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SYDNEY'S LAST GOVERNMENT TRAM

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AUGUST-SEPTEMBER 2003

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Ballarat Tramway Museum members Sam Boon (left) and Gary Wood (right) keep an eye on the track as Simon Green drives No. 8 over the reconstructed trackwork in Wendouree Parade. Warren Doubleday

Front Cover:

W1 class 431 from the Melbourne heritage fleet stands at Victoria Harbour on the Docklands loop during the Council of Tramway Museums of Australasia trip from Hawthorn Depot. The trip was run for museum representatives attending the COTMA annual general meeting on 21 June 2003.

Robert Merchant

Back Page Top:

On 25 May, SW2 class 426 waits in the loop at Stockmans Triangle on the Perth Electric Tramway Society's Whiteman Park tramway, as W4 class 674 runs through on the main line heading towards Mussel Pool.

Michael Stukely

Back Page Bottom:

Sydney O class 1111 is seen after dark at the Sydney Tramway Museum on Sunday, 22 June.

Robert Merchant

THE FIFTIETH ANNIVERSARY OF THE DELIVERY OF SYDNEY'S LAST GOVERNMENT TRAM

By Martin Pinches

17 September 2003 marks the fiftieth anniversary of the delivery of R1 2087 to the NSW Department of Government Transport, the last tram to have been built for service in Sydney's streets (before, of course, Sydney's light rail system). No. 2087 was the last car constructed of an order that had been awarded to the Commonwealth Engineering Co. Ltd of Granville and had been placed to allow the withdrawal of many of Sydney's ageing and obsolete trams. These trams of the K, N and L/P classes had, with minimal maintenance, somehow managed to transport the millions of passengers offering during the Second World War and the immediate post-war years when any tram that could turn a wheel was pressed into service.

With pressure from both public opinion and the union representing the traffic staff, who were rightly concerned about the safety aspects of these 'worn-out' relics, the Department of Road Transport and Tramways had called tenders closing on 28 January 1948 for 250 new corridor trams. At the closing of tenders the quotes offered were considered to be too expensive and fresh tenders were called closing on 22 March 1948. These new prices were very little different from the original quotes and the Department of Road Transport and Tramways awarded the contract to the Commonwealth Engineering Co. Ltd in August 1948.

The first of the post-war R1 cars - No. 1988's delivery

The contract was beset with numerous delays mainly

caused by a shortage of steel. The first car, numbered 1988 following on from the pre-war R1 trams, was not completed and delivered until 5 September 1950. No. 1988 was delivered from Granville to the main system utilising the Department of Road Transport and Tramways solid-tyred tramcar transport vehicle, the 'lizard'. This movement was made during the hours of darkness, after the completion of scheduled passenger services, with the car being off-loaded onto the tracks on the Abbotsford line in Marion Street, Haberfield at the eastern side of the overhead railway bridge. The tram was then towed by R 1909 to Randwick Workshops, where it was left just inside the King Street entrance. The next day the tram entered the actual workshops for final fitting out and checking before it could enter service at its allocated depot. One interesting feature of the new vehicle was that the roof had been painted a silver colour, different from the standard light stone that had been previously used on passenger trams. According to the tramcar history card, it left Randwick for Ultimo Depot where it was used on the cross-country Canterbury to Darling Street Wharf line

No. 1988 was placed on a float that took part in a procession organised to commemorate the Jubilee of Australia's Federation that was celebrated in Sydney on 29 January 1951. At some time after this procession the silver roof was repainted into the standard light stone colour due to the original colour being badly discoloured in traffic from dirt and grime mainly from the overhead wiring. All further trams of the contract had their roofs painted in the standard colour.



Car 2087 arrives at Milsons Point en route from Wynyard to Chatswood on 27 September 1953. Noel Reed



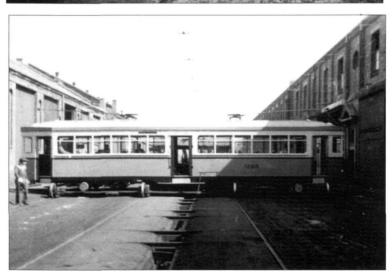
Car 1988 has been loaded onto Pittman's special trailer at Commonwealth Engineering, Granville for delivery to Randwick via Haberfield.

Peter Lambert, N. Boxall colln



An unidentified R class car towed car 1988 from Haberfield to Randwick. Two kerosene tail lamps were attached to protect the unlit car during the journey. It is seen here being propelled along the right-of-way adjacent to Alison Road towards the workshop gates. The R car will leave 1988 in the workshop yard before returning to its home depot.

Peter Lambert, N. Boxall colln



1988 is on the traverser at Randwick Workshops after its delivery from Commonwealth Engineering. It is being taken into the workshop for a general inspection and to have its lifeguard gear fitted.

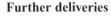
Peter Lambert, N. Boxall colln



1988 is seen undergoing testing in the yard at Randwick Workshops.

Peter Lambert, N. Boxall colln

R1 car 1974 has been painted in RAAF colours for a recruiting drive and is seen here in St James Road, City during the launch ceremony on 28 March 1952. Noel Reed



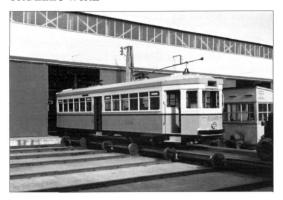
With shortages of materials continuing, especially steel, the NSW Agent-General in London was able to make arrangements to obtain steel from England. Due to these delays the next tram, No. 1989, was not delivered until 14 September 1951. It was issued from Randwick Workshops to Dowling Street Depot on 20 September 1951. After this belated arrival, deliveries continued in a relatively regular fashion with between two and nine trams arriving on the system each month.

With the objective of spreading the new cars around all the depots including North Sydney, Nos. 1999, 2000, 2002 and 2003 were delivered direct to the North Sydney system during December 1951 and January 1952. As the tram-carrying trailer, the 'lizard' was out of service at this time, a trucking company, A. Pittman Pty Ltd of Regent's Park, was contracted to transport the new tram bodies on a jinker type vehicle with the





Descending to Balmoral with a load of beachgoers on 27 December 1953, car 2086 has just crossed Plunkett Road. The passengers seem remarkably well dressed for a trip to the beach; they are obviously mindful of the rule that passengers must not travel on trams 'clad solely in bathing costume'. Noel Reed

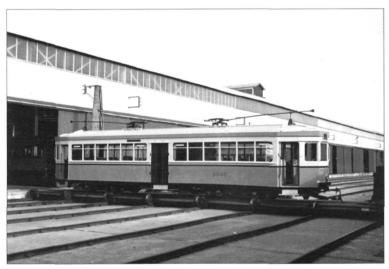


Car 2045 is being towed onto the traverser to start its delivery trip from Granville on 18 August 1952.

Noel Reed

bogies being carried on another truck. The off-loading took place at the end of the Taronga Zoo Park line outside the main Zoo entrance using a large crane to place the bogies on the track followed by the tram body. Once on the track the new trams were towed by another tram to North Sydney Depot where the final fitting out took place. In the case of No. 2003's delivery, the tram used for towing was R 1924 with one of the North Sydney breakdown cars, No. 125s, also in attendance.

This method of delivery was also used for the delivery of a number of the new vehicles to Randwick Workshops for final fitting out and allocation to the depots on the main system. This included No. 1997, delivered on 28 November 1951.



A view showing 2045 on the traverser. This traverser, shortened, is now in use at the Sydney Tramway Museum, Loftus. Noel Reed



The car has moved from the traverser, foreground, onto Pittman's trailer. The back of the trailer will be jacked up and the bogie road wheels at left will be moved into position to support the rear end of the trailer.

Noel Reed



Pittman's trailer is ready to leave Granville with car 2045.

Noel Reed



Car 2082 climbs from Balmoral Beach on its way to Athol Wharf on 27 December 1953.

Noel Reed

By at least August 1952, the Department was still awaiting the return of its tramcar transport trailer which was undergoing a major refurbishment. Delivery of the new cars was being made utilising a special trailer owned by A. Pittman Pty Ltd. The new trams were collected from the builders at Granville and delivered to the western extremity of the main system at Abbotsford. The cars were normally delivered prior to 7:00am on the pre-arranged days and off-loaded straight onto the tracks at the rarely used north-eastern track at the terminus. From here utilising at first an O type tram and later an R class from Rozelle Depot, the brand new trams were towed along Parramatta Road, City Road, Cleveland Street and thence to Randwick Workshops for final fitting out.

The trams were initially allocated to depots in varying quantities as follows:

Ultimo Depot

1988, 1998, 2004, 2009, 2017, 2018, 2030, 2031

Tempe Depot

1996, 2008, 2032 to 2037 inclusive

Rozelle Depot

1995, 2005 to 2007 incl, 2010 to 2016 incl, 2049 to 2052 incl, 2057 to 2060 incl

Newtown Depot

1997, 2001, 2025 to 2028 incl

North Sydney Depot

1999, 2000, 2002, 2003, 2029, 2053 to 2056 incl, 2066 to 2087 incl

Waverley Depot

2019 to 2024 incl, 2061, 2062

Dowling Street Depot

1989 to 1994 incl, 2038 to 2048 incl, 2063 to 2065 incl

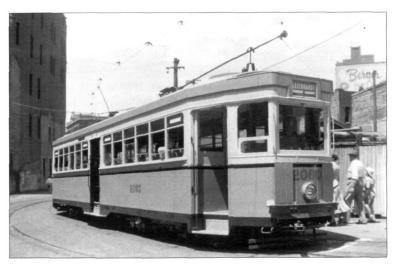
A new 2016 stands in the sun beside Fort Macquarie Depot. Norman Boxall





Car 2029 is seen in St James Road on 3 October 1952, about to run a trial trip on the Watsons Bay line to test its dynamic brake equipment. The car entered service on the Neutral Bay line some two weeks later.

Noel Reed



Not long in service, 2060 turns into George Street from Circular Quay. Like car 2029 above, 2060 has new advertising panels attached to the brackets on the front of the car. Norman Boxall



Car 2053 was released to traffic on 22 September 1952, and this picture was taken the next morning, 23 September 1952.

Noel Reed

Car 2054 was also released to traffic on 22 September 1952, and this picture was also taken the next day, 23 September. The car is leaving North Sydney Depot in the afternoon to take up a peak hour working on the Mosman Wharf line. Still free of road dirt, the markings on the tram's lifeguard indicate we are looking at the No. 2 end of the car, and that it was the 67th in Commonwealth Engineering's contract.

