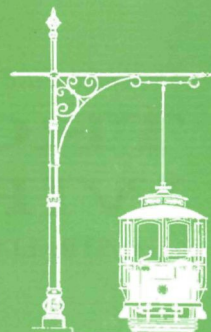


TROLLEY WIRE



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THE NEW SOUTH WALES GOVERNMENT TRAMWAYS

TROLLEY WIRE

AUSTRALIA'S TRAMWAY MUSEUM
MAGAZINE

MAY 2004

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An end view of Bendigo No. 36. Bendigo Tramways

Can you find them?

The map on page 4 is reproduced larger than the original in the *Electric Railway Journal*. We do not know who the original cartographer was, but there are four spelling errors on that map, suggesting it may have been drawn in the USA.

Front Cover:

Former Melbourne SW5 class 808 stands in Pall Mall, Bendigo in its new SECV livery. This is how the tram would have appeared had the SEC been able to take delivery of more modern second hand W series trams in the 1980s. The decorative roofline of the Shamrock Hotel can be seen above the tram.

Bendigo Tramways

Back Page Top:

Sydney O class car 1111 traverses the scissors crossover to commence its journey from the Sydney Tramway Museum towards Sutherland on 22 February 2004.

R.I Merchant

Back Page Bottom:

The Salisbury City Band entertains passers-by at the St Kilda Playground on car B type 42 as D type 192 returns to the Australian Electric Transport Museum during its 30th anniversary celebrations on 14 March 2004.

J.C. Radcliffe

This article was submitted for publication by the NSW Tramways and appeared in *Electric Railway Journal*, Vol. 22 No. 1 of 6 July 1918. Where possible, the original photographs illustrating the article have been located and used. The only change has been to alter the American spelling of some words.

THE NEW SOUTH WALES GOVERNMENT TRAMWAYS

**Australia's greatest electric railway system serves a large area
and provides both a city and suburban service.**

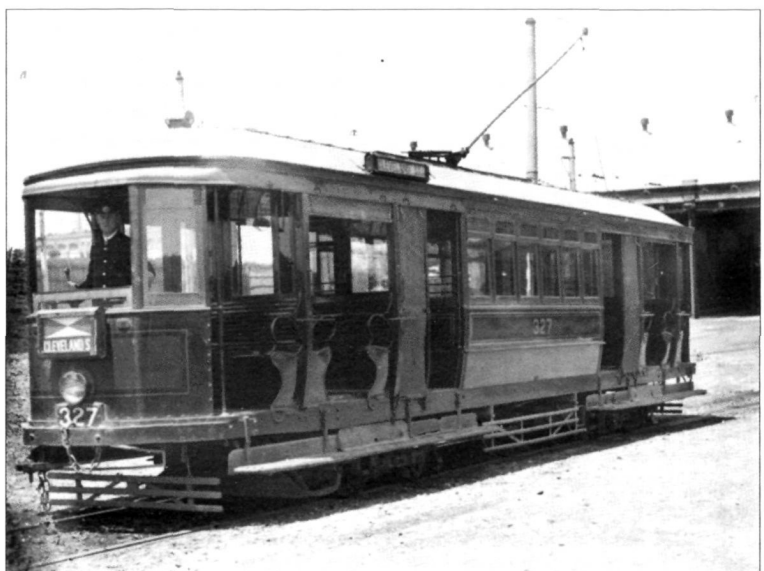
**A unique system of route signs, easily distinguishable from a distance,
aids particularly to accelerate traffic at switch points.**

Sydney, the metropolis of Australia, is justly proud of its electric railway system. The New South Wales Government Tramways, as this system is called, as the name implies is owned by the state and controlled directly by the Chief Commissioner for Railways and Tramways, James Fraser. A general idea of the extent of the system and the location of the various places served can be obtained from the accompanying map. Transportation is provided to the many beaches, racetracks, pleasure grounds, etc., as well as to all the suburbs to the south and east of the city. There is very little railway competition at these points. There are many different routes, thirty of which converge to Circular Quay, the port of Sydney. An idea of the heavy nature of the traffic may be gained from the fact that between 4000 and 5000 cars pass Railway Square, one of the busiest centres of the city, between 6 a.m. and midnight each day. The system comprises 350 miles of standard gauge (4 ft 8 1/2 in.) track in the city and suburbs and includes one or two isolated sections.

