to Circular Quay. Work on the feasibility studies is now under way. The Minister highlighted the objective of opening light rail simultaneously with the Cross City Tunnel to prevent 'traffic at surface level in the city from re-equalising'. The tunnel is presently scheduled to open in 2005 and has recently been given final approval for commencement of work.

National Express departs the rail scene in Victoria

On 16 December 2002 the board of National Express Group PLC advised the Victorian Minister for Transport that from 23 December the group would cease funding its tram and train franchises in Melbourne. National Express was the operator of M>Tram, M>Train and V/Line. The Group's Australian bus operations were not affected by the decision.

The company departed the rail scene leaving debts of \$55 million. Deloitte Touche Tohmatsu has been appointed as administrator.

In October 2002, British-owned National Express wished to sell its M>Tram business to Yarra Trams and



New curves were installed at the junction of Glenferrie and Malvern Roads over the weekend 23-24 November 2002. This view taken on 24 November shows the new curves to the right.

Steven Altham



Victorian Transport Minister, Peter Batchelor, opens the new tramway museum at Hawthorn Depot on 19 January 2003.

Dale Budd

discussions had been held towards that end. The deal would have required State Government and regulatory approval.

Melbourne Fare Rise

Fares on Melbourne's trams, trains and buses rose by about 3% on 1 January 2003. A two-hour ticket now costs \$2.70 while a Zone 1 daily ticket is \$5.20: these are the tickets most used by visitors to Melbourne.

Museum opened at Hawthorn Depot

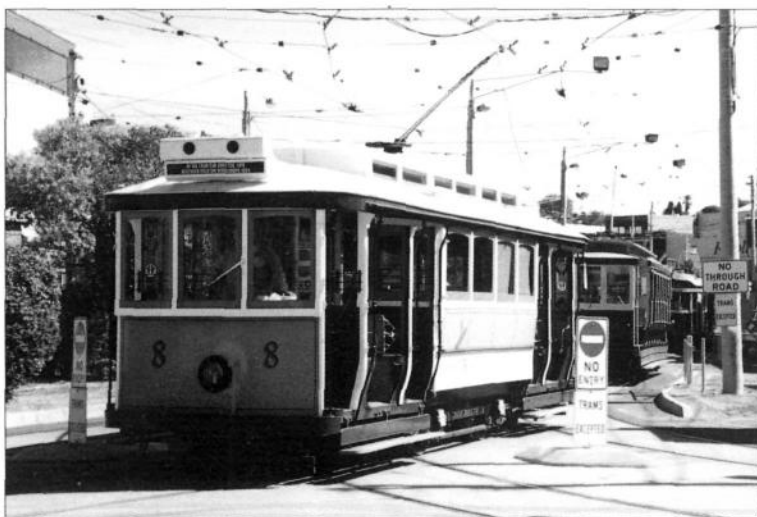
Part of the former Hawthorn Depot was opened as a tram museum on 19 January following extensive reconstruction of the site, the greater part of which is now a home unit development.

Hawthorn Tramways Trust No. 8 headed crossbench V 214 and W1 431 in procession from Camberwell Depot to Hawthorn Depot for the official opening on 19 January 2003. The trio is seen leaving Camberwell Depot.

Randall Wilson

The museum consists of tracks 1 to 4 of the former depot, which are the original part of the facility opened in 1916. The depot fan trackwork serving these tracks was lifted for the redevelopment, and then the same special work was relaid. A few remnants of tracks leading to the former roads 5, 6 and 7 have also been replaced in the new bitumen surface, apparently as a reminder of its former use. A large room inside the depot, adjacent to road 1, has been refurbished with display panels around the walls.

The museum was opened by Transport Minister, Peter Batchelor. The day's proceedings began with a procession of three historic tramcars from Camberwell Depot to Hawthorn. Leaving Camberwell at 10:00am were cars HTT No. 8, V 214 and W1 431. The Minister





W2 class 510, Y class 469 and L class 106 head the three roads of the new Hawthorn Depot tram museum. A TV cameraman can be seen on the landing behind and above car 106.

Randall Wilson

and a small number of invited guests travelled on the latter car.

On arrival at Hawthorn the convoy shunted, one by one, into the depot yard. The opening ceremonies were held in the interior room already mentioned. After a brief speech, the Minister declared the museum open and invited those present to inspect the exhibits and partake of refreshments. He announced that the museum would be open on the second Saturday of each month, from 1:00pm to 5:00pm. No mention was made of operation of any of the historic fleet.

The cars currently displayed at Hawthorn consist of:

HTT No. 8	X 217	X2 676
L 104	W 380	W5 774
L 106	W1 431	W7 1040
S 164	Y 469	PCC 1041
T 180	W2 510	'1042'
V 214	Y1 613	

The media release issued for the occasion stated that more trams would gradually be added to the collection as they were restored. Subsequently it was decided that Milan 1692 and Berlin 3007 will be displayed temporarily at Hawthorn, as reported on page 52.



A high level view of the interior of Hawthorn Depot on 3 December 2002 showing roads 1 to 3. Howard Clark

Refurbished W7 class 1021 in green and cream livery is seen on test adjacent to the Victoria Harbour development in Melbourne's Docklands on 21 December 2002. It sports safety yellow on the steps and handrails and Yarra Trams logos.
Ray Marsh



City Circle trams change route

Since 26 January 2003 Melbourne's City Circle tram service has no longer used Spencer Street as part of its route. The new route uses the Flinders Street and La Trobe Street extensions and the line through Docklands along Harbour Esplanade behind the Telstra Dome (previously known as Colonial Stadium). The extension adds a few minutes to the running time and the frequency of service has been reduced from every ten minutes to every twelve minutes.

'Trammies' exhibition

In a new exhibition, to open at Melbourne's Immigration Museum, you will be able to discover the

characters and culture of Melbourne's (and the Provincial Cities') most endearing form of transport: trams. The Immigration Museum has developed the exhibition in collaboration with the Rail, Tram & Bus Union. It will be open from 20 February to 11 May 2003 in the Access Gallery Exhibition section of the Museum.

Trammies tells of Melbourne, Ballarat, Bendigo and Geelong's rich and colourful tramway history from its early days to the present. It will look at the contributions made by generations of new migrants who found work and friendship in the 'trammie family'; why only Melbourne retained its trams and the phenomenon of tram enthusiasts called 'Gunzels'.

Yarra Trams' B2 class 2041 raises the dust on a test trip along the new Docklands loop on 21 December 2002. The reverse curve is at the intersection of Bourke Street and Harbour Esplanade.
Ray Marsh





The opening of the Collins Street extension has enabled some new photographic perspectives not only of trams but of the city. Pavement markings also add interest to this view of Citadis 3009 climbing the eastern side of the new bridge on 29 January 2003.
Randall Wilson



Citadis 3034 at the top of the crest on the new Collins Street bridge on 18 November 2002. The stop at this location is curiously placed, as those alighting can do nothing else but walk in either direction along the bridge footpaths.

Steven Altham



A class car 287 awaits departure time at the new terminus at the current end of Collins Street on 7 February 2003. The tracks for a further extension are already in place across the intersection. The handsome building at left is the Queen's Warehouse, built in 1889-90. From around 1908 until 1924 it was Australia's first postage stamp and note-printing works.
Randall Wilson

Work was proceeding rapidly in early February on the final stages of the tramway extension from Mont Albert to Box Hill. This is a view from Elgar Road looking east towards the new terminus.

Randall Wilson



Another view in early February, looking west from a point very close to the new Box Hill terminus. The rails are encased in concrete, with the remaining surfaces to be grassed.

Randall Wilson



The Ballarat Tramway Museum has been assisting the Immigration Museum in the preparation of the exhibition by the provision of photos, items and stories about the three provincial tramways.

The Immigration Museum is located at the Old Customs House, 400 Flinders Street, Melbourne, and is open daily from 10:00am to 5:00pm.