Noel Reed



Cancellation of the contract with Commonwealth Engineering

During the period of time that had elapsed from the awarding of the contract for the new R1 trams, tramway patronage had reduced dramatically, with motor cars being more affordable to the general public. Further and more importantly, the economic conditions at the time had caused a shortage of available loan funds in the spring of 1952. This was a convenient reason for the NSW Government and the Department of Government Transport (DGT) to decide that 250 new trams would not be required and the contract was consequently reduced to only 100 cars. It is noteworthy that no new bus contracts were affected by the shortage of loan funds even though the then Labor NSW Government had a policy that there was a place for both trams and buses on the streets of Sydney. It would be reasonable to say that this was the beginning of the end for the Sydney tramway system, foreshadowing the formal announcement in November 1953 that Sydney's trams would be replaced with buses.

With the cancellation of the contract for the remainder of the R1 trams, a large number of components had already been either manufactured or acquired and the DGT was obliged to pay for these parts which included bogies, brake components, etc. These parts were subsequently used as spares and also allowed the equipping of some R cars with self-lapping brakes

No. 2087's entry into traffic

The last R1 to be built was received from the manufacturers on 17 September 1953, more than five years after the awarding of the contract. The tram was delivered direct to the North Sydney system, utilising

the Pittman trailer in a similar fashion to the other cars, including 2066-2086, in the preceding months.

In line with the majority of transfers of the new R1 cars to the North Sydney system, No. 2087 was offloaded from the trailer at the end of the line at Lane Cove terminus under the watchful eyes of an interested gathering of people including some enthusiasts. After being safely unloaded onto the tram tracks, the new vehicle was towed to North Sydney depot where final fitting out was undertaken. The car was released for service on 23 September 1953.

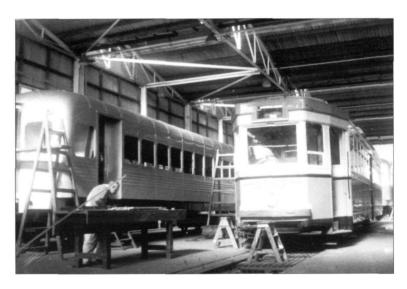
Quite often an O car was transferred to Randwick Workshops as a back load following the deliveries of the new trams to Lane Cove and on this occasion O class 847 was loaded onto the trailer for the move to Randwick.

Car 2087 is in the final stages of its construction at Commonwealth Engineering's works at Granville. A Queensland Railways diesel railcar is seen under construction at left.

Norman Boxall colln

No. 2087 saw service at North Sydney over all the lines of this isolated system, except Neutral Bay, and would have travelled to all their termini over the course of the following four and three-quarter years.

Whilst at North Sydney the tram was involved in a number of accidents with other vehicles and was returned to the main system for repairs on at least one occasion. From the tramcar history cards, the tram went to Randwick Workshops for collision repairs on 10 June 1955 and was returned to North Sydney on 6 July. Whilst at Randwick No. 2087 was fitted with modified sanding gear. During the repairs to one end of the vehicle the car was fitted with small numbers to that end only using decal transfers that had been applied to all trams after repainting since 1954. It retained these different sized numbers on one end for the remainder of its service.





2087 is being delivered from Granville by Pittman's special trailer to Lane Cove terminus on 17 September 1953. Pittman's crew are removing the rear road bogie so the rear of the trailer can be lowered and the tram run onto the terminus track. John Burgess

Following the closure of the North Sydney system on 28 June 1958, the R1 class trams were the first to be returned to the main system. Consequently No. 2087 was transferred on 5 July 1958 by the 'lizard'. With other members of the R1 class returned from the northern system, 2087 was allocated to Dowling Street Depot from where it was utilised on all the various services operated by that depot. The records show that it was back in Randwick Workshops on a number of occasions after that: 18 to 25 July, 14 to 23 October, 28 October to 18 November in 1958 and 4 December 1958 to 15 January 1959.

Use for enthusiast trips

No. 2087 was used on at least two occasions to run chartered trips for enthusiasts. It was used by the Australian Electric Traction Association during their Easter 1957 convention for a tour of the North Sydney system when on 22 April it travelled over all the lines

that were still open at that time. The tour visited Wynyard twice and the final return to North Sydney Depot, after most passengers had disembarked, featured a photo stop in the middle of the main span of the harbour bridge.

The car was used once again after its return to the main system when on Saturday, 12 September 1959 it was hired for a tour which incorporated its use as the last tram to run on the West Kensington line from Dowling Street to the terminus in Todman Avenue. The final timetabled peak hour run on the Railway to West Kensington service had occurred the previous afternoon, after which normal services were operated by buses.

The end of the line for R1 class 2087

After working the eastern suburbs lines from its allocated Depot, Dowling Street, for a relatively short

Car 2087 entered service on 23
September 1953. On the
following Sunday, 27 September
1953, Noel Reed photographed
the car on its first journeys of
the day. Here 2087 is about to
leave North Sydney Depot with
O car 1103 alongside. The O
car had at that time seen fewer
years service than have any of
Melbourne's W series cars
today. Noel Reed





Car 2087 is in Military Road outside North Sydney Depot on 27 September 1953, about to depart for Wynyard.

Noel Reed

AUGUST-SEPTEMBER 2003

TROLLEY WIRE

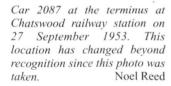


Car 2087 has turned from Falcon Street into Miller Street, North Sydney, bound for Wynyard on 27 September 1953. Noel Reed



Car 2087 turns onto the Chatswood line at Crows Nest on 27 September 1953.

Noel Reed





Car 2087 was less than two weeks old when it paused at the stop at the southern end of North Sydney station, at the end of the reserved track from the harbour bridge, on 5 October 1953.

Noel Reed



period, No. 2087 was unfortunately involved in a couple of accidents. The first was relatively minor and the tram was quickly repaired. However, on 6 March 1960 the tram was involved in a serious collision with sister tram No. 2019 in Storey Street, Maroubra (near Maroubra Junction) and was taken to Randwick Workshops the following day. There were sufficient cars available to cover the traffic requirements at the time and the closure of the remaining tram services was scheduled for early the following year. The last tram to be built for Sydney was therefore not repaired and was written off on 7 April 1960. The South Pacific Electric Railway had requested that the car be made available for preservation but with the repair bill estimated to cost £300 the museum group was unable to fund this amount at the time. Reluctantly the SPER had to allow the car to enter the scrapping line at Randwick. Consequently No. 2087 unceremoniously burned, together with sister car 2020, on 24 December of that year after less than seven years of service. Not a very fitting end for a relatively historic tram.

So No. 2087 was the final tramcar built for what had been the largest tramway system in the southern hemisphere. At the time of its construction nobody would have thought that the car would only have seen service for such a short period of time.

Disposal of the remainder of the post-war R1 tramcars

No. 2087 was not the first tram of the post-war group to be disposed of. In fact a number of the cars had much shorter working lives than the final tram. No. 2018 had been delivered to Randwick Workshops on 1 May 1952. After the usual completion work the tram was sent to Ultimo Depot on 8 May, from where it commenced operating the following day. On its first

day in service, at about 5:10pm on 9 May 1952, the tram was involved in a collision with a truck in Crystal Street, Petersham whilst working on a Canterbury to Darling Street Wharf run.

Unfortunately the impact caused the truck's fuel tank to explode showering burning fuel over the tram. The passengers and crew were able to escape without injury. However the tram was extensively damaged in the blaze before fire brigades from Stanmore and Leichhardt were able to extinguish the fire. No. 2018 was pushed by another tram to Rozelle Depot from whence it was taken back to Randwick Workshops. After assessment, the tram was found not to be beyond repair. However the Minister for Transport announced on 9 November 1953 that no more trams would be bought and that buses would gradually replace existing tram services. Following that announcement, No. 2018 was written off and then burned on 26 March 1954.

No. 2000 was the third tram to visit the waters of Sydney Harbour when it ran out of control at Athol Wharf on 22 January 1958 after slipping on wet leaves. It was retrieved from the harbour on 28 January and sent to Randwick Workshops where it was burned on 14 April 1958.

No. 2057 was involved in a serious collision with a truck in Parramatta Road on 18 March 1958 and on this occasion a number of passengers unfortunately suffered injuries. After being transferred to Randwick Workshops the tram was not repaired and was burned on 30 April 1958.

Another early casualty was No. 2070, which was damaged in a collision with No. 2048 on 22 July 1959 at Circular Quay. No. 2070 was burned on 24 August 1959.

2087 is in Elizabeth Street at Hunter Street on 17 November 1959. The repaired end with small numbers is closest to the camera.

N. Simons, V Solomons colln





Car 2087 is seen at the Market Street stop in Elizabeth Street on 5 November 1959.

N. Simons, V. Solomons colln

Of the 100 post-war cars built, 49 cars were burned at Randwick. The remaining 51 bodies were disposed of to various parts of NSW and Southern Queensland for use as sheds or temporary living quarters. Even though none of the post-war cars was preserved at the time, a number of bodies have been rescued over the years. The body of No. 2044 is now at the Sydney Tramway Museum in use as the traffic office. The body of No. 2001, which had resided at Balmoral Village for close to 40 years, was made available to the Sydney Tramway Museum early in 2001. In the following September, after restoration at Bendigo and painting in RAAF colours similar to No. 1974's advertising livery of 1952, it was used to promote the Federation Line tramway in Canberra.

The body of No. 1995, the last tram to run in Sydney, was rescued privately and the car is in poor

condition in the former Rozelle tram depot.

Acknowledgments

Thanks are expressed to Dale Budd, Norman Chinn, David Keenan, Noel Reed and Victor Solomons for the provision of information. Ross Willson provided significant additional information, clarified dates and recommended amendments to the text. Special thanks to John Burgess who was employed at Randwick Workshops as an apprentice coach-painter prior to June 1953. He witnessed the arrival of a large number of the new trams and participated in the testing of some of them. John was later on the traffic staff at North Sydney Depot for a time and would have driven the new R1 cars, including 2087 at some stage. Also, special thanks to Ted Davies who was a driver at Rozelle depot during the 1950s and was involved in the

Car 2087 swings into Todman Avenue from Dowling Street on 12 September 1959, during a tour on the day after West Kensington services ceased.

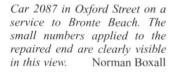
Norman Boxall

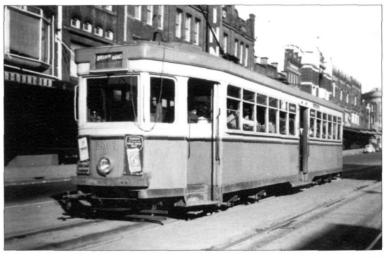




Car 2087 is seen in July 1955 in the yard at Randwick Workshops. The car was being shopped for collision repairs.