The rolling stock equipment is composed of 1387 motor cars, eleven trailers and 105 service cars. These

were all built locally except a few of the earlier ones built by the American Car Company. All are thoroughly serviceable and are provided with the most modern devices to give the passengers comfort, safety and a rapid means of transportation. As shown in the accompanying illustrations, the cars are of single deck construction and have the end section open while the centre section is closed. In the latest type car used, side doors are provided for the closed section. In other types, entrance and exits are provided on each end of the closed section. Running boards are arranged along the sides for boarding and alighting. The latest type of car used is known as the 'O' class. Cars of this type are 44 ft 5 in. long over all and 9 ft wide over footboards. A seating capacity for eighty passengers is provided. The control equipment is Sprague-General Electric, type M, arranged for multiple-unit operation so the cars can be connected up in trains when desired. Other types of cars have K controllers and the remainder of the electrical equipment is General Electric. All cars are equipped with air brakes.

Destination signs are located just above the



*Class 'L' car with accommodation
for fifty-six passengers.*

Electric Railway Journal
from NSWGT



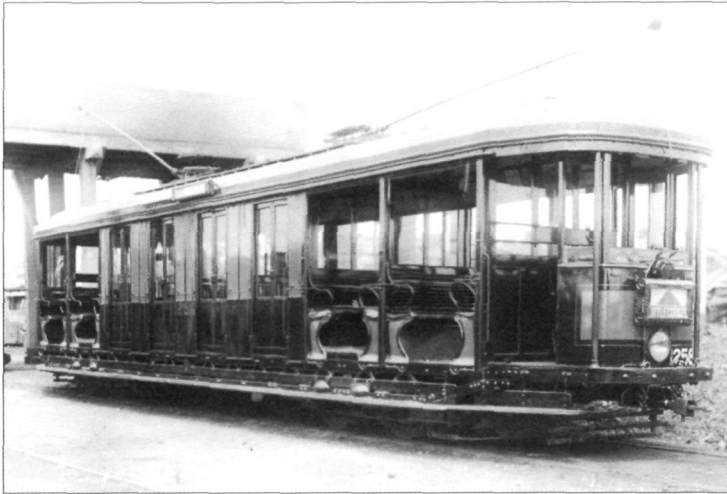
Map showing tramways and railways of Sydney and environs.

Electric Railway Journal

headlights at both the front and rear of all cars. In addition, side signs are provided at the edge of the roof. The end destination sign boxes, in addition to having the names of the various places served by the system, are provided with variously coloured routing signs. These signs have geometrical figures of different colours, which are visible from a considerable distance both day and night and enable the signalmen

properly to set the switches to give the car its proper route.

The following is a list of some of the forms in which these signs are arranged, and an idea as to their appearance can be obtained from the accompanying illustrations:



Class 'O' car having accommodation for eighty passengers.

Electric Railway Journal
from NSWGT

White ground with one green circle; white ground with two red circles; white ground with two green circles; white ground with two green crosses; white ground with diagonal red cross; white ground with three green diamonds; white ground with green and red triangle; green ground with white diamond; green and white triangles; red and white diagonal bars.

Signal towers are provided adjacent to crossings and junctions. A Park Street signal box is shown in an accompanying illustration. The design is arranged to harmonise with the surroundings and presents an attractive appearance. The monogram of the railway system appears on each panel. The signalling and switching system is interlocking. An additional

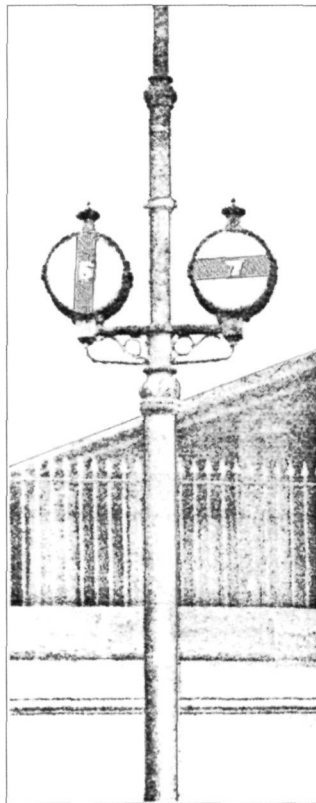


End views of different cars showing locations of destination signs.