Car 1187 in the USA – a postscript

We are grateful to Steve Morgan of Portland for providing some details and a photograph of the operation of car 1187 on the Willamette Shore Trolley (WST) line in 1995. This adds to the information given in the article on car 1187 in the November 2002 issue of *Trolley Wire*.

Car 1187 was transported from Glenwood to Portland on 27 July 1995, and ran its first passenger trip, a charter, on 1 August. For the public, the WST's operating season for 1995 began on 4 August, with 1187 providing the service. It derailed on one trip.

Car 1187's last day in service on the WST was 29 September. It derailed on the first or second trip of the day. This was the fourth week in a row that the car had derailed on the first trip of the week, and it was accordingly decided to suspend all WST service until a replacement car could be bought to the line. It had always been planned that 1187's use on the line would be short term, until the Oregon Electric Railway Historical Society could put one of its other operable cars into suitable condition to run on it.



Sydney O car 1187 crosses a trestle bridge on the Willamette Shore Trolley line on 10 September 1995, during its brief period of operation on this route. The car is bound from Portland to Lake Oswego, but those who put their trust in destination indicators would expect to be taken to Railway Square via Regent Street! Steve Morgan

On 3 November 1995 car 1187 was transported back to Glenwood, and on 18 November its replacement, Blackpool 'standard' double-decker 48, arrived at the line. Car 48 has continued to run on the WST until the present.

Car 1187's problems on the WST have been attributed to possible gauge variations along the line, together with the car's relatively narrow wheel treads.

Bob Merchant has recalled another item of interest from 1187's early days in the USA. When first repainted by the OERHS, it sported a red stripe at waist level. This was not repeated when the car was painted again.

To bring the story up to date, Steve Morgan has reported that the wiring in front of and inside the carbarn at the Oregon Electric Railway Museum's new site at Brooks has been completed. On 16 November 2002 car 1187 was the first tram to move into the building under its own power.

Erratum

Trolley Wire November 2002:

The Kalgoorlie Tramway System, page 7: the end of the caption should read: "...car 19 would be one of five [not eight] bogie cars transferred to Perth."

WHITEMAN PARK

Perth Electric Tramway Society

PO Box 257, Mount Lawley, Western Australia 6929

From Michael Stukely

Anniversaries celebrated

The year 2002 saw several significant anniversaries for Western Australia's tramways and trams, as well as for PETS:

- 100 years – Kalgoorlie Electric Tramways opening (20 May 1902)
- 100 years – Three former WA trams in the PETS collection – KET Nos 25 and 4, and WAGT G class car 35 (originally KET No.16) – as well as KET

No. 22 (now in the Sydney Tramway Museum collection) [See *The Kalgoorlie Tramway System*, by R.Francis, *Trolley Wire* November 2002]

- 50 years – Kalgoorlie Tramways closure (10 March 1952)
- 50 years – Fremantle Municipal Tramways closure (8 November 1952)
- 21 years – Formation of the Perth Electric Tramway Society (1981)
- 10 years – Recommissioning of our restored FMT tram No. 29 (16 August 1992)



Track upgrading north of the Village Mall on 31 August: Lindsay Richardson (left) holds a steel sleeper in position while Martin Grant attaches the rail clip. Terry Verney is behind Martin, while John Davies (right) packs another steel sleeper. Service car, FMT 29, awaits clearance to proceed.

Kurt Gahler

To mark these occasions, a members' barbecue was held on the evening of 9 November at the PETS members' garden near the Car barn. Founding Member, Lindsay Richardson (member No.1) spoke on the early days of tramway preservation in WA and highlighted the many achievements to date, as well as hopes for the future. He then cut a cake featuring a picture of FMT 29 constructed in icing, and members enjoyed a night ride to Whiteman Village Junction and back in FMT 29.

On 10 November, trams ran at 30-minute intervals, which allowed each service to be extended from Mussel Pool terminus to the Car barn fan. Guided tours for visitors were conducted through both the Oketon Geddes and Lindsay Richardson Car barns. A display of photographs was set up in the body of Perth E class 64, in which power had been connected for lighting by Kurt Gahler, Geoff Morrison and Gareth Watts. A new

feature of the display was an operating 'O' scale model Perth Sunbeam trolleybus recently built by Laurie Ahearn. Both days' activities were organised and coordinated by Promotion and Events Supervisor, John Stone, and were well received.

Equipment acquisitions

The collection and transport of the two Melbourne No.15 trucks and other equipment that arrived on 7 October (*Trolley Wire* November 2002) were arranged by Bob Pearce through Saddleirs Transport at very favourable rates, for which we thank them.

As reported on pages 35 and 36, brake components from Melbourne made redundant following the fitting of track brakes to W series trams have been given to COTMA for allocation in car-sets to member museums.

Correcting an over-gauge curve on No. 2 Road of the Car barn fan in September. Noel Blackmore (left) checks a weld while Trevor Dennhardt operates the packer and Cliff Norgate adds more road base.

Lindsay Richardson



PETS was offered five sets, and we thank Ian Seymour for his assistance in collecting and transporting these parts.

General

A number of electrical jobs have been completed in recent months. They include the testing and tagging of electrical appliances by Kurt Gahler; re-connection of power to the per-way shed by Kurt and Gareth Watts; repairs to various floodlights around the site; connection of power to display car E class 64 and to the office; and the overhaul of ten second-hand fluorescent lighting units for the service pit. Noel Blackmore started inspection and maintenance of the traction power supply.

Noel also reports that the tram maintenance team (Geoff Morrison, Kurt Gahler, Gareth Watts and Scott Parker) has been busy recently, with a minor service of W4 class 674 and a major service of W2 class 393 completed. Eddie Vagg has continued manufacturing the second set of track-sweepers for No.674.

Many of the axle-box poly-packs stored beside the body of Perth I class 63 have perished badly, and can no longer be used. The heavy job of relocating them was carried out by Lindsay Richardson, John Shaw, Trevor Dennhardt and Frank Edwards. Those still useable are now stowed in the Geddes Spare Parts Shed. Poly-packs of a different shape and size have been made up by Tony Kelly (an upholsterer by profession), and will be tested on SW2 class 426 following a minor service.

Further improvements have been made for the benefit of members working at the museum. Lindsay Richardson has arranged for the remaining 70%

(512 square metres) of the roof of the Oketon Geddes Car barn to be sprayed with heat-reflective paint. This was funded by the Geddes Trust. The work was completed on 21 October, and on hot days the car barn is now noticeably cooler.

Lindsay reports that the installation of ducting and wiring to connect our monitored smoke detection and security system to the Park's system was completed by Ken Watson of the WA Light Railway Preservation Association and his Work for the Dole team. We are grateful to them for this assistance. Lindsay and Trevor Dennhardt then extended the ducting beneath the footpath to the Car barn, to enable our final wiring and installation to be completed. The system is now operational.

In December, site work began for the erection of a second-hand garden shed at the side of the car barn fan in the members' garden. Levelling, boxing out and installation of reinforcing mesh was completed on 15 December, and on the 18th the concrete was poured. Lindsay was assisted here by Jim Paton, David Secker, John Shaw, John Davies and Trevor Dennhardt.

The track upgrading program, in which rotted timber sleepers are being replaced with steels as necessary, has continued in parallel with all of the above work. In September and October, another 40 sleepers were replaced on the grade north of Red Dam, up to the cattle grid on the Village line. Trevor then carried out preparatory work for the next stage of sleeper replacement up to the Village level crossing. Other minor track repairs have also been done. Members assisting Trevor and Lindsay were John Davies, John Shaw, Tony Grose, Cliff Norgate, Jim Paton, Martin Grant, Kurt Gahler, Terry Verney and Michael Stukely.