Norman Boxall







2087 is using the Carminya Street crossover in Todman Avenue at Raleigh Park on 12 September 1959, during a tour that incorporated its use as the last tram to West Kensington. Norman Boxall



Car 2087 traverses the crossover in Baptist Street, Redfern during the final West Kensington tour on 12 September 1959.

Norman Boxall



Fire-damaged R1 car 2018 is seen in the sidings at Randwick Workshops on 26 August 1952. L/P 318 is at left, with another L/P car at rear. Noel Reed



The 1957 AETA Convention included a tour of the North Sydney system using 2087 on 22 April 1957. Here the car is at Crows nest, followed by R class cars bound for Chatswood and Lane Cove.

Noel Reed

At Milsons Point on 2 April 1957, the AETA Convention tour group posed with Sydney's newest tram. Noel Reed



A portion of the tramcar history card for car 2087. Its eight entries start with '23/9/53 New Car' and end with '21/12/60 Burned'.

Sydney Tramway Museum archives

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towing of at least six of the new cars from Abbotsford terminus to Randwick Workshops. Both were able to provide first hand information on the subject.

It should be noted that there is confusion between different records relating to these trams. Departmental records show the dates that cars were received at Randwick Workshops and the dates they were made available for traffic. As indicated in this article, many of the post-war R1 cars were however delivered direct to the North Sydney system. Further, it is not possible to be specific about the dates on which cars actually first ran in service, as opposed to the dates they became available for use. Finally, there are small discrepancies between the dates on history cards, and those in the DGT Accountant's records, of the disposal of trams by burning or sale. For No. 2087, the car's history card indicates that it was burned on 21 December 1960, while the Accountant's date is three days later.

References

New South Wales Trancar Handbook 1861-1961 Part 1 (N. Chinn & K. McCarthy, South Pacific Electric Railway Sutherland 1973)

The North Sydney Lines of the Sydney Tramway System (David R. Keenan, Transit Press 1987), and other

books of the series covering the various lines of the Sydney system by David Keenan.

Tramcar History Cards from Randwick Workshops, now in the archives of the Sydney Tramway Museum.

HERE AND THERE

NEWS ITEMS OF INTEREST FROM ALL OVER

Victor Harbor

Victor Harbor's horse-drawn tramway is facing an uphill battle to keep its service operating. Deteriorating infrastructure and rising costs of caring for the Clydesdale horses has forced its operators to appeal for help. A corporate sponsorship program has begun to assist with the \$400,000-a-year service, which takes about 180,000 passengers on the scenic journey to Granite Island each year.

Manager Peter Bond said no major companies in South Australia had offered to sponsor the councilowned tram, which commenced operation in 1894. "From about 1954, the tramway was no longer viable and was closed until 1986. We must make sure this does not happen again. Our infrastructure must be upgraded and we need an injection of cash to do that."

Mr Bond said half the tram track needed to be replaced at a cost of more than \$200,000. Three trams

needed restoration which would require around \$240,000. It costs the tramway \$40,000 a year just to keep the team of eleven Clydesdales, and the price of feed has almost doubled during the drought.

Tramway coordinator Karen McDougall said the tramway was the feature of many special family celebrations. It is the only horse-drawn tram in the world that runs every day of the year.

Victor Harbor car 3 trundles across the causeway towards Granite Island. The rising cost of caring for the horses on the only full-time horse-drawn tramway in the world has become a major expense.

Bob Merchant



Victor Harbor Mayor, Scott Schubert, said funds have been provided annually through the council budget to upgrade the trams. However, a broader approach is now required. "Funding should be shared between the Victor Harbor ratepayers and the corporate sector," he said.

New trams for Adelaide

On 24 May 2003, South Australian Premier Mike Rann announced that the Glenelg tram service would receive a \$56 million upgrade including funds for the acquisition of nine new trams. The new trams would be of a low-floor, European design, would seat up to 80 passengers and be air-conditioned.

The Premier said that while the 74 year old trams were liked by many South Australians, they were 30 years beyond their useful life. Five recently restored trams would be kept for tourism promotion and would be used on special weekends. Transport Minister Michael Wright said "the trams would last for many years under this gentler regime".

Mr Rann said the opportunity exists to extend the Glenelg line. New passenger stops will be designed to handle the new and old trams, with real-time travel information being provided to passengers. Funds for the three-year project were allocated in the State Budget announced late in May.

Melbourne's W series trams

About a third of Melbourne's 53 W series trams are currently in service on several routes including the City Circle. However, it is understood that Yarra does not want the trams to operate weekday services on route 12 which links St Kilda and East Melbourne, and includes Collins Street.

Instead, Yarra Trams is considering using some W series trams for another route that would include part of the City Circle line. The service would commence at Market Street near the Melbourne Aquarium and would travel along Flinders Street to Harbour Esplanade. Trams would then travel along La Trobe Street and Victoria Parade. The service would terminate in East Melbourne near St Vincent's Plaza.

The Chief Executive of Yarra Trams, Mr Hubert Guyot, said the W series tram is a widely recognised symbol of Melbourne, and that Yarra Trams is committed to returning more of them to service on selected routes.

"Since June 2001 we have been operating overhauled W series trams around the central business district on the City Circle tourist route with the approval of the Rail Safety Regulator and the State Government. More recently, we have been allowed to trial the trams between Park and Fitzroy Streets, St Kilda and the corner of Nicholson and Victoria Streets in Carlton.

"All 23 W series trams in our fleet are operational and we are discussing the best way to integrate W series trams with more modern trams."

The Chairman of the National Trust's W class committee, Michael Norbury, said the trams should be used for Collins Street services. The Trust suggested that a route be developed to link the city, East Melbourne, Richmond, Prahran, St Kilda, Albert Park and South Melbourne.

However Mr Guyot said that until the Rail Safety Regulator has finalised his investigation and reported to the State Government, it is premature to speculate on where the trams could operate.



Melbourne three-unit Combino car 3520 is being prepared for unloading from the trailer which brought it from dockside to Preston Service Centre. Deliveries of the five-unit cars have now commenced.

Peter Hallen

Corrections

The photo of scrubber 11W with Citadis cars at Southbank Depot on page 16 of the February/March 2003 issue was taken on 19 December 2001, not 2002 as stated in the caption.

Several gremlins affected the May 2003 issue. On page 2 the caption for the top back page photo, of the

three modern trams at Docklands, gave the date of this event as 10 May, when it actually occurred on 10 March 2003. On page 18, the caption for another photo of these three trams gave the year as 3002 instead of 2003. Transport Minister Batchelor's name was mis-spelt on page 12, and on page 16 the letter 'P' was omitted from the word 'Passenger'. Our apologies.

COTMA

Council of Tramway Museums of Australasia

Executive Officer, 158 Lorne Street, Fawkner, Victoria 3060

From Craig Tooke and Warren Doubleday

COTMA Executive Meeting

Following its decision to meet at a member museum every six months, the COTMA Executive met in Wellington, New Zealand, on 8 February this year.

The purpose of the meeting was to plan the future of COTMA. Decisions taken included:

- A formal mission statement for the organisation;
- The goals and objectives for the organisation;
- Determination of the roles and responsibilities of each Executive Member.

The opportunity was taken to join members of the Wellington Tramway Museum at Paekakariki and to witness a busy weekend at the museum. Our thanks are very much extended to Deputy Chairman, Henry Brittain for organising the weekend.

Details of decisions taken by the Executive in Wellington were provided to the member museums who attended the Annual General Meeting held in Melbourne in June. Further copies of these policy documents will be distributed shortly to other museums. 2004 Conference

Planning has begun for our next bi-annual conference. The Conference will be held in Auckland, New Zealand, over the first weekend and into the second week of June 2004.

Like previous conferences held in New Zealand, the 2004 conference will be held in conjunction with the Federation of Rail Organisations in New Zealand (FRONZ) Conference. FRONZ was formerly the National Federation of Rail Societies.



The COTMA Executive is seen at the Wellington Tramway Museum. Standing in front of Wellington No. 159 are (from left) Warren Doubleday (Chairman), Bill Kingsley (Past Chairman), Lindsay Richardson (Treasurer), Sevmour (Australian Museums Liaison Officer), Craig Tooke (Executive Officer), and Henry Brittain (Vice Chairman) sitting in the driver's compartment.

Taken on Warren Doubleday's

The conference program is being prepared by Chris Cameron and the team from MOTAT. In broad terms, the program is as follows:

Friday, 4 June 2004

Evening: Joint 'Meet and Greet'—Registration

Saturday, 5 June

Morning: Joint opening session with guest speaker—joint luncheon.

Afternoon: Individual COTMA and FRONZ business sessions at the Mercure Hotel until 3:30pm.

Evening: Joint visit to Glenbrook Vintage Railway and buffet dinner.

Sunday, 6 June

Morning: COTMA business sessions at MOTAT. FRONZ meetings at the Mercure until 12:30pm, then travel to MOTAT.

Luncheon at MOTAT hosted by MOTAT Director.

Evening: COTMA business sessions at MOTAT. FRONZ visit to MOTAT's Rail Section.

Evening: Joint "Awards Dinner" at the Mercurc Hotel.

Monday, 7 June

Morning: COTMA meetings continue at MOTAT. FRONZ meetings continue at the Mercure Hotel.

Evening: Various rail and tram preservation sites, workshops and facilities of technical interest to be visited. It is envisaged that all options will be open to both COTMA and FRONZ members. Meetings to continue as necessary.

Evening: Dinner – own arrangements.

Tuesday, 8 June

Departure of some COTMA and FRONZ members. For those remaining a program of visits to rail facilities and tramway workshops is planned. MOTAT will have a full operating day for COTMA and FRONZ members. Visitors will be able to drive a tram at an appointed time including the Baldwin steam motor.

It is planned to hold a post conference tour of both the north and south islands of New Zealand. Warren Doubleday, Craig Tooke, Richard Gilbert and Stephen Butler are co-ordinating the tour arrangements and details including costs will be available shortly on our website.

Please mark the dates in your diary now. We look forward to seeing as many museum members as

possible who can come to this event and share their experiences.

2003 Annual General Meeting

As mentioned above, the AGM was held in Melbourne on 21 June 2003, and those present enjoyed a magnificent day. Ten museums were represented at the meeting held at the refurbished Hawthorn Tram Depot.

The meeting also voted on the application from the Bendigo Trust to formally resume membership of COTMA as a full member. This was carried unanimously by the museums present.

The highlight was no doubt the trip around the Docklands line in historic W1 class tram, No. 431.

In the afternoon the Executive met and discussed a number of important items of business. Copies of the minutes will be sent shortly to all museums together with copies of the financial statement for the year ended 31 March 2003.