Electric Railway Journal from NSWGT



Park Street signal box, New South Wales Government Tramways.



Electric Railway Journal from NSWGT

illustration shows the form of signal used. These consist of two separate disks with a red stripe on a white background. When the stripe is in a vertical position as shown in the signal numbered 6 in the illustration, the indication is clear, and when in a horizontal position, as in 7, it indicates stop.

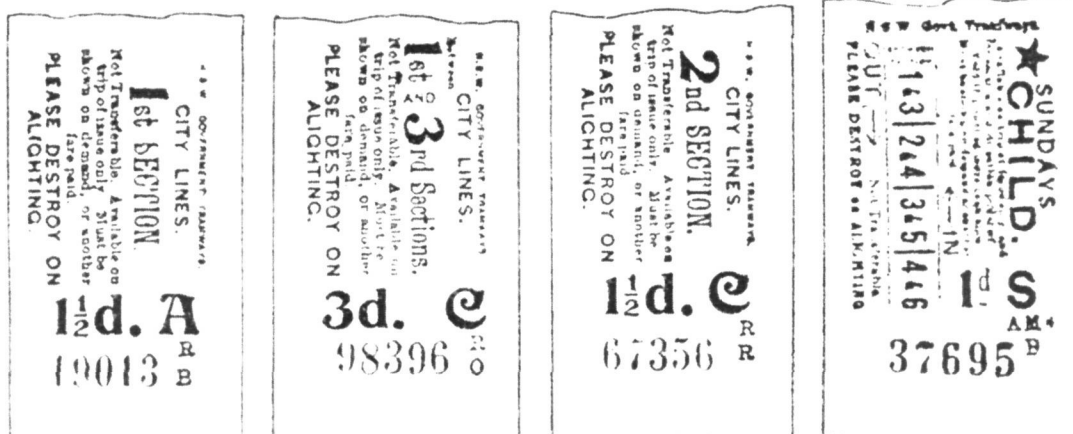
The railway tracks, in general, are located on public thoroughfares, but there are some locations where the physical condition of the country makes it undesirable for the car lines to follow the public highways. This is especially necessary on the Spit-Manly section where the cars have to ascend and descend hundreds of feet from the sea level and 'negotiate' the steep cliffs rising from the shores of the harbour. There is a section on the Balmain line where the track is so steep that it is necessary to use a dummy truck to pilot the cars up and down the steep inclines.

Power for operating the cars is supplied from a direct-current overhead trolley system with rail return at 600 volts potential. The system has three generating

stations located at White Bay, Ultimo and Rushcutters Bay. There are also several substations situated at suitable points throughout the system. The location of these is indicated on the accompanying map.

In order properly to house and maintain the rolling stock, twelve carhouses are provided. The largest of these is located at the Dowling Street Depot, at which 700 men are employed. In addition an extensive construction and maintenance shop for the building and repair of rolling stock is located at Randwick.

The system of fare collection is based on the section or zone principle. The fares are moderate considering the service given. A section is from 1 to 2 miles long and the fare charge is 3 cents for a single section or at a rate of 2 cents per section where two or more sections are travelled. Each conductor is supplied with a ticket case to hold tickets of ten different denominations, as each section or combination of sections has its distinct coloured ticket. Transfers are not used.



Tickets used by the New South Wales Government Tramways. Electric Railway Journal

Several of the tickets are shown in an accompanying illustration. Some of the colours used are: for first section tickets, cerise; second, white; third, grey, etc. For tickets applying to more than one section, that for the first and second sections is green; first to third, salmon; second and third, light green; first to sixth section, blue, etc. Referring to the illustration, it will be noted that the fare is printed on each ticket and is indicated in pence as 2d, 3d, etc. The large letter immediately following the fare denotes the day of issue. A is used for Mondays and Thursdays, B for Tuesdays and Fridays, C for Wednesdays and Saturdays and S for Sun days and special fares. Underneath is the serial number of the ticket and immediately following are two letters. The topmost letter indicates the depot of origin – R for Rozelle, N for Newtown, AM for Enfield, etc. The lower letter denotes the series. Special rates of fare are provided

for school pupils, teachers, members of the military and naval cadet forces, blind persons and apprentices. Special rates of fare are also provided for through transportation to the parks and racecourses.