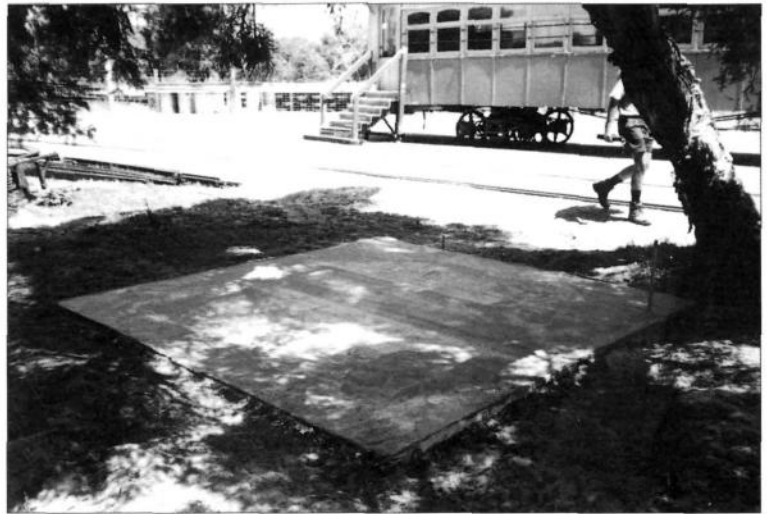


Progress in the service pit – Dave McCormack (Hilti-drilling) and Noel Blackmore securing a rail support pedestal to the concrete base in September.

Lindsay Richardson

The freshly-poured concrete pad for the garden shed beside the Car barn fan on 18 December. Display tram, Perth E class 64, can also be seen.

Lindsay Richardson



A full inspection of the overhead has been carried out by Noel Blackmore and Scott Parker, and some minor adjustments were made. Another pole required treatment for termites.

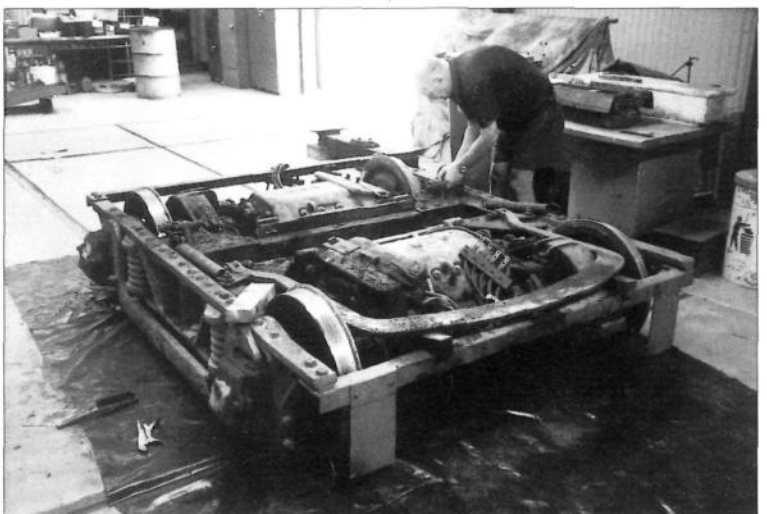
John Stone and Tony and Beth Kelly have been busy promoting the Society with our display at outside events. An open day at the Gloucester Lodge Museum in Yanchep National Park on 6 October saw the display incorporate the body of ex-Perth C class tram No. 57. This tram body is on permanent display there to represent its 1930s role as sustenance workers' accommodation, and later as a holiday chalet. (Sister car No. 61 was transferred from Yanchep to the PETS collection in 1989.) On 17 November, the display went to the 'Railfest' at the ARHS Rail Transport Museum at Bassendean.

Operations suspended

The Society's tramway operations were temporarily suspended from 4.00pm on 11 December, and the traction power supply was de-commissioned. This unprecedented action had to be taken because no affordable Public Liability Insurance (PLI) premium for 2002-03 could be negotiated prior to the expiry of our policy on that date. As a consequence of PETS no longer having PLI cover, our lease with Whiteman Park, as well as our Rail Safety Accreditation, have also been suspended. Without accreditation, we are required to carry out "no rail safety work" – which includes all work on track and overhead infrastructure (but electrical and mechanical tram maintenance can continue in the workshop).

Geoff Morrison working on a No.1 truck from W2 368 in the Engineering Shed on 18 December – the first such use of these truck transfer tracks.

Lindsay Richardson



However, far from despairing, we are highly optimistic as we start the new year that our normal operations will resume by around the end of January, if all goes well.

In June 2002, Society Secretary Bob Pearce discussed the anticipated PLI problem with our Patron, the Hon. Phillip Pandal, MLA. Arising from this meeting, Mr Pandal took to the Premier a proposal that the WA Insurance Commission should provide PLI cover to affected non-profit community organisations such as PETS. Legislation was introduced into Parliament in August, and finally passed the upper house in

November, establishing the Community Insurance Fund, which is administered by the WAIC. Bob immediately submitted the Society's application for PLI cover, and it is now being assessed. Current indications are that the outcome should be known soon.

The Society is extremely grateful to Mr Pandal for his efforts on our behalf in proposing and supporting this scheme. There are potentially many hundreds of other community groups in WA that will benefit from it. Bob Pearce and Society Treasurer Martin Grant are to be commended for their sustained input on the PLI issue during this difficult period.

ST KILDA

Australian Electric Transport Museum

GPO Box 2012, Adelaide, South Australia 5001

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

From Colin Seymour

Northern Depot

Concreting of the Northern Depot display aisle and Road 10 was carried out by a contractor during the week commencing 6 January 2003. The length of the aisle and track is 63m and in addition to the track width, the aisle is a spacious 3.6m wide, altogether requiring a fair amount of concrete. In preparation for the concrete pour, horse tram 18 was relocated to the Southern Depot for display, car 303 was moved into the old depot and car 192 was moved to the Body shop for temporary storage. The remaining two cars on Road 10, cars 282 and 381, were shunted as required during the concrete pours.

Horse tram 18 was moved by hand (by up to seven members at times). It now resides next to the body of horse tram 15 in the Southern Depot, the two cars making an interesting 'before and after refurbishment' display.

Four chipboard panels of 2.4m height have been erected on the display aisle wall. Work has commenced on identification and printing of suitable display photos. This section of the display will consist of two parts: 'The Post War Adelaide System (1946 - 1958)' and an updated 'Museum History (including trams



Chris Summers and Jack Pannack concrete the last part of the switch from the Northern Depot, at left, to the main line. The old 1960s depot can be seen to the immediate left of works car W2 354 while the 1980s Southern Depot is to the right.

Ian Seymour

The contractors lay the concrete at the Administration end of the display aisle where five new display panels can be seen.

Ian Seymour



being restored'). It is intended that most photos for these displays will be in colour. The Northern Depot and displays will be officially opened on 16 March 2003.

Special General Meeting

A Special General Meeting was held at the Museum in the Members' Lounge on Saturday 16 November 2002. Like all rail museums, the on-going future of Museum operations is dependent on our ability to obtain affordable Public Liability Insurance cover. In the AETM's case the renewal date is 1 May 2003. The purpose of the meeting was to bring members up to date with the situation and to discuss strategies for the Museum, should we be unable to secure affordable

Public Liability Insurance. In the meantime, like everyone else affected, the AETM is busily working to find an affordable solution.

In conjunction with the Special General Meeting, a members' training day was conducted by Operations Manager, Ron White. Members were given instruction and practice on the operation of car No. 1 which is hand brake operated. Motormen attended a Skid School using works car W2 354.

COTMA activities

In December 2002 Ian Seymour retrieved six tram sets of brake rigging, cylinders, relay valves and hand brakes from Camberwell Depot on behalf of PETS as

Using the wandering lead, car 282 tows car 381 out of the new Northern Depot to allow the concrete contractors to work in the shed. These two cars remained in the shed each night and were shunted as required during the concrete pours which took place over several days.

Ian Seymour





With concrete pours complete, cars 1, 303, 381 and 282 are now housed in the Northern Depot for display. Cars displayed will alternate between the seasons. Car 192, which had previously been housed in the shed, has been returned for summer service.