Our thanks go to Mike Ryan of the Department of Infrastructure, Peter Stagg of Victrack and Rod Beet from Yarra Trams who allowed us to use Hawthorn Depot and to take 431 on a trip around the Docklands line.

W and Z class tram drawings

With the privatisation of the Melbourne tram system many of the functions previously carried out at Preston Workshops are now performed elsewhere.

All the tram rollingstock drawings were maintained at the Preston Workshops drawing office which is no longer in operation. The extensive collection of drawings was taken over by the Department of Infrastructure who had all of the drawings relating to the current operating fleet digitised and placed onto compact disk.

Much of the equipment used on Melbourne's W series tram fleet was also used on trams that operated in other Australian and New Zealand cities.

Eighteen months ago, we wrote to the Department to express our concern that copies of these drawings might be difficult to obtain by tram museums for their operational and maintenance requirements.

Subsequently, the Department of Infrastructure commenced negotiations on behalf of COTMA with Bombardier Transportation which owns the copyright to the Z1 and Z2 class tram drawings. It is with pleasure

that we announce that a set of disks containing drawings for all the operating W series and Z1 and Z2 class trams has been made available to COTMA. This will allow us to make copies of the drawings available to member museums at a small nominal cost.

This is a major acquisition for our member museums which faced potential difficulties in obtaining drawings that would enable them to meet requirements for rail safety accreditation. A catalogue of the drawings held by COTMA will shortly be made available to each member museum.

Our thanks go to Mike Ryan of the Department of Infrastructure who assisted us in this project.

Friends of Hawthorn Depot

On 19 January 2003, Hawthorn Depot formally became the home of Melbourne's historic tram fleet.

A conversation the following month between Craig Tooke, Warren Doubleday and Mike Ryan explored how the opening periods of the depot could be extended beyond the second Saturday afternoon of each month—the opening time announced in January by the Minister for Transport. It was suggested by COTMA that a Friends Group could be set up to operate the museum as had been done elsewhere.

A phone call to Dennis Sheehan for information on how the Friends of Archer Park Group operates in Rockhampton produced an amazing response: "Would you like me to come to a meeting to explain our relationship with government to the Department of Infrastructure and Victrack?" Following this highly successful meeting and several other meetings, COTMA worked closely with DOI and Victrack to reach agreement on the formation of a Friends Group to operate Hawthorn Depot on a day to day basis on behalf of the Victorian Government. Both Chairman Warren Doubleday and Executive Officer Craig Tooke have progressed this important initiative.

The aim in forming the Friends Group is not to establish a tramway museum in competition with other existing museums. Rather, the objective is to encourage members of all tramway museums and the public to participate in the operation of Hawthorn Depot and the preservation of Melbourne's heritage trams.

Our thanks are extended to Dennis Sheehan for travelling to Melbourne to play a key role, and to Tom Upton, Director of Community and Cultural Affairs, Rockhampton City Council, for supporting his attendance at meetings in Melbourne. This is an excellent example of what COTMA is all about – cooperation and sharing.

Dr Bruce Gamble

It is with great sadness that we advise the resignation because of ill health of Dr Bruce Gamble from the position of New Zealand Executive Member of COTMA. We understand and respect his decision to resign his position and wish to offer our full support in the battle he is now facing. Bruce has actively supported and been involved in COTMA for many years and we wish to record our appreciation to him for his efforts. Thank you from us all.

In the interim, Henry Brittain will be filling the dual role of Deputy Chairman and New Zealand Executive Member.



Sunday, 9 February 2003 was a busy day for the Wellington Tramway Museum, with two trams running throughout the day, providing a transport service for patrons attending a music day on the beachfront at Queen Elizabeth Park.

Warren Doubleday

BENDIGO

The Bendigo Trust1 Tramways Avenue, Bendigo, Victoria 3550

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

From Kym Smith

Official opening of the engineering workshop

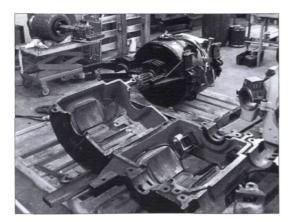
Mr Ian McBean, Chairman of the Area Consultative Committee, officially opened the engineering workshop, which has been operational for some time, on 29 May 2003.

It was an appropriate opportunity to honour the memory of the late John Bullen, our former Tramways Electrical Engineer. John's life and work were closely linked to the success of the workshop extension project, to the on-going health of our trams and infrastructure, and to our ability to successfully compete on the world stage for tram re-building and re-furbishing jobs.

John was absolutely dedicated to the success of the Tramway and his unmatched skill and vast knowledge will be hard to replace. A plaque unveiled for the occasion proudly displays John's name as the Tramways Engineer. Staff and volunteers also produced a carved timber sign with the wording 'JB's Shed', which was varnished, given John's trademark yellow paint spray, and placed on the wall in the new engineering workshop.

Tramcar and track news

With the virtual completion of X1 class 466 for



The two WH225 motors being prepared for ESCo No 8. Bendigo Tramways



The two K35JJ controllers recently overhauled for use in Melbourne. Bendigo Tramways



Bill Chan is refitting handrails to tram 19 after repainting. The work on No. 19 is being carried out by volunteers, with materials purchased through the fundraising efforts of volunteers and staff.

Bendigo Tramways



SW2 275 in undercoat in the paintshop, undergoing a minor overhaul and transformation into Bendigo Tramways No. 33.

Bendigo Tramways

Newstead Tramcars, Victorian Railways bogie car No. 41 has moved into the body shop to allow work to continue on its restoration. The tram has been lifted onto stands to allow work to progress on repairs to the underframe, and for cabling and piping to be installed.

In late March work commenced on reconstructing the roof of ESCo No. 8, and overhauling a Brill 21E truck to go underneath, so that it could be displayed at the centenary celebrations. Since then, work has continued on installing electrical cables, air tanks and the construction of new aprons. The overhauled compressor and controllers have also been installed.

Our volunteers have continued to potter away at the re-paint of single trucker No. 19, with most of that work now complete. Only the signwriting remains to be done to complete the re-paint. The car will need to come back into the workshops to receive some attention to a defective motor, but in the meantime will look much better on display.

Melbourne SW2 class car No. 275 is currently in the paint shop and has had its roof completely recovered prior to emerging in a new livery for its new sponsor, Bendigo Telco. As part of the livery change, 275 will be re-numbered into the Bendigo fleet, and will appear

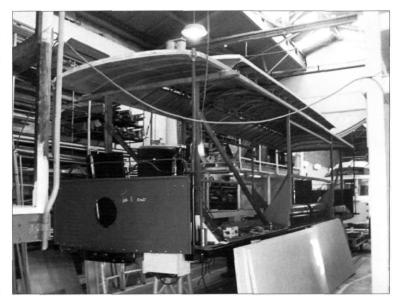


Julie Cain and John Penhall are refurbishing sets of points for the Lake extension, and the existing track upgrade. Most of these points are ex-Melbourne double-bladed points purchased from the Melbourne Tramcar Preservation Association

Bendigo Tramways

ESCo No. 8, showing the newly installed front aprons, controllers, and air receivers.

Bendigo Tramways



Denis Rodda is installing a new cab floor to VR 41.

Bendigo Tramways



as No. 33, with similar signwriting and decorative pinstriping as Nos. 31 and 35. In addition, we will be moving the advertising panels up to the roof line, as was the traditional practice when the tramway was operated by the SECV. This will also afford Bendigo Telco heightened visibility of its message.

Julie Cain has recently been leading a work crew at the Gasworks Depot, refurbishing sets of points for use in the proposed extension project, and for the repair of the existing track.

Controller overhauls

Two K35JJ controllers were recently overhauled under contract for a firm in Melbourne. Commercial-in-confidence considerations prevented our customer telling us which tram they were for, but there is only one tram in regular service in Melbourne that has K35JJ controllers! Restaurant tram 442 has been sighted in Preston Workshops undergoing overhaul recently so we have a pretty good idea.

Z1 parts

A recent conversation with Russel Brooks of M>Tram gave us the opportunity to gain access to some Z1 class cars destined for the scrappers. The instructions were, "As long as they will roll onto the truck to the scrappers, you can have what you want!" As a result, significantly lighter Z1 cars made their way to the scrappers after a team of some 13 Bendigo Tramways workshop staff and volunteers unbolted, unscrewed, drilled out, and otherwise removed anything they could over two days.

Z1 No. 11 is now choc-a-block full of spares, which will help us maintain both 11 and 74 for many years to



Anthony Jennings and Wayne Taylor assemble the second WH225 motor for ESCo 8.

Bendigo Tramways

come. For those interested, the trams that yielded parts were Nos. 17, 49, 54, 77 and 91. Our thanks again are due to Russell Brooks for allowing us to secure these spares for our trams.

Staff

Overlooked in our last report, Emily Penhall (who is our youngest active participant) has recently completed training as a museum attendant, and has nearly completed 12 months of active volunteering. We

are very proud of Emily, and her regular input on Saturdays is greatly appreciated. Thanks, Emily!

Congratulations to Shane Moore for recently completing his driver training. Congratulations also to George Sterling, who recently married the lovely Marie.

Bendigo Trust Chairman. Dennis O'Hoy has not been well lately, and we wish him a speedy and full recovery.

ST KILDA

Australian Electric Transport Museum (SA) Inc GPO Box 2012, Adelaide, South Australia 5001

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

From Colin Seymour

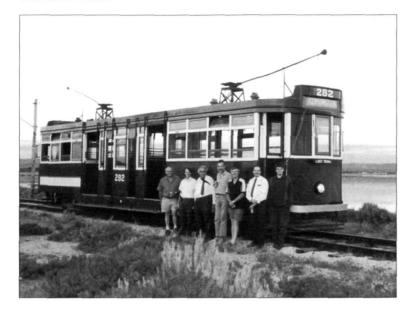
A Static Museum

Because of our inability to obtain affordable public liability insurance, the Museum became a static exhibition from 1 May 2003.

The public liability insurance quotation received by the one available insurer was \$50,061. Last year we paid \$4,860. The policy excess quoted increased from \$10,000 to \$25,000! We have attended meetings with

government agencies arranged by the Council of Historic Railways and Tramways of SA (CHRTSA) to overcome the problem, but without success. Discussions have also been held with Salisbury Council.

The last operating Sunday was 27 April, with the final operation being a charter on Tuesday 29 April. Our press release to the Advertiser, published on Good Friday, resulted in some sizeable crowds over the



AETM members in front of the last tram, dropcentre 282 on 27 April. Ian Seymour

Easter/Anzac Day/school holiday period. The additional income from this period was essential to help us through the potential lean period.