Some of the statistics regarding the operation of this railway system for the year ending 30 June 1917 are as follows: Passengers carried, 295,303,714; car mileage, 25,361,992; earnings, \$10,043,700 approximately; units of power generated, 94,326,199 kW/hr; men employed, 10,000. There are at present about 1000 men of the Tramway Traffic Branch in active service with the Australian Imperial Forces. At the Rozelle Depot a fine monument has been erected to the memory of fallen comrades and a similar memorial is in the course of erection at Dowling Street Depot. The cost of these monuments has been defrayed by the voluntary contributions of the staff.

Unfinished business...

A Century of New South Wales Tramcars

In 1962 and 1967, the Sydney Tramway Museum published *A Century of NSW Tramcars – Electric Era – Volume 1 1890-1903 and Volume 2 1903-1908*.

To this day, this valuable historical work has remained unfinished, and a group has been formed to revise and complete the series with coverage including Sydney's latest trams. The aim is to publish a collector's record of the history of Sydney's electric tramway rolling stock from the late 19th century to the early 21st century. This work will complement the comprehensive line histories already published by Transit Press.

If you hold or know the whereabouts of historical information on Sydney's electric trams, or believe you can help our highly committed group, please contact Bob Merchant, Editor of Trolley Wire, on (02) 9858 4876; or by e-mail on bob.merchant@bigpond.com.

BRISBANE MEMORIES

The 35th anniversary of the final closure of Brisbane's tramways occurred on 13 April 2004. To mark the occasion Dale Budd looked through his photo collection and found the pictures reproduced on these

pages. While these scenes are history, happily a number of the trams shown are now preserved at the Brisbane Tramway Museum at Ferny Grove.



Pictures of Brisbane in the 1960s show an absence of road traffic, which by today's standards is astonishing. Ten-bench car 65, on a tour for the Australian Electric Traction Association on 14 April 1963, pauses beside the Brisbane River at Hamilton Reach.



An appealing feature of Brisbane's tramways, at least for enthusiasts, was the number of single track sections. Dreadnought 136, chartered by the South Pacific Electric Railway, waits for FM car 439 to pass before proceeding to Ascot Oriel Park on 6 October 1968. Motor cars have changed since the 1960s too!



Few Australian city centres have changed as much as has Brisbane's. In a scene unrecognisable today, FM car 435 heads along Queen Street, bound for Dutton Park on a quiet Sunday morning, 6 October 1968.



Many Brisbane tram tours used cars destined to be preserved. Drop-centre class leader 231 poses in the loop at South Brisbane Station on 3 October 1965.



Five Dreadnought cars, with Nos 146 and 125 prominent, are seen congregated at Ipswich Road Depot on 12 April 1963.



At Mount Gravatt terminus on 5 October 1968, Drop-centre 293 waits for FM 430 to leave for the city and Wharf Street.

THE QUEST FOR WRECKS - WHY CONTINUE?

By Howard R. Clark

Since the article *The Quest for Wrecks – the Malabar Factor* appeared in *Trolley Wire* in August 2002, a number of our members and friends have come forward with additional information and data which is referred to later in this article.

In the week leading up to the Rugby World Cup finals in Sydney on 22 November 2003, media and public attention focused on the prospective outcome of the battle between the old foe, England, and local heroes who daily were growing in stature amid expectations of victory. Sadly for the Australians this was not realised.

The issues confronting the Sydney Tramway Museum during the same week with a similar outcome were threefold, namely:

- Lengthy and ongoing negotiations with developers concerning completion of the ground floor columns of our 1885 YMCA façade, which at least resulted in a written offer towards completion, albeit short of the costs involved. Hope springs eternal, and some three months later the Museum finally achieved its objective and received a \$50,000 donation, which will enable stonemasons to complete the ground floor columns and replica signage. Patience and persistence paid off in this instance.
- Advice from the National Library of Australia that our application for a grant of \$8,000 towards set up and establishment of a photographic archive was unsuccessful, and finally,
- Advice from the NSW Ministry for the Arts that our application for a dollar for dollar grant of \$60,000 towards construction of an additional protective storage facility at the south end of our site that would house up to ten trams, was unsuccessful as 'it was not possible on this occasion to offer a grant towards this objective'. Nevertheless, the Museum was wished 'every success in 2004'.