Ian Seymour

part of his role as Australian Executive Member of COTMA. Ian hired a removal van, stayed in Ballarat overnight and met John Phillips from the Ballarat Tramway Museum at Camberwell Depot the next day. Ian and John worked all day to remove the items from the back of the depot with Ian finally heading back to Adelaide after 3.00pm. The items will be boxed at St Kilda and on-forwarded to Perth after a second batch of parts is retrieved.

The parts have become surplus as a result of the current program to modernise the braking of the W cars. Westinghouse Brakes Australia was working on three cars at Camberwell, so an opportunity was taken to view the work in progress. We thank John Phillips for his assistance as the job to clear the parts within the truck hire time frame was beyond the capacity of one person.

FERNY GROVE

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

From John Lambert

Grounds and gardens

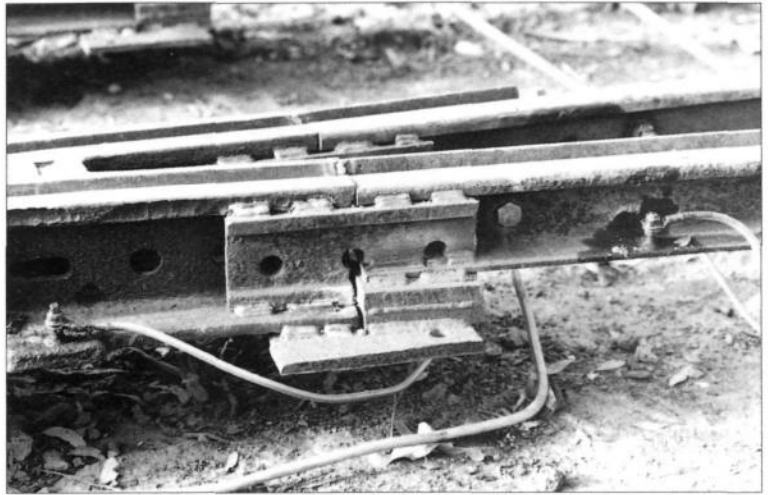
The six picnic tables near the volunteers meal room have been relocated to the area under the large trees on the northern side of the road 3 and 4 points at the upper section of the museum. The large eucalypt tree (near the meal room) fell over with the result that the old picnic area had very little shade and most of the area was always in the sun.. Thanks to Bevan Burnes, Mick Topp, Wayne Chaseling, John Lambert and Archy Gould for assisting with the moving of the tables. A special thanks has to go to Nigel Collins and Peter Hyde for hand digging around the three eucalypt trees in the new picnic area in order to protect their lower

trunks from the new raised soil level. Consideration is being given to naming the new picnic area as the 'Denis Crump Memorial Picnic Area' as a tribute to the hard work and tireless efforts that Denis put into the museum grounds prior to his passing.

The excess spoil from the building pads has been levelled and dressed up on the area immediately north of and adjacent to the new picnic area and is large enough to accommodate marquees for visiting functions, etc. The height of the area, which in reality is a large 'platform' breaks up the monotony of this part of the site and provides a very good photographic

One of the 22 compromise 'Kirby Joints' from B56C pointwork to BS60 ball rail, prior to concreting.

John Lambert



viewing area for the lower part of the museum site and new trackwork layout into the main workshops.

Spoil from the excavation of the shunt stub track platform outside the new workshops has been dumped and spread in the terminus area, with the result that this area is now aesthetically pleasing. The Brisbane City Council consented to the museum 'annexing' part of the parkland in order to finalise the landscaping in this area, which also involved temporarily burying the unused sections of exposed 82lb rail at the eastern end of the terminus area. These rails will be excavated at some time in the future when the track extension is constructed to the railway station. At present the whole area is cordoned off with orange safety barrier and silt fence as required by current safety and environmental regulations.

Fleet

The Scammell has had its entire fuel system cleaned and it now runs much better than previously. It has been temporarily relocated to the new tram workshops building, pending completion of the clean-out of the vehicle building in the new year. The Thames Trader has been moved into the vehicle building. The front section of road 5 is now clear, and it hoped that at some time in the near future, tram 174 will be moved sideways from road 4 over to road 5 and then moved directly into the shed. This will assist further in keeping as many tram bodies as possible out of the operational roads and the new tram workshops. Ken Howard and Noel West have commenced training in driving and operation of both the Scammell and tower

Concreting the left hand turnout to the new workshops. The 'Noel West Supa-Screed Mk II', the device with the handles, saves time, effort and members' backs when screeding off the concrete.

John Lambert





Concrete slabbing the turnout to roads 3 and 4. On the right can be seen the tables in the new picnic area. John Lambert

wagon so as to make these vehicles available to the mid-week retired group, as well as removing the present reliance on John Lambert (Scammell) and Mick Topp (tower wagon).

Traffic operations

After six months of closure for major track works, the museum was re-opened for public operations on 19 January 2003. Opening times have been extended, from 12:00 noon (previously 12:30) to 4:00pm, with Danny Sheehan organising crew roster arrangements. The longer opening times are necessary for the museum to survive, now that it has to compete with all day Sunday trading which came into effect in Queensland in July 2002. Those wishing to visit the museum should do so prior to 30 April 2003, as this is when our Public Liability Insurance expires. At present it appears that the museum may have to close temporarily until this Australia-wide problem is resolved.

Trackwork

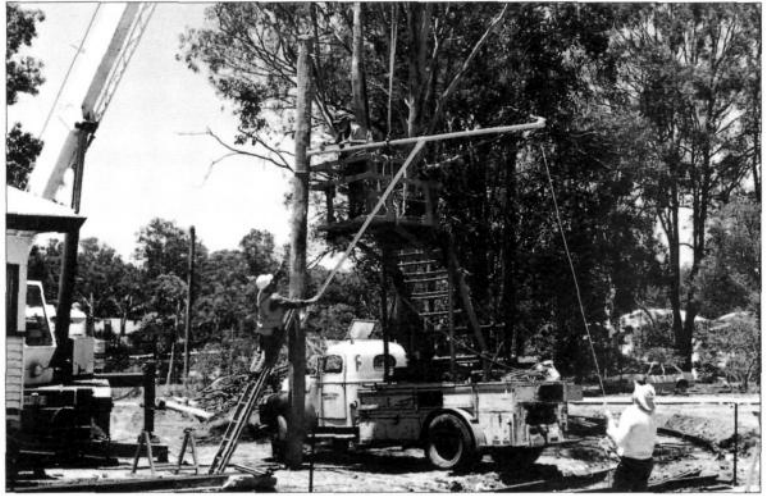
Over the past several months steelwork has been completed and there have been a number of large concrete pours as trackwork progresses with a target of restoring the main running line as soon as possible. The reconstruction of the 3 and 4 turnout (150ft left hand) to a 75ft (right hand) turnout has been completed, the first car to test it being No. 65. The 150ft blade unit and open mate recovered are providing parts for the trackwork in the new workshops layout. Apart from some concrete edging outside the rails, the

re-alignment and relay of road 3 up to the depot fan from the 3 and 4 turnout has also been completed. Road 4 has been slightly realigned and immediately past the turnout the track is supported on concrete buns and the soil replaced. Gauge is being maintained in this section with tie rods and the whole section is now 'permanently temporary', pending the future design and construction of the No 2 shed track layout. The ground level on the upper side of road 3 has been battered to push any rainwater run off along the southern side of the track and out under the fence into the Brisbane City Council parkland near the depot curve.

John Deal's 16-ton excavator was utilised to construct another level platform in front of the new main workshops opposite the location of the signal cabin and this area is to become the shunt stub off the points in front of the service pit. Tracks are to be laid in this area with only minimal concrete as the area will see only limited use during workshop shunting and tram lifting activities.