We have managed to obtain public liability cover for a static exhibition at reasonable cost through the Local Government Association's insurers. The policy allows trams to be driven onto the fan under strict conditions for static display.

On our last day of normal operations, 27 April, a 15-minute service was run all day. The last passenger trip was appropriately with dropcentre car 282. A special 'final' trip for members present on the day was run at the conclusion of public operations.

For the static display, cars 21, 282 and 362 are driven out of the old depot onto the fan prior to the 1:00pm museum opening time. This provides a static display of

12 electric trams – five in the Northern Depot, four in the Southern Depot and three on the fan. Guided tours of the Body shop, Trolleybus Pavilion and the South and North depots are conducted at 2:00pm and 3:00pm.

Enthusiasts Day

With the impending cessation of tram rides, an enjoyable Enthusiasts Day of tram riding was successfully arranged by Ron White on Saturday 12 April. Many of our rail museum friends attended the day. The day was divided into four sessions.

Session 1 from 11:00am to 12:30pm: A 15 minute service was operated with trams passing at crossing loops.

Session 2 from 12:30 to 2:00pm: Lunch break with hot food being available from the van used at the



Part of the line up of 12 trams on the lakeside track for the Enthusiasts Day on 12 April. Unfortunately, the weather became overcast for the line up. Ian Seymour



Work has commenced on the laying of Road 9 (right) into the Northern Depot. It branches off Road 10. The main line is further to the left. Ian Seymour



The crossing block for Roads 9/10 under construction in the Museum workshop.

Ian Seymour

opening of the Northern Depot. A guided workshops tour was conducted from 1:15pm. A tram service was also operated during this session.

Session 3 from 2:00 to 3:30pm: A line up of 12 trams on the lakeside track in the following order from the Beach end – 294, 186, 111, 360, 264, 362, 192, 42, 1, 21, 34 and 354.

Session 4 from 3:30pm to 5:00pm: Trams ran in convoys of two.

Birney 303

The Museum recently responded to a request by the tramway division of Central Deborah, Bendigo to provide our Birney 303, formerly Bendigo 27, for their centenary of electric trams celebrations on the weekend

of 12 and 13 April. The tram was in good hands, as AETM member Kym Smith is Tramways Manager at Bendigo and personally supervised the transport.

Car 303 left St Kilda on 7 April and returned on 29 April. The car was also used in Bendigo over the Easter weekend. The opportunity was taken to transport to St Kilda various spare parts acquired by the AETM that were stored in Bendigo.

Road 9

Work has commenced on laying the second track into the Northern Depot. The track has been extended from the doors of the depot to the road 9/10 switch using the upside down rail sleeper method welded to the running rails. A mild-steel crossing block (12.2 degrees for the curious) has been manufactured and installed at the Cars 282, 362 and 21 are normally brought out of the old depot for display during the AETM's period of static operation. Ian Seymour



switch. The 50lb rails for the inside of the shed have been towed inside ready for construction when funds permit.

Annual General Meeting

The 46th Annual General Meeting of the AETM was

held at St Kilda on 24 May. It is pleasing to report that despite the cessation of tram rides, the meeting was well attended. Chris Andrews has joined last year's committee as Rolling Stock Manager. Although the usual tram rides could not be operated following the meeting, members enjoyed a barbecue and a screening of Peter Letheby's videos.

WHITEMAN PARK

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

www.railpage.org.au/pets

From Michael Stukely

Changes help patronage

There was excellent patronage of the trams in autumn, after regular tram services at Whiteman Park resumed on 29 March. This followed a suspension of operations lasting some three and a half months, caused by the public liability insurance crisis (see *Trolley Wire* May 2003).

Several recent changes and developments at the Park have contributed to increased visitor numbers, with a welcome rise in numbers riding the trams.

In early December, the Park's gate charge to visitors was abolished. At this time, a new western entrance from Beechboro Road, with new road access to the Village, was opened to the public. Prior to this, the only

public entrance to the Park was off Lord Street, on the eastern boundary. The new entrance cuts about 4km off the trip for visitors approaching from the west and offers a far more convenient route. To publicise these changes, management of Whiteman Park has undertaken very effective promotion of the Park in recent months. On Easter Saturday, a special day was held with free admission to several attractions including the trams. A second tram was required for the whole afternoon, and heavy loads were carried on both trams all day.

The Caversham Wildlife Park has relocated within Whiteman Park at a recently landscaped, permanent site just north of the Village car parks. It was officially opened on 22 May. This is a significant attraction in its

own right, and will also help to attract more visitors to the Park.

Lord Street Branch

The Lord Street Branch, formerly known as the Entrance Line, which has seen only occasional traffic in recent years, was not recommissioned with the rest of the system in March. It was placed out of service awaiting repairs, so as not to further delay the all-important resumption of public services between Mussel Pool and Village/Village Junction.

During April, work was carried out on the Branch to repair 29 rail bonds and replace six rotten timber sleepers (five with steels, and one with timber at the Stockmans Triangle East points). Six poles were treated for termites, line-side trees were pruned and a check was made of the overhead. Members involved in these tasks were Kurt Gahler, Gareth Watts, Trevor Dennhardt, Lindsay Richardson, John Shaw, Jim Paton and Noel Blackmore. Personnel from the Office of Rail Safety, WA Department for Planning and Infrastructure, visited the Museum on 7 May to review our recommissioning procedures and inspect the Branch. Approval was given for public services to resume.

On 10 May, a fete was held by the Riverlands School which is located in the Park adjacent to the Lord Street tram terminus. Tram services were extended from Stockmans Triangle to Lord Street for the day.

General

The track team has maintained a steady pace, on Wednesdays as well as on Saturday track days, with the continuing program of replacing rotted timber sleepers with steel sleepers. In addition to the abovementioned work on the Lord Street Branch, two steel sleepers were installed at Mussel Pool. To the north, 32 new sleepers were laid near the Tractor Museum near the Village, and 10 more were laid at the far end of the Village Junction Curve. Team members at various times were Trevor Dennhardt, Lindsay Richardson, Jim Paton, John Shaw, Peter Rankin, Kurt Gahler, John Davies, Laurie Ahearn, Terry Verney and Martin Grant.

Overhead bracket arms were fitted to two concrete poles, which replaced timber poles, between the carbarn and Mussel Pool, by Noel Blackmore and Gareth Watts.

The Albion cherry picker, which is in great demand and now indispensable for overhead work, has required new batteries and a new tyre. General servicing of plant and vehicles has been carried out by Noel Blackmore, Trevor Dennhardt, Lindsay Richardson and John Shaw.

Recommissioning of SW2 No. 426 and FMT No. 29 has been completed and both trams have returned to the service roster.

Frank Edwards reports that restoration work on Perth E class No. 66 is gaining momentum with the introduction of special Saturday workdays for this project. Refurbishment and preparation of the roof for re-canvassing has been completed and work is continuing with the preparation of seats and fittings. Some matching of WAGT livery colours has been necessary.

Lindsay reports that further site improvements have been carried out by filling water-collecting depressions



SW2 class 426 coasts down the grade at the north end of the Village mall with a near-capacity load for Village Junction Station, 25 May. Michael Stukely



W4 class 674 arrives at the Village stop from Mussel Pool with a load of happy passengers on their way back to Village Junction Station during the Bennett Brook Railway's 'Friends of Thomas the Tank Engine Day' on 25 May. The trams were hired for the day. Michael Stukely

with roadbase material in the rear compound and near the vehicle carport; a stubborn old jarrah stump near the front of the Lindsay Richardson Carbarn has also been burnt out at last. The burning of our mountainous heap of old timber sleepers was to be carried out by Park Management in June as a fire control demonstration exercise – so the sleepers have served yet another useful purpose.

The annual compliance audit was carried out by Office of Rail Safety personnel on 8 April and we are pleased to report that we passed with flying colours. Only three 'observations' were issued and these related to matters of record-keeping. The annual review and revision of the Rail Safety Management Plan was completed by Michael Stukely.

Victorian member, Bill Kingsley again visited Whiteman Park over Easter this year. We thank Bill for driving a tram on each of the four days, all of which were busy.

Members again manned the Society's display of photographs at the annual AMRA model railway exhibition at Claremont Showgrounds over the long weekend 31 May to 2 June. Scale models of a Perth Sunbeam trolleybus, built by Laurie Ahearn, and Perth E class tram No. 66, built by Kurt Gahler, attracted considerable interest. This valuable promotional exercise was coordinated by John Stone. Trevor Dennhardt assisted by transporting and setting up the display.

FERNY GROVE

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

From John Lambert

Tuesday Retired Active Members Squad

Ken Howard has organised a group of our retired members to get together on a regular basis as occurs in other museums. This group has become known as the TRAMS team.

Our Tuesday Retired Active Members Squad (TRAMS) meets regularly on a Tuesday and performs various tasks necessary for the operation and development of the museum. Their current task is the

completion of infrastructure project work, now that John Lambert has ceased working on the museum site full time. The TRAMS team consists of Ken Howard, Peter Hyde, Noel West, Lionel Weston, Keith Tidey, Jim McMorrin, Brian Martin, Bob Deskins, and Alan Morrison.

Tasks undertaken recently by the TRAMS team include restoration and levelling of our picnic tables;



Our TRAMS team pose with Dropcentre 341 at the eastern (rear) end of the new workshops. Standing in front are (from left) Keith Tidey, Noel West, Peter Hyde, Ken Howard, Alan Morrison, Lionel Weston and John Lambert. In the tram are Bob Deskins, Jim McMorrine and Brian Martin.

John Lambert



Noel West drives 554 past the signal cabin en route to the main running line. The bare area in the lower left is for the future shunt stub off the pit road (left) track in the workshops. The wandering lead is attached to the section of overhead between the two poles in front of the new shed.

John Lambert

electrical and security wiring, fit out of the new buildings, trackwork and shifting equipment. Most work is performed in the morning with the afternoons being devoted to driver training, videos, discussing tram models and social activities.

To free up a tram space at the museum, tram No. 174 was derailed and moved sideways from Road 4 to Road 5 of depot 2 using our Scammell truck and re-railing equipment. The task, which was undertaken by John Lambert and Ken Howard, was a difficult one because of the absence of a track fan in front of depot 2.

The museum has been donated a 2.5 tonne 1990 model Toyota Dyna tray truck by Amptec Transformers Pty Ltd where member Mick Topp is the Queensland Operations Manager. Although unregistered, the truck has been equipped with all the tools and equipment necessary for construction and maintenance of our track. The TRAMS group in particular appreciates its arrival as all trackwork

equipment is now carried on a single vehicle. Previously, material and tools had to be transported to each work area by wheelbarrow, resulting in the comment from Noel West that the team were beginning to feel like packhorses.