The last is a major blow to our efforts to protect the state's valuable moveable heritage. A cynic may suggest that the Museum needs to acquire a collection of pop-art trams in the name of art to gain favour with arts bodies, since moveable heritage, particularly trams, may not be seen as fashionable for protection and exhibition within the broader community.

Since August 2002, as noted in earlier issues of *Trolley Wire*, scrubber car 11W (ex-Sydney 139s) and Launceston No. 1 have been donated to the Museum. The Canberra Tradesmen's Union Club donated the latter. Museum member Hugh Ballment has enthusiastically supported this forthcoming project and has donated funds for the acquisition from the Brussels tramway museum of a suitable Brill 21E-type truck frame for adaptation to the car in due course. The truck arrived in Australia and was delivered to Bendigo Tramways for rehabilitation. Since then, the Victorian Department of Infrastructure has made available a pair of wheel sets with motors sourced from Newport for adaptation to the truck frame in Bendigo.

No collection of representative Australian tramcars would be complete without an example of an Adelaide car. Whilst the acquisition of an H car may now be possible within the next few years, our sister museum in St Kilda, South Australia, provided us with the opportunity in 2001 to acquire the body of an Adelaide F1 type dropcentre car, thus completing our collection of examples of such cars from Australian cities. For several reasons this did not proceed. Now an alternative body, 276, believed to be in better condition than the available three years ago, is to be donated by the family concerned. In the short term, the body of this tram will be stored on our behalf at St Kilda. This, and an E type tram, soon to be vacated as a residence, will be inspected at their existing locations, about three hours drive from Adelaide, during May.

Sydney N 709 and N 710 were both referred to in the previous article. Car 709 has since been broken up over several visits to Woy Woy, and useful components for future restorations (particularly for J 675) have been salvaged. The rest of the car was sent to the local tip. On the other hand, N 710 re-entered the picture when its owner, Bill Bradley, resumed contact with the Museum. Following advertising the tram for sale over twelve months on the Internet, Bill rejected a higher offer for 710 from the owners of a guesthouse who wished to dramatically alter the appearance of the car to incorporate it within their guestrooms.

Bill is a renowned professional racecourse photographer with a keen archival sense in that industry. So it was that he preferred to see the tram go to a museum where its integrity could be maintained

and where it could eventually be restored as an operating car. Several members shared in the cost of 710's purchase. This acquisition includes two large hardwood timbers suitable for use as saddles under the water tank of our replica Sydney sprinkler car, and door equipment from sister car N 715, which will remain in its rustic setting in Bill Bradley's front garden. Car 710, which is protected by its own purpose built roof, will remain stored by Bill on our behalf for the next two to three years.

Another bonus from the recent acquisition is that Bill has provided services to help us establish a computer-based photographic archive which in time should see all of the Museum's archive stored in this way to become more accessible to historians and future generations. Thus another one of the setbacks referred to at the start of this article is now on the way to being reversed.

Bruce Pinnell has advised that the two Brisbane cars referred to in the earlier article were dropcentre car 385 and FM (four-motor) car 410, which were located at Springwood, Queensland. The FM car has since been broken up.

David Wilson has provided a list of Adelaide bodies disposed of from the early 1950s. A copy has been sent to our friends at St Kilda for reference.

Well known bus historian, Brian Mantle has supplied amplifying information on several Sydney L/P cars in the Central Coast area during the 1950s and his report is as follows:

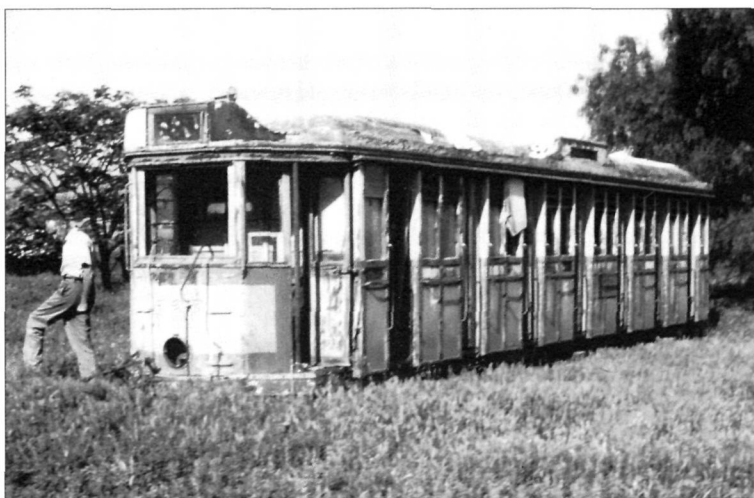
"The article brought back many memories for me. I was working at Leichhardt when the 'bike shed' was

erected. There was a number written in black paint on the ends inside but I forget what it was. I also saw the L/P (333) on the tip at Tempe. I was working in the perway workshops at Wolli Creek at the time. The L/P front that was in Norm Boxall's backyard at Marrickville came off that tram. [Parts of this tram are now at Loftus.]

"The accompanying 'cinemascope' photo [of cars 242 and 355, and not suitable for reproduction] may answer your frustration over the L/Ps your father told you about. This photo was taken possibly in 1958 by my (now) wife whilst she was on a church camp. From memory she says there were six of eight trams there. In the original 4in x 3in photo you can see the cabin of another L/P in front of 355. The camp was at Myuna Bay up the Central Coast. The lighthouse may have been Norah Head or may have been one on the bay itself.

"There were some trams sold to the Norah Head area near the lighthouse. From memory, these were Ks and Es. I also include a couple of slides of Newcastle L/Ps 315 and 327 at Duri. I think a lot of 327 went into 284... 1755 was in lovely condition inside."

As cars 242 and 355 at Myuna Bay were in the green and cream colours of Sydney L/Ps, research has established that they were written off on 17 October 1951 and transferred to the Education Department on 8 and 9 September 1952 respectively. One can speculate that an additional seven Sydney L/Ps also ended up at the same location as they were also all written off on the same day, and shown as transferred to that department on one of the two dates referred to above. The cars concerned were 240, 281, 300, 339, 353, 368 and 394.



L/P car 327 at Duri, NSW in the 1950s.
Brian Mantle

Interestingly, all nine of these cars were among the last cars converted to L/Ps between June 1927 and March 1930 and their body condition may well have been a factor in their selection. Indeed, the photo of 242 and 355 in 1958 suggests they appear to have weathered well over the years with additional tarpaulin-type roof protection showing, and original canvas blinds apparently intact.

One of our South Australian readers supplied details of the location of a Hobart bogie car on a golf course and a Victorian reader supplied other valuable information.

With past assistance from organisations such as the NSW Heritage Fund and the Centenary of Federation Fund, as well as generous donations from several members and friends, we have successfully restored several 'wrecks' in recent years, to full operating condition, namely, C class car 29 (Hudson 1898), 1933 vintage R class car 1808 and R1 class car 2001. We have also partly restored the body of R1 car 1951. In addition, Museum members and friends have provided the funding and labour to complete the restoration of C car 290 (Hudson 1896); P car 1497; another 'wreck' in the form of 1924 vintage Melbourne W2 car 249; Berlin cars 3007; 5133 (formerly 3008) and trailer 3717; Milan Peter Witt 1692; and Christchurch restaurant car 411.

Three of these cars (1692, 1808 and 3007) operated in the 2002 Melbourne Moomba parade, whilst 1692 has run on two other occasions as part of Melbourne's cultural activities. Apart from operating in the 2001 Moomba Parade, 1808 made history on 12 October 2003 by being the first Sydney passenger tram to operate over extensive parts of the Melbourne system. Cars 1692 and 3007 are on loan to the Victorian Department of Infrastructure for display as comparative examples alongside Victoria's heritage trams at Hawthorn Depot. Car 1808 remains at Preston Workshops for possible future heritage use in Melbourne or transfer to Hawthorn if the opportunity arises.

Apart from Melbourne, it is an important plank of the Museum's activities to provide trams from its collection for exhibitions elsewhere in Australia.