The 'new' R/H and L/H turnouts in the main line on the hill have been concreted, and the final straight section of 19m was concreted on 12 December to restore the main line. During January, all efforts have been directed towards completing the track into the new workshops, of which most has already been positioned, assembled and is awaiting final concreting. Special thanks to Nicholas Clark, Danny Sheehan, Alex Tafe, Alan Morrison, Bob Deskins, Keith Tidey, Peter Hyde, Noel West, Ken Howard, John Lambert for their efforts with concreting.

Mick Topp and John Lambert are assisted by Keith Tidey in erecting the Cornwall Street bracket arm.
Noel West



Electrical

A number of new heavy timber poles have recently been put in place. One of them has been installed adjacent to the track into the new workshops near the location of the signal cabin. This pole is the first to receive one of the massive Cornwall Street bracket arms, of which the museum has several in stock. As the name implies they are from the Cornwall Street service track and are designed to span over one lane of motor traffic to reach the trolley wire. John Lambert and Peter Hyde repainted the unit, whilst Lift Hire's crane was used to hold it in position, so that Mick Topp and John Lambert, assisted by Keith Tidey could bolt the unit to the pole. It is planned to use four bracket arms on the track into the new shed, so as to keep the shunt sub clear of overhead for the purpose of lifting trams with cranes.

Signal cabin

Since the museum opened in 1980, the signal cabin has resided in lonely isolation at the front gate, primarily as a sale point for admission tickets. Tickets are now sold in the gift shop and the signal cabin has been moved to a permanent location near the Edgar Allen three way points into the new workshops. Four massive steel I-beam posts were each concreted 2.5m into the ground and then trimmed to the correct height with an oxy torch and angle grinder. The cabin will be about 1.3m above the ground level when the concrete-under slab and landscaping have been completed. On 12 December, Lift Hire Cranes lifted the cabin into position on its new posts. It was decided to let the cabin settle into the top of the posts, prior to final welding of the posts to the cabin's steel underframe.



John Lambert guides the signal cabin into position on top of the previously installed support posts.
Noel West

During this settling period, the Ferny Grove area suffered an earthquake of magnitude 3.5 on the Richter scale. Fortunately the cabin did not move whilst being held only by gravity.

General

Glen Thorley and Neil Waldock have nearly completed the upgrade of the display room and only some minor items remain to be finished. Merchandise levels in the gift shop have been kept purposely low

pending a satisfactory outcome of no Public Liability Insurance / no public operations issues.

Because of landscaping works and the safety barricade, the front entry off Tramway Street has now been permanently closed and entry to the museum is by the Alan F. Marment Gate, off the BCC Parks service road. Light vehicles (cars) entering the site turn right immediately inside the AFM gate and then drive down the concrete track, through the terminus area (staying on the concrete) and around to the volunteer's parking area at the rear of the meal room.

BALLARAT

Ballarat Tramway Museum

PO Box 632, Ballarat, Victoria 3353

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

From Dave Macartney and Warren Doubleday

Annual General Meeting

The Ballarat Annual General Meeting took place on 27 October 2002. The only new face on the Board of Management was Garry Wood, who took on the role of Vice-President. Garry has since been elevated to Technical Services Manager, replacing Warren Doubleday who is more involved in archival matters these days. The AGM was used to officially welcome No. 28 back to the operating fleet after an absence of six years. Inevitable teething problems following a major overhaul are gradually being identified and eliminated.

Around the depot

Other work around the depot has concentrated on the undergear of No. 27, which is requiring extensive building up due to excessive amounts of wear over a very long period. The brake rigging needs to be completely realigned, while eight new springposts have been manufactured to replace the seven and a half that were on the car! Nos 13 and 18 have had their interior varnish renewed, while Nos 13 and 33 have had their floors repainted prior to the summer holiday running.



Garry Wood and Paul Mong repair the north end loop points on 23 November 2002.

Austin Brehaut

The young and the old. Car 671 of 1934 and car 40 of 1913 stand in the sun in Wendouree Parade on 23 November 2002.

Austin Brehaut



Springfest

On 3 November the annual Springfest celebrations took place around the perimeter of Lake Wendouree, entailing heavy traffic. Nos 661 and 671 were used throughout the day, due to their reliability and crowd carrying potential. 609 passengers were carried, the third best figure on record.

Museum accreditation renewed

Following a visit by the On-site Assessment Panel during mid November 2002, the Museum has been advised that its Museum Accreditation has been renewed for a further three years. The visit, through rather rushed, was very comprehensive with many areas of the BTM's operations, governance, collecting, conservation and exhibitions functions being reviewed. The Museum Accreditation Program has been linked to the National Tourism Accreditation scheme and the Museum now becomes automatically part of this program as well.

Insurance

In mid-December the Museum's Public Liability Insurance expired, and the opportunity was taken to move into the scheme operated by the Victorian Government which is now covering most of the heritage rail operations in the state. This will remain current until 30 June 2003, at which time it is hoped that a blanket cover for all interested operators will be

able to be obtained at a realistic price. No running days were lost during the transition period, which was a great relief to all concerned, given the widespread nature of the problem and the disappointments that others have suffered.

Area changes

The area of the South Gardens Reserve of the Botanic Gardens where the depot is located is about to undergo a face-lift. Late in December one of these changes came into being, when the roadway across the front of the depot was closed to all motor traffic. Parking for the present extends to just short of the level crossing, though eventually staff will park behind the depot in Gillies Street, when this area is made suitable. A number of footpaths are to be installed to give access to the depot from Wendouree Parade and from Gillies Street. This conforms to the Gardens Master Plan that was adopted following the Lake Wendouree Development Study in the mid-1990s.

POW Memorial

The BTM is about to acquire a new neighbour. For some years the Returned Services League has been trying to raise some two million dollars funding to install a memorial to Prisoners of War in the Gardens adjacent to the Carlton Street terminus. A recent substantial donation from Tattersalls saw the fund raising reach its target, so a public gathering took place at the site to celebrate the occasion. Officiating for the Federal Government was the Minister for Veterans



The first passengers to ride car 28 on its first day back in revenue service on 5 November 2002. The driver is Roger Salen and 110 passengers were carried for the day. The tram will not reach its displayed destination of Rubicon Street, much to the photographer's disappointment!

Austin Brehaut

Affairs and Federal Member for Hughes, Danna Vale, who is no stranger to our friends at Loftus. Unfortunately the opportunity was missed to invite her over to see how a tramway museum should be run. Next time, perhaps. (Cheeky beggar! – Ed)

Cops n' Kids

For the past three years the BTM has provided a "freebie" tram for the special group known as 'Cops 'n' Kids'. The organisation caters for children diagnosed with cancer, and this year focussed on 5 to 10 year olds.

This is the third year that Dave O'Neill and Austin Brehaut have been involved with the event. Tram No. 40 was used for the visit on 18 November 2002. A

majority of these children have never seen an old tram before.

In the words of Dave O'Neill who reported on the trip:

"The weather was perfect (yes we were in Ballarat!) The two supervisors arrived at 1:30pm and fifty-four ankle-biters jumped out of the bus door. Did they all head straight for the playground? No. Forty-four kids plus six carers piled into No.40 for a round trip. Some of these kids were fascinated with the old tram, and the looks of delight were a pleasure to see. A few photo stops were held with some kids sitting in the driver's cab. I had to watch Austin, he proved to be very popular. One dark-haired child had her picture taken with him three times! A second trip was run for the remaining group, along with one very amused and



The kids and leaders with their driver, Dave O'Neil during the 'Cops 'n' Kids' charter on 11 November 2002.

Austin Brehaut

bewildered police officer who had never before seen the likes of our SEC bogie tram.

"On taking our leave from this group we were given a clap, cheer and a big thank you. These occasions make us feel just how lucky we are, and to see these

kids enjoying themselves tugs at the heartstrings just a bit. However our day was not finished just yet. At Depot Junction we picked up a couple of offering passengers, so another round trip was completed, all part of the service!"