Electrical

The spare 11kV 750kW six-phase rectifier transformer dating from 1938 has been moved to Amptec Transformers where it has been dismantled prior to a complete overhaul. The transformer was last used in 1969 and because of water penetration, it was feared that it may be beyond repair. After inspection, however, the core was found to be in reasonable condition. The transformer tank itself has been fully cleaned and pitting in the floor has been sealed with resin. A number of leaking cooling pipes were removed and blanked off. Following a final inspection, the core was then returned to the tank, which was then refilled with 3200 litres of hot oil. The next task, currently in progress, is to fit new bushings.

Workers screed concrete during the 30 cubic metre concrete pour. The screed is made of 150mm x 75mm channel steel with mower handles. From left to right are Brian Martin, Ken Howard, Lionel Weston, Keith Tidey, Alex Tafe and Peter Hyde. John Lambert



While this work has been proceeding, the transformer in use at the museum has developed an oil leak at one of the LV bushings, suggesting that it too requires an overhaul in the near future. We thank Amptec Transformers for enabling the museum to use its facilities at no cost to overhaul the transformer.

John Lambert and Ken Howard have extended the workshops traction feeder from the trolleybus building (the former workshops building) to the pole outside the workshops where a short section of trolley wire has been installed between two poles erected recently. This enables our 60 metre long wandering lead to be used to move trams in and out of the new building.

Trolleybus display

On 1 February, trolleybus No. 1 was towed from the building and Lift Hire Cranes was engaged to relocate the massive tramway lathe to the new machine shop building. Skilful driving was required to manoeuvre the crane into the new machine shop building where the lathe was unloaded. Whilst the crane was on site, other heavy equipment was relocated to the machine shop, thereby freeing up the area next to the trolleybus building for eventual use as a trolleybus display area. Cam Struble and Bob Deskins have continued the clean up by moving smaller items of equipment into the new building.

Infrastructure

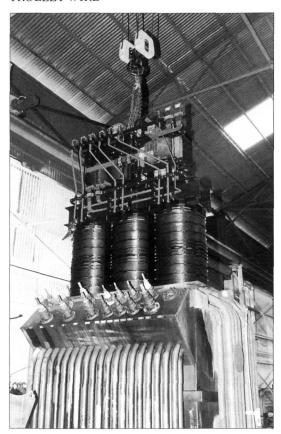
The new lower curve from the main line to the new workshops has been concreted from the main line points to the three-way points near the signal cabin. This is the single track, north-to-east curve from Gregory Terrace to Alexandra Street that was recovered by the museum in 1983. It was one of the tightest curves on the Brisbane system with a radius of

about 14m in the centre section of the curve and an intersection angle of 119 degrees (track centrelines). In its original location, the curve was relatively level between the two sets of points. However, during reconstruction at the museum it was necessary to introduce a fall of over 700 mm between the two sets of points. As a result, this very tight curve now has a significant fall along is length.

In addition to pouring concrete on the new lower curve, concrete was laid in the straight track beyond the three-way point crossings into the workshops. A total of 30 cubic metres of concrete, equating to 55 linear metres of track, was poured by the TRAMS team in one morning with the assistance of Murray Lawrence, Alex Tafe and John Lambert. Although the three-way point blades themselves are concreted, the area with the related crossings and closure rails has been left open with only a 100mm binding layer of concrete. This is to facilitate the construction of a right hand turnout at some time in the future. In the meantime, the rails in this area have been packed with hardwood blocks and are supported by the 100mm binding layer.

Three weeks later, the southern track into the new workshops from the three-way points was concreted. This included the left-hand pointwork the straight leg of which leads to the future shunt stub turnout.

Apart from some minor welding, the upper workshops curve has been completed by the TRAMS team and is waiting concrete slabbing. When completed, the museum will have a triangular junction which will enable trams to be turned to equalise wear on their wheels and other underfloor running components. Although the upper curve is not yet concreted, it is a pleasure to see that the trackwork for the project is close to completion.



The core of the spare 11kV 750kVA six-phase rectifier transformer is being removed from the tank for overhaul. There is a dead bird on the left-hand side of the core. It must have gained entry through the open expulsion vent before the vent was repaired during maintenance.

John Lambert

Three new span poles have been installed in front of the new workshops to support more Cornwall Street bracket arms that are planned to be installed in this area. Steve Poole's mini excavator was used to drill the holes with Lift Hire Cranes standing the poles in preparation for concreting. All poles erected as part of this project have been installed to a minimum of 2.5m deep, so as to keep sideways movement to an absolute minimum.

Steve's mini excavator and bobcat have been kept busy digging holes and trenches all over the site for stormwater drains and service conduits, as well as being used to batter the bank between the two new buildings. It was originally planned to build a concrete block retaining wall in this location. However we have decided that it is much easier to grade the ground and grow plants on the slope.

Excess spoil from the area in front of the new workshops has been used to fill the entire terminus area including the area towards the adjacent bowling club. The grass is becoming established and the entire terminus area now looks far more attractive. The area immediately on the north of the new picnic area has been levelled and grassed. It is known as Welsh's Plateau, and is suitable for holding functions. On the north east corner of this area is Wilson's Promontory which overlooks the top set of points for the new triangle. Both of these areas are named after State officials who assisted us with our infrastructure upgrade project.

Trams in Workshops

Tuesday, 3 June, promised to be a sunny day, unlike the days that preceded it. Two special events were

The pony axle of the leading bogie on dropcentre 341 protrudes well outside the tram's body when negotiating the centre section of the new curve.

John Lambert



Dropcentre 341 pauses on the lower workshops curve whilst the wandering lead is relocated to the overhead on the main line. The new machine shop is visible directly behind the span pole and signal cabin.

John Lambert



mentioned in the TRAMS briefing for the day: Peter Hyde's 54th birthday and John Lambert's 45th birthday; and it would also to be a historic day for the museum. At approximately 11:00am, No. 65 with John Lambert at the controls became the first tram to negotiate the new lower curve and three way points into the new workshops building. It was to the relief of all members that everything went smoothly, with no sign of any possible derailment on the new track. No. 65 made numerous stops en route to the shed for photographers and was then driven fully through the shed until the wandering lead ran out of reach. Various members then took a turn at driving in the new shed

with many cameras recording the scene. After No. 65 was returned to the depot, trams 554 and 341 were used to test the new curve. Both trams negotiated the curve easily. It was interesting to observe how far the long wheelbase maximum traction bogies on the drop centre tram protrude beyond the tram's body on the new curve.

As an aside, the museum's astute President, Peter Hyde, recalled that it was almost 20 years to the day since the museum had recovered the track from the Exhibition area.

BALLARAT

Ballarat Tramway Museum PO Box 632, Ballarat, Victoria 3353

http://www.btm.org.au

From David Macartney and Warren Doubleday

With the extensive road works in Wendouree Parade finally completed, the Museum has settled into its quiet winter period. Work on the truck of No. 27 is almost complete, with both motors refitted by 9 June. Getting this extremely worn truck back into a square configuration has taken a great deal of time. It now remains to be seen how easily or otherwise the body fits the truck.

Track cleaner No. 8 is also receiving attention to the cabs, which originally saw service on P&MTT

maximum traction car No. 32. The decades of outdoor storage of the track cleaning fleet have taken a toll on the timberwork. This is all being stripped back and repaired or replaced where necessary. The panel work presents a mixed picture: some of it stripping back to reveal pre-1960 green paint while some appears to be of more recent origin. Some extra metal brackets are being applied where joints in the bodywork have opened out. Whenever this solution was applied in M&MTB days, the problem would just move along to the next joint, which would then open up.



A view of the road surface being excavated on 22 March.

Warren Doubleday



Inserting new sleepers in the track on 23 March.

Warren Doubleday

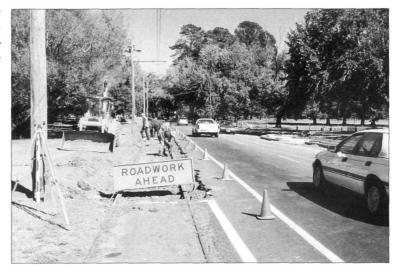


Most of the problems with the lighting system on this car have been rectified, though there are still a couple of auxiliary circuits that require reconnection. The additional, rather unsightly battery lights applied to the top corners of the tram late in its service life have been removed, as night running is not expected. However, they might have been handy following the storm on 20 March which rendered the streetlights in Wendouree Parade inoperative. The lights were not repaired until 24 June.

Alan Snowball drives in a screw spike watched by Gary Wood. The screw spike lifts the sleeper hard up against the rail and is much easier to install than a dog spike.

Warren Doubleday

The scene two weeks later, on 5 April, when the track had been lifted and realigned after completion of the resleepering work. Warren Doubleday



Scrubber tram No. 8 with a full load of water seeks out any weak spots in the packing, prior to handing the area over to the road contractor.

Warren Doubleday



With the roadwork complete, No. 8 does the final cleaning of the rail surface on 31 May prior to reopening for our tram service.

Warren Doubleday





After running an all four-wheel tramcar service during the road works period, No. 671 caries passengers for the first time over the repaired section on 31 May. Warren Doubleday

The tram pulling competition, reported in the May issue of Trolley Wire, under way in Wendouree Parade on 25 May. The event was organised as their first fund-raiser by Young Ambition, the newly established junior members group of the Rotary Club of Bendigo.

Carolyn Dean



A revised Museum brochure has been produced as stocks of the old one were finally exhausted. Copies of the new brochure were issued from 23 May.

Public Liability Insurance in Victoria

So far, there has not been a breakthrough in relation to the cost of public liability insurance in Victoria. While tourist railways and tramways in Victoria are still able to obtain insurance, the cost is high and claims a high proportion of our income.

The present Deed of Indemnity with the State Government has been extended for six months to 31 December 2003. At present, the Museum is required to pay \$220 per week for public liability

insurance and insurance provided through the Transport Accident Commission. This is over \$60 per operating day.

Health Standards for Rail Safety Workers

The Victorian Department of Infrastructure is developing a new code of practice for health standards for people involved with the operation of rail vehicles. Although intended to improve and make more rational health standards for workers employed by large railway and tramway organisations, heritage operators have been caught up in a 'one size fits all' approach.

To date, representations from the Association of Tourist Railways, COTMA and other organisations have achieved little. Criteria to apply under the proposed code would place a Ballarat tram driver in the same category as a mainline train driver. For our older volunteer drivers, the code would require regular comprehensive and expensive medical examinations by nominated doctors.