While the number of trams and bodies in our collection now exceeds 80, the real issue, while still keeping a watching brief on the 'quest', must be to focus our energies on the successful protection of the collection for eventual restoration. Of greater

importance is the construction of an additional building on our southern extremities near the level crossing, housing up to ten trams for a 'bare bones' cost in the region of \$120,000. In addition we have trams in open storage at Cessnock, which desperately need protection from the weather. For an investment of about \$30,000 for an alternative building we are likely to be able to obtain a long-term lease and place a roof over these reserve collection cars. With apparently little prospect of any grants assistance in the immediate future, benefactors are urgently needed to assist here!

A question often raised is why the Museum has maintained the quest and obtained a number of car bodies, particularly Sydney corridor cars, for the reserve collection. Apart from the obvious security issue of alternatives in the event of an unforeseen calamity, a key issue is the future potential for heritage tram operations elsewhere. We have already seen the successful implementation of a tourist tramway as near as Christchurch as well as numerous similar operations overseas, particularly in the USA. We are hopeful that one day there will be a call for heritage trams somewhere in Sydney, or in Canberra if the political will emerges there to support the proposed Federation Line. Demands for suitable equipment will then be placed upon the Museum, which could produce an external cash flow to support our museum restoration and display activities.

Given the disappointing outcome of our application for grants assistance noted above, these consequences necessarily sharpen our focus on the realities of our continued existence as a tramway museum and on our broader collection policies. Even with clear support from government instrumentalities including NSW Heritage, the Powerhouse Museum and Victorian Department of Infrastructure, our viability as a museum that has both national and international stature is increasingly being challenged.

A central issue faced by organisations such as ours is the struggle for long-term financial survival. Whilst aspiring to deliver service to the community, we face escalating operating costs, particularly with third party and other insurances, that are consuming an ever increasing proportion of our operating income. The task before us is to find innovative ways of raising revenue to stay ahead of these costs. Insurances now consume close to 50 cents of our revenue dollar. Fortunately our traffic staff have volunteered for extra service during school holiday periods which, in 2003/2004, has provided welcome additional revenues.

One of the Sydney Tramway Museum's 21E trucks, with the remains of a works car body still attached, is lifted from the shipping container:

Bendigo Tramways



Nevertheless we understand we may be comparatively better off than similar heritage operations in other states. However, we face the predicament that when other operating expenses and general overheads are taken into account, there is no operating surplus available to support funding heritage restoration projects and capital works such as the construction of structures to protect the valuable assets held in our collection.

Simply put, we now rely on interested parties and benefactors to make financial gifts and contributions to fund 100 per cent of the costs of necessary materials, equipment and services required to supplement the efforts of our volunteer workforce to protect and preserve our valuable museum collection. For example, the roof, wall cladding and roller shutters on the workshop extension over road 4 at Loftus have been funded by the generosity of one such member.

One other very positive and noticeable development at Loftus in the last twelve months has been the regular depositing of surplus concrete by Concrete Pty Limited, which has transformed the appearance of the site, removing the menace of either dust or mud in our yard area. This has been gratefully received. However, it has stretched the resources of our hardworking volunteer workers who in many instances have been required to cease work on maintenance or restoration tasks at short notice. This concrete, provided the supply continues, will be applied to the floor of the workshop building extension, thus relieving us of one significant capital cost.

The only likely current source of grants funding for moveable heritage during the period 2004-2006 is the Heritage Incentives Program that is administered by NSW Heritage. However, this funding is specifically aimed at restoration of heritage and does not apply to structures for protection of heritage.

The Museum's Board has approved an application for assistance with the restoration of J 675 over the two year period. The outcome of our application will not be known for at least several months. In any event the maximum funding we can expect to receive is 50 per cent, so again we will need to appeal to members and friends to assist with the balance of funding which will be in the order of \$70,000.

As noted above, we purchased from the Brussels tramway museum in 2003 a Brill 21E type truck complete with motors suitable for adaptation to J 675. The funding for much of its overall costs of \$17,000, after allowing for the provision of NSW Heritage assistance totalling \$5,000, came from two members.

Another restoration project envisaged in the immediate future, with funding partly pledged by at least two members, is the completion of partly restored Sydney O car 957. This car is one of the earliest 'wrecks' secured by the Museum more than 25 years ago. Its restoration to operating condition is a popular choice to minimise ongoing wear and tear suffered by O car 1111 over recent years. More than \$40,000 is required for this project.