HADDON

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

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

From Craig Tooke

L 103 – Running for Christmas!

It was with great enthusiasm, pride and sense of a job well done that members of the Association were able to see L 103 run under its own power for the first time in 25 years on, 24 November 2002.

As reported in the last issue of Trolley Wire many hours of preparation went into the completion of the bogie overhaul and their installation under the tram along with a DH 16 air compressor on 15 September 2002.

Throughout October final checks were made of the tram's air system, including the electrical connection of the compressor and the functionality of the braking system. Amazingly, after all of the years of idleness, there was only one major air leak in a barrel union at the No. 1 end of the tram. Trolley poles were fitted and the trolley bases tensioned, this work being carried out by Tony Smith.

Craig Tooke and Tony Smith were responsible for the connection of the motor leads which proved to be a slightly more difficult task than that encountered when doing this job on a standard W series tram.

Following the completion of all the tests the tram was trialled under its own power after the completion of our Annual General Meeting on 24 November.

With the formalities of the meeting over, the members present moved to the running shed where L 103 moved for the first time under the control of Tony Smith. Two trial trips were made to the upper terminus and the tram performed faultlessly.

It is an outstanding achievement for our Association

and something that involved considerable engineering work in the design and implementation of the fitting of MV 101 motors to the Brill 77E trucks.

L 103 has now been transferred from the workshop to the running shed where work will continue on the body to complete the restoration of the tram.

This effort has been achieved through teamwork and we wish to thank Tony Smith, Arthur Ireland, Craig Tooke and Kym Smith, all of whom have been involved in the restoration work thus far. Well done and congratulations on the achievement of a major milestone in the history of the Association.

Annual General Meeting

As mentioned in the proceeding paragraphs the Association's AGM was held at the museum on 24 November. The meeting was chaired by President Craig Tooke, and members present accepted all reports from the Committee. The following office bearers were elected to the Committee of Management:

President	Craig Tooke
Vice President	John Withers
Secretary	Tony Smith
Treasurer	Lindsay Bounds
Committee Members	Mandy Gipps
	Shane Moore
	Jacqui Smith

Rail Safety Accreditation audit

Our annual Rail Safety Accreditation audit by officers from the Public Transport Safety Directorate



Craig Tooke and the team from Central Deborah Bendigo placing the Brill 77E trucks under L 103. Lloyd Rogers



Tony Smith, Arthur Ireland and Kym Smith standing proudly next to L 103 following the completion of the first trial trip at Haddon. Craig Tooke

was conducted on 8 November. Several observations and recommendations resulting from this audit and an earlier internal audit conducted by Russell Jones have been acted upon by Craig Tooke and endorsed by the Committee of Management of the Association. An often challenging facet of museum life, we view such audits as ways of improving our operations.

Craig Tooke has been steadily working on the total conversion of our safety management system including Association drawings to electronic format to allow all of the files to be contained on a single compact disc rather than as a number of individual files or as paper based documents.

Victorian Railways No. 41 – the work continues

The past few months have been exciting, not only because of the progress on L 103 but because of the restoration of VR No. 41. As reported in the Bendigo section of Here And There, George Stirling at Bendigo has now completed the installation of the replacement roof ribs and new roof. The trolley bridges and pole hooks have been fitted to the tram and it is really starting to take shape.

We wish to acknowledge the outstanding skill and craftsmanship that George and other staff from Central Deborah Bendigo have been displaying in the restoration of the tram.

L 103 moving under power for the first time at Haddon.

Craig Tooke



Lloyd Rogers, Craig Tooke and Tony Smith traveled to the Tramway Museum Society of Victoria's museum at Bylands in mid-December to inspect Victorian Railways 34 and take a number of photos of the sole surviving complete VR dropcentre tram. These will prove invaluable in the restoration of VR 41 as we are now getting to the stage where some of the finer details of how the tram was constructed are needed to be known in order to progress the restoration further.

We wish to acknowledge and thank the TMSV for allowing us the opportunity to photograph and acquire knowledge towards the restoration of VR 41.

Whilst this work has been going on Tony Smith, John Withers and Arthur Ireland have been busy overhauling components for use when the tram is restored. Collectively they have overhauled a line breaker and manufactured new components for a

trolley base. Both trolley bases to be used on the tram have been fully overhauled and assembled. The main fuse boxes, which were obtained many years ago, have also been overhauled and are ready for installation on the tram roof.

The work being done on this tram is to a very high standard and is a great tribute to all involved.

Test Cell

The design, construction and installation of the equipment for the test cell located adjacent to the machine shop on the north wet side of running shed work has been completed by John Withers and Tony Smith. This facility will allow the testing and calibration of electrical and pneumatic components following overhaul and prior to their use on our tram fleet.



One of the rebuilt US 13E trolley bases to be used on VR 41.

Craig Tooke

The wiring and air system of this facility has been fully tested, and it has now been declared operational. We have to complete the testing phase of the work by placing the facility under load to ensure it fully functions correctly.

We wish to record our thanks and appreciation to Tony Smith and John Withers who have spent many hundreds of hours in the design and construction of the test cell. It is a magnificent facility that will no doubt prove invaluable in the years to come.

BENDIGO

The Bendigo Trust

1 Tramways Avenue, Bendigo, Victoria 3550

<http://www.swanhilsc.vic.edu.au/home/trams>

From Len Millar

Route extension and track works

A wonderful Christmas present from the Victorian Government to the Trust, and to Bendigonians, came in the form of funding approval for route extension and significant track repair works amounting to \$3.7 million.

Work will start with the replacement of the Tramways Avenue triangle and replacement of the points at either end of the adjacent Lake View Loop in the first half of 2003. Replacement of the badly worn double track in Pall Mall and the installation of new points at either end of that track will also take place.

The most expensive aspect of the work involves the northward extension of the McCrae Street track along the east side of Lake Weeroona and around the northern side of the Lake. The new track would then cross the southern end of the Gasworks Depot fan and would join the North Bendigo line in Caledonia Street. The project includes construction of a new bridge over Bendigo Creek and re-instatement of the old Bridge Street D-style passing loop.

We are immensely grateful to the State Government for this major infrastructure initiative, and are especially excited about its potential for improving the attractiveness and operational aspects of our tourist tram services. A lot of hard work went into preparing

Conclusion

These past few months have without a doubt been some of the most exciting in the history of our Association. From the restoration work on VR 41 to the movement of L 103 under its own power, this period has been exciting and challenging for all involved. It can be really said it was a Christmas we will not forget for a long time.

Exciting times lie ahead and we look forward to reporting major achievements throughout most of this year.

the submission to the Government, and we are delighted to report that it has yielded the best possible result.

Two new arrivals

Our 600 volts DC power supply was turned off for an hour on 22 November 2002 to enable us to take delivery of the latest addition to our Talking Tram fleet: Z1 class No. 74, which was generously donated by M>Tram.

No. 74 was unloaded in Tramways Avenue. Z1 No. 11 followed several days later. No. 11 will be a source of spare parts, particularly seats. Installation of additional seating in No. 74 will enable us to maximise the tram's carrying capacity on our tourist services. The ticket vending machine and validators were removed before the trams arrived in Bendigo. The cost of transporting both trams was covered by donations from Tramways staff and volunteers.

We have not yet towed 74 around our system to test its clearances. However, we anticipate no problems on the basis that the tapered ends of the car are narrower than Adelaide No. 355. Both Z1 cars have pantographs. Whilst our overhead wiring is pantograph-compatible, we have not yet completed the



Staff and volunteers from Bendigo Tramways inspect Z1 class cars 11 and 74 at Glenhuntly Depot.

Bendigo Tramways

Z1 Class 74 being unloaded in Tramways Avenue on 22 November 2002.

Bendigo Tramways



Z1 class 11 on the bridge over Back Creek, at the entrance to the Tramways Avenue Depot.