LOFTUS

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

www.sydneytramway.museum.com.au

From Mike Giddey and David Critchley

YMCA building

Since the resumption of work by the original contractor, the steel columns for the roof of the structure supporting the façade have been encased in concrete and the roof clad with Colorbond sheeting. The western side facing the main display building has been enclosed by a brick wall and involved the extensive use of scaffolding. The builders have almost completed their work on this structure. Only the internal brick walls require cleaning along with some minor works on the roof and flashings.

Talks with the developers are still proceeding relative to the completion of the façade. We hope to report the outcome soon.

Works report

The Sydney style track drain has been extended across Road 1 in the depot yard. De-scaling the rails and steel sleepers has continued, allowing further concreting on 12 April of parts of Road 1 and of the

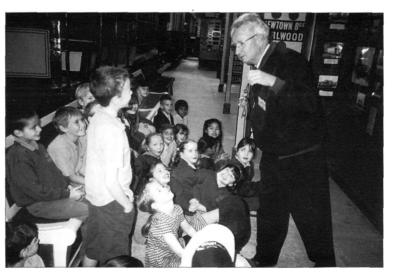
first part of the new permanent access track to the top shed. The new set of points for the turnout to Road 15 has been assembled using worn components from Rozelle Depot. Modifying the angle of the crossing was achieved by blowing off some rivets and using heat and wedges to straighten the previously curved part of the crossing. It was then carefully positioned with string lines and connected to the existing concreted track leading to Road 15. The closure rails were then connected to locate the blade units. On 3 June the points were connected to the new track leading towards Road 12 in the top shed. Work is continuing on this time-consuming project.

Concrete (and lots of it)

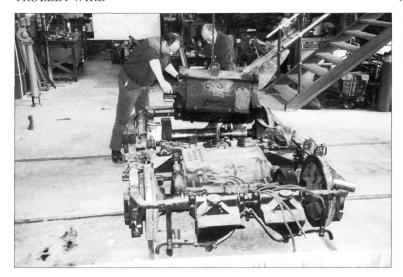
After a drought of free concrete lasting many weeks, we have recently been inundated with it. On 22 April, five cubic metres was laid along the roadway between the top and main sheds, in part of Road 1 and along the retaining wall on the Road 12 extension. On 24 May, just when we were thinking of going home, the phone

A lad from an eager class 2D from Engadine Public School stands to answer a question from our Education and Group Booking Officer, Ron Ham during a school visit to the museum.

Engadine Public School



TROLLEY WIRE



Mal McAulay (right) and Greg King prepare to reinstall a motor into one of P 1497's bogies with the assistance of our workshop crane. Dale Budd

rang. "Can you take five cubic metres?" Our reply was "Yes". We hurriedly prepared to pour a slab outside the sprinkler room door, outside the Road 1 side roller shutter and on part of Road 12. The concrete was 40 mpa blockmix with a very high cement content and it started going off almost as soon as it was laid, making screeding and finishing difficult. Just then it started to pour rain and get dark. Another type of drought had broken. The concrete was finished as well as possible under the circumstances and we covered it with sheets of roofing iron and timber to protect it from the rain.

On 29 May, a further five cubic metres was placed between Road 12 and the three-way points in the yard, and on the footpath at the corner of Cross Street and Tramway Avenue. This was followed on 31 May by a further seven cubic metres which was poured as a roadway slab inside the top access gate and on more of the Road 12 track. Further pours have taken place on Road 1, on the Road 12 extension and between it and Road 1, allowing vehicular access to the top shed to be temporarily restored. Some electrical conduits were laid in a number of locations prior to pouring the concrete to allow for future extensions to the underground power network.

Workshop Extension

An off-site contractor commenced fabrication of the steel columns and framing for the workshop extension during April, and some preparation work became necessary on site. Formwork has been stripped from the pad footings and on 20 May a new section insulator and knife switch were installed on the span pole near our platform. This allows the overhead wiring in the



Bendigo Birney 11, Melbourne Z2 111 and Sydney O 1111 stand in front of the depot on 10 May for a photo opportunity. The museum also owns the body of Launceston 1 which will no doubt be photographed with these three cars sometime in the future.

Bob Merchant

The bogies from R1 1979 have returned from Preston Workshops and are seen being unloaded at the entrance to the depot yard on 5 August. Vic Solomons



depot yard to be turned off for safety reasons while building work is in progress without interfering with traffic operations. The overhead trolley wire was removed from the 4 Road points to the 4 Road doors on 3 June. Erection of the shed frame commenced on 19 June and on 21 June we had to jack and move the 8.5 tonne transformer about 400mm to clear the cross bracing for the new framework. Work on the frame continued intermittently and was finished on 21 July.

General

The heavy wooden cable drum holder was relocated from ballast motor 93u to 99u on 19 April and was fitted with a drum of new grooved trolley wire ready for future use. The spare Milan traction motor and other parts were moved inside and stored on pallets in the racks. Much of the main shed and workshop has been swept and vacuumed (we use an industrial vacuum cleaner) by CSO workers. The corrugated iron sheeting of the internal wall separating 4 Road in the display hall from the running shed has been completed. Work is in progress cleaning up the wheel press for future display.

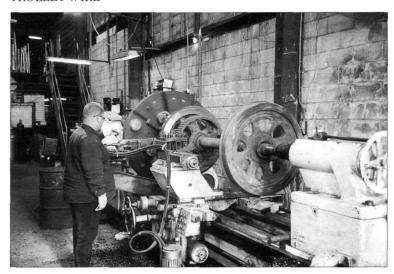
More preparation has been carried out on the replica waitingshed inside the back door and painting should commence soon. Ian Hansen and a CSO painter have repainted the interior of the Railway Square Waiting Shed and completed the painting of the new toilet block. One of the timber point covers on the scissors crossover broke under the strain of the heavy vehicle traffic and a steel framed replacement is being made out of recycled W2 underframes. On 10 May cars 11, 111 and 1111 were posed in front of the depot for a unique photo opportunity.

Adam Greave is reconstructing our internal telephone exchange and hopes to sort out some phone problems as well.

Car news

New canvas concertina doors have been fitted to the western side of P class 1497and the damaged section of floor has been repaired. Mal McAulay refitted a wheel set to the second bogie on 17 May and re-installed the bogie centre casting, which had been machined in the big lathe. The second wheel set was reunited with the bogie a couple of weeks later. The radial plates have since been adjusted. The car body was lifted on 5 July and placed on body stands. This allowed the removal of the temporary shop trucks so that the body centre castings could be ground and dressed to remove some scoring that had taken place over the years. The metalwork in the underfloor bogie spaces was cleaned and painted to prevent corrosion. The lifeguards were repaired and air horns have been fitted to warn recalcitrant motorists at our level crossings. The car underwent its first power test in the workshop on 2 August.

Z2 class 111 was driven into workshop Road 10 on 29 March where the pantograph was removed using one of our overhead cranes. Trolley poles were refitted so the car can be used in traffic. Twin trolley retrievers have since been refitted to both ends of the car. Some minor panel beating, paint touchups and graffiti removal inside and out have made the car much more presentable. Ian Hansen was able to match the interior paint so closely that it is not possible to see which parts have been repainted. Seats have been re-installed in the space left vacant by the ticket machine, removed



The wheels from 42u, 'Gentle Annie' being reprofiled on the wheel lathe at the Zig Zag Railway on 6 June.

Warren Howlett

before we received the car. It made its first trial run to National Park on 3 May. It has been found that Aerogard insect repellent is an excellent graffiti remover!

Ian Hansen has been revarnishing seats in Ballarat bogie car 37, which is located in the display hall until it can return to the workshop.

Work continues on cleaning and painting the dismantled parts of the first bogie of ballast motor 42u. On 18 April, the second bogie entered the workshops to be dismantled. All parts were stamped with numbers to facilitate reassembly. On the same day, Tom Tramby brought his son Peter's six tonne tip truck to Loftus to load the four wheel sets and the following day he delivered them to the Zig Zag Railway for reprofiling in their large lathe. Bob Cowing made wooden cradles for the transport of the wheel sets to prevent any tendency for them to roll. Tom arrived at Clarence at 9:00am. A special works train arrived soon after, consisting of a mine loco and a number of low flat cars similar to our ex-BHP flatcar. Their mobile crane was on board one of the flatcars and it was soon driven off using ramps. It transferred the wheel sets from the truck to another of the flatcars before reloading itself for the trip back to the Workshops at Bottom Points. The machining of the wheel sets back to a tramway profile has been completed and they have been returned to Loftus.

Accompanying Bendigo Birney No. 11 when it arrived at Loftus on 29 April were eight pallets of W car brake components.

The two bogies from R1 class 1979 left Loftus on the truck which had brought Birney 30 and were delivered to Preston Workshops for wheel reprofiling on their in-situ wheel profiler. This machine can machine the wheels without them being removed from the bogies and the traction motors actually drive the wheels while machining is in progress. The bogies were returned to Loftus on 5 august. After the motors are given a clean up they will be refitted beneath 1979.

Our 'Trams after Dark' event

In folklore, the night of the Winter Solstice has always been associated with the unusual and the unexpected. As the sun slowly sank at the Museum on Sunday, 22 June, instead of trams being run into the depot, the unusual happened. Tram headlights flickered on, the smell of kerosene tail lamps wafted in the light breeze and the bright, inviting interior tram lights pulsed to the beat of the compressors. The stage had been set for the Museum's first 'Trams after Dark' event and as if to pre-empt the evening, the last trip to the Royal National Park departed with a standing load.

As the sunlight slowly faded (it was dark by 5:15pm), the many lights around the Museum began to create an enchanting atmosphere. Most spectacular of all was the floodlit YMCA facade, where the hewn and sculptured sandstone glowed golden against the darkening sky. Even in its unfinished state, the floodlit façade was most impressive, drawing praise from many of our visitors. Around the yard, six trams, selected for their 'after dark appeal' had been positioned for the evening services, while C 29 and L/P 154 proudly sat on the depot access road for the benefit of photographers.

The public response to 'Trams after Dark' was quite unexpected. As Birney 11 approached the Display Hall stop for the first evening trip it was clear that one tram would not be enough to carry the waiting passengers. Nagasaki 1054 was quickly bought into service to carry the overflow. Similarly, the next trip saw Berlin 5133 join the Birney for the trip to Sutherland, while the remaining three trips, using bogie trams O 1111, Dropcentre 295 and R 1740 respectively, were all very well patronised. A number of family groups bought along winter suppers taking full advantage of the crisp but clear evening for a meal under the stars. Others mingled around reminiscing of times past and how nostalgic it was to ride the brightly-lit trams. One lady was even overheard explaining to her grandchildren how she used to catch the tram home from the movies in the late evenings "in the days before television and videos."