Bendigo Tramways

necessary rail safety accreditation documentation to enable us to run 74 under its own power. Given the limitations of our existing power supply, we will not be running the Z1 when the Café Tram is being used.

Our customers will appreciate the No. 74 with its upholstered seating and on-board heating. And our crews will appreciate the fact that they do not have to handle trolley poles in the rain – not that we have seen much of that in Bendigo lately.

Our thanks go to M>Tram for donating the two trams, to Russell Brooks of M>Tram for facilitating the transfer, and to Craig Tooke of COTMA for his assistance in acquiring the trams.

We turn 30

Back on 9 December 1972, the Bendigo Trust commenced its Talking Tram Tour business. Initially four of the 23 SECV trams were used but we have grown somewhat from there!

To celebrate this milestone, SECV trams operated the service in two-car convoys on 8 December. Hands-on driver experience trips were run from the Depot to North Bendigo using 808, and a sausage sizzle was held on the depot fan. The running shed was emptied of trams and given over to community stalls. Our colleagues at the Castlemaine and Maldon Railway Preservation Society used the occasion to sell souvenirs and kindly displayed signs congratulating us on our achievement.

Although attendance could have been better, for all the preparation and numbers of volunteer staff on duty for the day, we were more than satisfied with the overall result. Forefather Dennis O'Hoy, who is again Chairman of the Trust, was on hand to capture it all on film and to share reminiscences. He is certainly a storehouse of information about our early days and the operations of the SECV system!

Around the Workshop

We have refurbished a set of No.1 trucks to allow No. 441 to return to traffic. It was withdrawn several months ago because its wheel flanges were too thin to comply with standards.

The rebuilding of X1 No. 466 is almost complete, with seats, controllers and various other parts currently being fitted to the tram. The folding doors have been glazed, varnished and are about to be fitted, and four new conductor's bells are in place. Motors and wheels will be married up to the newly constructed truck in the near future. The chicken and champagne launch is expected to take place early in March!

Birney No. 28 was the last car into the Depot on the day of closure of the SECV system 30 years ago last April. Just before the 30 December anniversary of 30 years of Talking Trams, our volunteers retrieved 28 from the Gasworks Depot and gave it a quick spruce up. After all, it had been one of the first Talking Trams. It now looks resplendent in its final SECV livery, complete with zebra stripes and white half aprons.



Tram 122 being lifted to remove the 22E truck containing the defective armature bearing.

Bendigo Tramways

The interior of X1 466 is rapidly nearing completion.

Bendigo Tramways



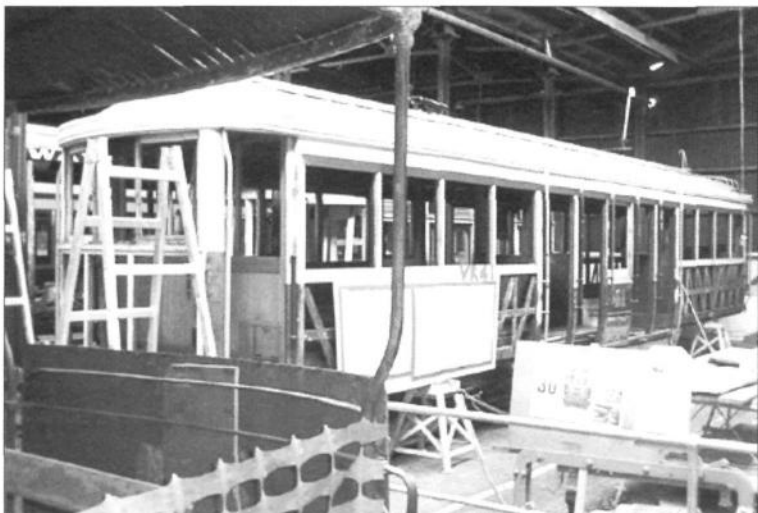
VR 41's roof after repair and recovering.

Bendigo Tramways



VR 41 after completion of its roof rebuilding and repair.

Bendigo Tramways



No.19 was one of the Bendigo Trust's first restoration efforts, involving taking it back to its original Prahran and Malvern Tramways Trust appearance. After many years of faithful service, the paint and varnish work – especially in the open drop ends – was looking pretty faded.

Many sheets of sand paper later, No.19 is ready for Les Woodfield's painting expertise. The Trust's red and white livery will be reapplied, and the drivers are looking forward to its return to traffic.

One of the armature bearings under maximum traction car No. 122 expired recently so we wheeled it into the workshop and removed the defective bogie for attention. While the armature was away for repairs, we stored the bogie under the body of 466, since space is always at a premium in a workshop. No doubt it is the first time a Brill 22E truck has been under a Melbourne X1 class tram.

Our Electricity Supply Co-liveried Birney No. 15 has been returned to traffic with its reinstated dead man's handle equipment. It has been pressed into service doing the 5:00pm, 6:00pm, 7:00pm and 8:00pm summer trips each day. Drivers will welcome the newly-extended driver's seats. After all, the human body can stand only so much of sitting in a cantilevered position at the helm of a bobbing Birney!

Final components are now being added to the 21E truck being built for the proposed Hobart tramway. We are on track to complete this external works job in time to ship it to Hobart and install it beneath their No.39 by the end of February.

As reported in news from Haddon, car builder George Stirling continues his great work on the carpentry and joinery for the restoration of VR No. 41 for our Melbourne Tramcar Preservation Association colleagues. The missing bulkhead has been replaced, and the roof reconstruction has been completed. The roof has been re-canvassed, repainted in the final colour, and the US13 trolley bases installed on their trolley decks. The old floor has been removed in preparation for replacement, and work has started on the motorman's cabins.

12 volts for Melbourne W2 No.568

Our electrical workers had an 'away mission' in December to the former tram depot at North Fitzroy. We had been hired to install a 12 volt auxiliary electrical system in Shane Moore's W2, No. 568. Because the components were prepared beforehand, using specifications used on our own W2 fleet, it was simply a matter of bolting them onto the tram in Melbourne. All went well, and 568 is now fitted with turning indicators and modified headlight circuits. We also supplied numerals and M&MTB logos, a new set of destination and route number blinds, and a complete set of weather blinds.

W series trams brake parts

As noted elsewhere, COTMA is distributing surplus brake components from W series trams to several museums. We collected a shipment for ourselves, as well as for Sydney and Hobart. We have cleaned, checked and painted Hobart's share of these components prior to fitting them to No. 39.



The Engineering Workshop in Tramways Avenue with a set of No 1 trucks being overhauled in the foreground, and the almost completed 21E truck for Hobart in the background.

Bendigo Tramways

LAUNCESTON

Launceston Tramway Museum Society
PO Box 889, Launceston, Tasmania 7250

From Ian Cooper

The restoration, reconstruction and re-equipping of bogie car 29 was celebrated on 14 December 2002, when the car made its first official run at our Inveresk site.

Launceston Mayor Janie Dickenson and Senator Guy Barnett cut a maroon and gold ribbon, coinciding

with the 50th anniversary of the closure of the Launceston tramways on 13 December 1952.

Single truck car No. 8, built in 1911 by J & T Gunn for the Launceston Municipal Tramways and one of the original order for 14 trams, is currently being restored by the Society.

Launceston Municipal Tramways 8 and 29 stand at the rear of the original Invermay Road, Launceston, tram depot on 21 December 2002.

Ian Cooper



The last of Launceston's single-truck cars, number 26, entered service in 1927 and was disposed of by 1953. It is seen on display at the rear of the depot on 16 November 2002.