Following the 7:00pm journey, the trams were returned to the depot while a few members took advantage of the floodlighting to take night photographs. Many members who attended the event then adjourned to a local Chinese restaurant for some fine food and good conversation. Thus ended another highly successful evening for the Museum, one which we are sure will be repeated next year.

Of course, these events do not run themselves and the Events Coordinator, Don Campbell deserves particular credit for organising and arranging the evening's activities. Special thanks must also go to all our members who gave up their Sunday evening to crew trams at the Museum.

BYLANDS

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

www.tmsv.org.au

From Running Journal

Museum work

After many years of waiting, the materials stored behind the cable tram shed at Bylands are being cleared. In the early 1990s we sourced several Bristol former school buildings from Castlemaine and Monument Creek. In the process of obtaining these buildings it was necessary to strip and remove all the interior fittings. It was intended to use as much of this material as possible at Bylands at a later time. In the interim, most of it was stored in the empty cable tram shed.

After almost ten years, sorting and determining what is useful and what is no longer required is being undertaken. Condition and durability are taken into account. Much of the wooden furniture has been consigned to the firewood pile for destruction. Plumbing and electrical equipment or associated items have been sorted for retention, disposal or sale.

Once the shed is clear the current temporary track will be removed and east and west permanent tracks laid for the length of the shed and the floor resurfaced to rail height.

Construction of the trackwork for the vehicle maintenance building has reached a stage where only

final aligning and packing, and welding of several joints and bonds will see the track available for use. Initially there will be no overhead over this track and a wandering lead will have to be used to move trams over the pit area until the overhead is erected. Until the track is required for use, W2 car 457 will continue to be stored on the new double track section. The tram will eventually be relocated to the storage track at the rear of the maintenance building.

Several exhibits have been rearranged in the exhibition shed. Mark IV bus 759, which is undergoing restoration and a repaint, has been moved into the eastern annex workshop area. The grinding portion of Grinder No. 1 has been moved further towards the south end doors and the Malcolm tram placed in front. The tower wagon has been relocated and is now parallel between the grinder and the two tram trestles at the south end of the raised middle section of the building. Cable trailer 586 is also located in this area and will be joined by motorised grip car 593 when it returns from Kilmore.

Changes are also being made to the display area on the western wall. Two restored SEC tramways 'Forest

TROLLEY WIRE

City' coloured light signals have been placed above the display boards. These signals have been reworked to operate from mains power, with one displaying a red signal and the other green.

Motor vehicle fleet

Our Volvo bus No. 850 travelled to Melbourne to have some work undertaken by Grenada's Bus Company at Dandenong. The bus spent several weeks at Dandenong, and raised considerable and sometimes comical comment from the Company's staff. An added advantage was that the location where the bus was usually stored whilst at Dandenong had the museum advertisement attached to the right-hand side of the

bus facing the public street, giving us some extra exposure.

Tramcar maintenance

Tram maintenance continues and we currently have ten trams available for traffic. With the arrival of the colder weather, is it is now possible to operate some of our sliding door trams to make our visitors more comfortable. Repairs have been necessary to the compressor governor switch under SW2 car 644 and the brake valves of W6 car 902. It was possible to repair 902's valves using reworked components from the body of W2 car 457. Rope retaining clips from 457 have been fitted to W3 car 667.

VALLEY HEIGHTS

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

From Peter Stock and Cliff Currell

Motor 103A and car 93B

Since our last report the society has continued to re-assemble the new cabin on 103A. Much work has to be undertaken on the sheetmetal fabrication for both the main roof and the clerestory roof. Sufficient suitable steel sheeting has been obtained for the job.

David Lewis has been working his way, developing skills necessary to correctly fabricate the various sections. The original roof of 103A had been completely re-sheeted at the last rebuilding by members Frank Millier and Roy Naunton at the Rail Transport Museum, Thirlmere, but was destroyed in the fire of 1993. Frank has been a good guide to David in the lead up to this re-sheeting.

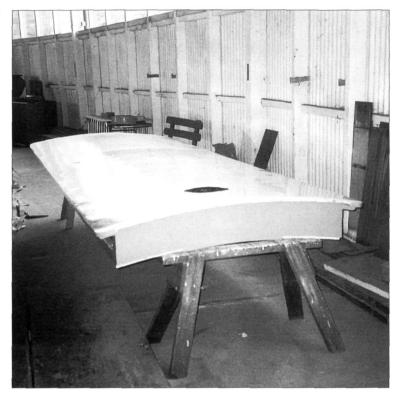
The timber of the new roof had to be fully prepared and painted prior to being lifted over the boiler appliances. This included setting out the position of the funnel, safety valves and brake exhaust mufflers. There was only one opportunity to get the holes cut exactly where they should be, and this was achieved with great success.

Subsequently the society was fortunate as a new member who has just joined, Geoffrey Geale, is a tradesman in the craft of sheetmetal working and has agreed to oversee and assist in this task. The painting of the body of car 93B is continuing under the guidance of members Cliff Currell and Bruce Irwin. Because of the aged timbers still remaining, and the fact that the car was a dwelling for so many years, Cliff discovered literally hundreds of pin holes in the ceiling. Coupled with the preparation of the old timbers for painting, the project has not proceeded as quickly as first anticipated. Bruce has reinvented an old technique of combing the paint on the inside of the sliding doors. This is a task that requires a concentration that, if left to wander, will cause the paint to harden sufficiently to prevent the combing to be achieved. A remarkable finish to the doors is the result.

Craig Connelly, our works manager, is leading the task of rebuilding the bogies. This is a time-consuming task, as the new components that had to be cast are not fitting as well as expected. The society has in its possession many items from various steam tram bogies to use as patterns and it seems that although cars built under every contract were supposed to be the same, minor variations crept in. It is the old story: two steps forward, one step back.

Late last year it was hoped that the society would be able to complete the motor and car by the tenth anniversary of the Parramatta Park fire, early in June this year. A decision was made not to try to achieve completion by this date. Our reason for this was to This view of the clerestory roof of motor 103A was taken in May 2003. The funnel aperture has been cut into the sheet metal but the other apertures have yet to be cut.

Peter Stock

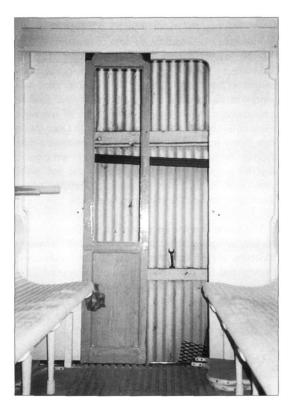


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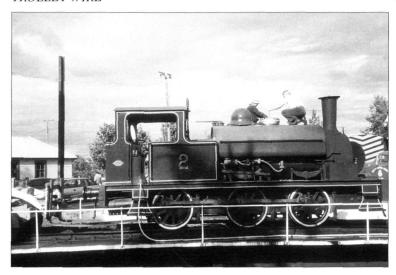
A door fitted to car 73B in June 2003 shows the combed paint finish. Peter Stock

Below Right:

This station indicator board has been relocated to Valley Heights. The indicator has still to be re-lettered but the supplementary sign is the genuine article. Peter Stock







In this June 2003 view, Stevo is being prepared for its annual boiler inspection. David Lewis and Craig Connelly are lifting the dome cover to provide access into the boiler.

Peter Stock

ensure quality restoration would continue and that no short-cuts would be taken in the project. Our experiences in past years have shown that the job must be done correctly and professionally as slap-happy methods will never last the distance.

Locomotive matters

Stevo, the popular exhibit at Valley Heights, was given its annual boiler inspection last June. A full day was needed to prepare the boiler for the inspector. The boiler was found to be in good order. Another day was then needed to re-assemble the various components. At this time the opportunity was taken to replace the piston glands as part of preventative maintenance.

To quench Stevo's thirst for water, the society's water tank from Parramatta Park has been re-erected and is being progressively repainted. The legs are painted in black with an 'invisible' green hue, whilst the tank itself is dark green. It is a welcome asset on steaming days as the old method of topping-up the locomotive's tank with a hose was somewhat tedious.

Gift to the society

The society was generously presented with an indicator board that once graced platform No. 2 at Granville. Member Ken Butt made the item available to the society from his collection. The board has been erected outside the main entrance building to the museum. Visitors are most interested in this piece of

railway history and can experience pulling down a destination board with the hook.

Our new premises

As reported previously the society was instrumental in obtaining a grant to rebuild the retaining wall and to erect a new shed to house certain items of rolling stock. This was the result of losing a B type car in the last bushfires to devastate the area at Christmas 2001. As the Valley Heights Locomotive Depot Heritage Museum and the Rail Transport Museum are the leaseholders of the Valley Heights Roundhouse, they will supervise the construction of the wall and shed in association with the society. At the time of writing a contract has been let for the retaining wall. Once this is completed, it will then be possible to construct a new society 'home for old steam trams'. It is anticipated that this project could be completed by the end of the year, well in time for the society's jubilee of its foundation and establishment in June 1954.

Much work has been expended on this project. Many people, in government and in the Rail Transport Museum, the Steam Tram and Railway Preservation Society and the Rail Infrastructure Corporation, have assisted and helped to bring the project to this exciting stage.

Visitors to the roundhouse

On 13 May twenty-two members of the Chartered Institute of Logistics and Transport in Australia (Public Transport Group) visited Valley Heights as Our Stephenson No. 2, Stevo is seen in June 2003 under the water tank relocated from Parramatta Park and re-erected at Valley Heights. Peter Stock



part of a week touring establishments of interest. Being a weekday, the museum was quiet. The society was able to provide a barbecue lunch for everyone to enjoy in the atmosphere of a railway roundhouse, complete with the sight and sounds of a working steam locomotive.

Before lunch, Ted Mullett, Chairman of the Valley Heights Locomotive Depot Heritage Museum, explained the history of the location which included the trials and tribulations of establishing the buildings as a heritage site. The story of steam tram preservation activities in the past which led to the establishment the society nearly fifty years ago, and the subsequent move to the roundhouse was related to the visitors

during lunch by the society's Chairman, Peter Stock. Following lunch, every visitor was invited to enjoy a cab ride on Stevo "provided they had clean hands so as not to dirty the locomotive handrails." Suffice to say that everyone (including the coach driver) had clean hands and availed themselves of the invitation, some even twice!

On a personal note it was a pleasure to welcome the leader of the tourists, Bill Kingsley, a long-time good friend of the society. Lindsay Richardson from the Perth Electric Tramway Society was also on board. Both gentlemen, in their respective roles in COTMA, were most supportive of the society at the time of the fire of 1993 and when it gained full accreditation.



The site of the 'ash roads' at Valley Heights, showing the bank to the right which is to receive the new retaining wall. The new shed will be erected over the two roads. Peter Stock





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