Ray Marsh





Launceston cars 29 and 8 on display at the depot on 16 November 2002. Ray Marsh

LOFTUS

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

<http://www.sydneytramwaymuseum.com.au>

From Howard Clark and Michael Giddey

Milan 1692, Berlin 3007 and R 1808

ALSTOM Australia at Preston has recently undertaken work for the Museum, reprofiling the spare bogies for Milan car 1692 and replacing its worn brake shoes. Due to worn-out wheels they have also completed a bogie exchange on R car 1808 using a spare set of Melbourne No. 1 bogies owned by the Museum and previously used on loan for several months by Bendigo Tramways under W2 car 441. Work included the exchange of bogie bolsters from the former trucks which had previously been modified slightly to suit 1808. The replacement bogies have spur gears in lieu of the helical gears on the former trucks. Quotes are being sought to supply and fit new wheels to the replacement bogies.

Following the recent opening of the Hawthorn Depot museum the Victorian Department of Infrastructure requested the loan for a few months of Berlin 3007 and Milan 1692 for display there alongside the trams of the

Melbourne heritage fleet. The cars were to be moved from Preston to Hawthorn by the end of January.

Launceston No. 1

It is pleasing to report that the Canberra Tradesmen's Union Club has donated the body of Launceston No. 1 to the Museum. It is intended that the tram will be handed over for body restoration in the Canberra area in the latter part of 2003.

Launceston's first electric tram, the car is of the California combination type generally similar to a Sydney D car but with an arch roof. It was built by J & T Gunn of Launceston, the first of the initial order for 14 cars. It was fitted with a Brill 21E 2.55m truck and 2 x 28kW motors. It is 9.2m in length, 2.6m over the saloon body and 2.7m over footboards. The livery was maroon and yellow, with fawn roof. The body was lined out in black, red and gold. An intricate LMT

Howard Clark is seen with one cleaned and one original leadlight window still in its frame. The windows are being restored and releaded by a professional leadlight restorer.

Marina Clark



monogram device on the saloon sides and the car numbers were in gold. It ran in Launceston from 1911 until 1952. Other examples are already preserved in Tasmania in both Launceston and Hobart.

The Club acquired the car many years ago and it is currently stored under tarpaulins at a factory site in Canberra's suburbs. The Museum thanks the Club's Board of Directors and particularly its Secretary/Manager, Mr Rod Driver for this generous support of our restoration activities.

YMCA façade and building

Due to an ongoing impasse between the builder and our consulting engineer, further works towards completion of the support structure has stalled. Regrettably this is causing great inconvenience to our visitors and traffic staff in particular. The main issue appears to be significant underquoting by the builder for completion of the brickwork, particularly at the rear of the structure.

The original leadlight windows from the building have finally all been delivered to the leadlight restorer following paint removal. Each of the remaining 13 (out of the original 20 windows) required up to seven hours work, carried out by Howard Clark, painstakingly scraping paint from the coloured glass with a small screwdriver. The first two window panels have been fully restored with replacement lead. They look magnificent with their hand painted glass panels. It is hoped to soon have these two windows on exhibition in the display hall.

No. 3 Substation

Our building contractor for this job, Steve has completed work on this building. Further work on the rotary converter, pit, the switchyard and the installation of equipment awaits time and money.

Workshop extension

On 14 December Tom Tramby and Mike Giddey dug by hand the first two of the four pad footings for this extension. Tom's son, Paul using a small hired excavator, excavated the other two footings, nearer to the traverser, on 23 December. From 13 to 15 January Bob Cowing and Tom Tramby set out and erected the formwork around each pad footing, and on the following Saturday the threaded rods to hold the steel columns were placed in position using templates. The footings were then filled with concrete.

The steel framework for the extension is being fabricated off site by a contractor and should be completed soon.

New toilet block

Work is continuing on this project, which is nearing completion. The plumbing and toilet fittings have been completed, floors tiled and doors fitted. Geoff Olsen installed the lighting and John Matts, Bob Cowing, Adam Greaves and a CSO worker are painting the interior walls, doors and eaves. Outside, kerbing and concrete paving has been completed and a garden is being established.

Depot yard

The second last of the Thompson levers was removed from the depot yard on 7 December and relegated to the scrap bin. A ball lever has replaced it, much to the delight of our traffic staff. The wharf levers are difficult to operate and ageing backs were feeling the strain. Only one remains and it is in the way of the road 4 extension, so its days are numbered.

Danny Adamopoulos is fabricating a new steel cover for the 1 / 2 road points for which the framework has been in place for some time. This will leave only one timber cover in the yard. The timber covers, whilst authentic for Sydney tramway pointwork, were not standing up to the strain of heavy vehicular and forklift traffic in the depot yard. The timber covers will remain in the Tramway Avenue scissors crossover to show this Sydney tramway feature.

The temporary track to the top shed was removed on Saturday, 21 December. On the following Monday, Tom Tramby's son Paul brought his 6-tonne tipper and bobcat to the museum and excavated the area between road 1 and the retaining wall beside the railway boundary fence. Several drainage pits were dug which will allow this area to be drained properly, and about 15 truckloads of spoil were removed.

On 28 December some pointwork components from Rozelle Depot were placed in the excavated area so that the pointwork to access road 15 can be assembled. Two lengths of rail have been placed ready for laying the permanent track to the top shed.

Our concrete supplier, Concrete, continues to make available to us at no charge surplus concrete. It is currently being used to concrete the depot yard.



The rotary converter, with the bogie on which it is sitting, was moved from the top shed into the main depot during the top shed rearrangement. It will remain there until it is transferred to our No. 3 substation at Sutherland.

Bob Merchant



The body of the railway ABV van, which has been donated to the NSW Rail Transport Museum, was moved outside to make room for K 1295 during the reshuffle of the top shed on 1 November 2002. It is seen being moved within the shed by the 18-tonne Franner crane.

Bob Merchant

Bill Parkinson is assisted by Bill Denham to test drive the reassembled P car bogie on 21 December 2002 while David Cooke and Peter Held observe the operation. Howard Clark



Graeme Russell has been busy excavating and cleaning the rails in the yard for final checking and realigning before being concreted.

Geoff Olsen ran electrical cables from the workshop to the pole opposite the side door (road 11) through conduits laid for that purpose several years ago. These will provide 240V and 415V power from an outlet attached to the rear of the pole. Provision for future yard lighting is included in the installation. The cables extend underground to the next pole north and will allow work to be carried out on the new pointwork without the interruptions caused by unplugging power leads each time a tram has to be moved.

Workshop activities

On 16 December Ballarat 37 was moved from road 9 in the workshop onto the traverser so that the underframe of 42u could be moved from road 10 to road 9. The move was carried out using our two overhead cranes and the underframe was placed onto steel trestles. Ballarat 37 now resides on road 10.

On 19 December the end platform framework was removed from both ends of 42u and placed on the floor. Work then continued with removing the frame that held the long-gone diesel generator and the tread plate covering the timber decking. The last of the timber decking was then removed to completely expose the frame.

On 21 December the two new channel steel side frames, which had been saw cut to the correct length, were placed on top of the old underframe. After Christmas the rivet heads were blown off the old side

frames and the rivets removed with a sledgehammer and punch. The turnbuckles on both truss rods were freed up and undone so the truss rods could be removed and straightened where necessary on the anvil.

The new channel side frames were clamped directly to the old side frames and the positions of all rivet and boltholes carefully marked on the new steel, punched and drilled.

Ballarat 37 is now in coloured undercoat in preparation for its final gloss coats of SEC green and cream, which Ian Hanson has been able to match.

Chris Olsen is overhauling the brakes of our forklift No. 2. The drums have been sent away for machining, the master cylinder for overhaul, the slave cylinders for resleeving and the brake shoes for renewal of brake linings.

Mal McAulay had the first of the P car bogies back on its wheels on 23 November after reshimming the hornways. The bogie centre casting was also removed and machined in the lathe. Bill Parkinson and Ben Dannecker reinstalled the traction motors on 21 December. Work on the second bogie commenced on 7 January.

The large timber tramway trackside toolbox is in the workshop for repairs and Les Coghill has been working on this project. A new timber top covered with canvas has been fitted, with the canvas being waterproofed with coatings of Navy dressing, as with a tram roof.



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