Every production tram introduced in Sydney from 1896 to 1951 (apart from the G type, represented by almost identical Christchurch 12) is now included in the Museum's collection. In due course, the two tourist type cars will be also be represented. The single truck car will be closely resembled by Brisbane 71, that city's four-wheel equivalent of the Sydney H car. The bogie car will be represented by Sydney N 718 at Cessnock which is currently little more than an underframe, roof and body pillars. In time, this tram will be rebuilt as an M type bogie open toastrack.

The addition of the Launceston and Adelaide bodies satisfies museum collection policies by providing representative examples of similar trams from other Australian cities together with a reasonable reserve collection resource for future restoration. In some instances, these will relieve stress upon some of the

more delicate operating examples of older Sydney cars in our primary collection. Various overseas car types are also broadly covered in the collection.

The question arises as to whether the quest should continue. In broad terms, the answer would appear to be 'no'. However, as with any large and responsible museum, we cannot be blind to future opportunities to further broaden the scope and depth of our collection. The recent and popular addition of Melbourne Z2 car 111 is such an example. Similar equally important examples of the evolution and development of the tram will undoubtedly arise and cannot be ignored.

(Howard Clark is Chairman of the Board of Directors, South Pacific Electric Railway Co-operative Society Ltd trading as the Sydney Tramway Museum.)

CALCUTTA SNAPSHOTS

Calcutta, capital of the Indian province of West Bengal, has a population of more than 13 million and India's only remaining tramway system. In 2000 the city reverted to its traditional name, Kolkata, but the tramways continue to be operated by The Calcutta Tramways Company (1978) Limited, an enterprise owned by the government of West Bengal.

The system has declined in size and importance from its peak as a result of closure of the line across Howrah Bridge, the replacement of some routes by a metro line, and other abandonments. On the other hand a new line has been built from Maniktala to Bidhannagar Railway Station. The track is standard gauge, 1435mm – unlike any of India's four railway gauges.

The system has 240 operable cars out of a fleet of

some 320, and 68 km of route. An average of 170 trams are in service each day, running from 7 depots on 29 routes. The newest cars are 75 vehicles built in the late 1980s, of similar design to earlier cars. Much of the track is in extremely poor condition, and many of the cars show scrapes and dents from incidents in Calcutta's chaotic traffic. Yet the trams still play an important part in Calcutta's transport, and this is likely to continue. They are maintained in good mechanical and electrical condition, and run smoothly and quietly on the better sections of track. Information about the Calcutta tramways, including a route map, is at www.calcuttatramways.com/home.htm

Dale Budd visited Calcutta in March 2004, and returned with many photographs including those reproduced here.



A high proportion of Calcutta's trams are in all-over advertising liveries. About to leave Esplanade, one of the main city termini, for Park Circus, this car presents a smart appearance from a distance as it promotes Western Union money transfer.

A pointsman is stationed at each junction: this one is assisting car 273 to negotiate the complicated layout at Esplanade before it sets out for Tollygunge. Standing on a siding is rail scrubber 3, apparently long out of use despite its raised trolley pole.



Cars not carrying advertising are painted in various liveries of green, dull red and cream. This tram is leaving Tollygunge terminus, where the balloon loop passes through a depot yard. The pedal rickshaws are another feature of Calcutta's transport: a few 'original' rickshaws, where the operator pulls the vehicle by walking or running between the shafts, may also still be seen.

All trams in Calcutta are single-ended and single-articulated. The line breaker and resistors are housed on the roof. The front car is first class (with ceiling fans and a mixture of transverse and longitudinal seats) while the second car is second class (with no fans, and longitudinal seats only). There are no doors to obstruct entry: passengers often board or leave trams (and buses and trains) while they are moving. Tram fares range from 1.5 to 2 rupees, roughly equal to 4 to 7 cents in Australian currency.





A wet Sunday morning in Calcutta, and a tram makes its way along a moderately narrow street close to the centre of the city. A couple of the ubiquitous Hindustan Ambassador taxis are in evidence, built with Morris Oxford (of the late 1950s) tooling. Dependent mainly on road width, tram tracks may be placed in the centre of the road, against a kerb as in this picture, against both kerbs, in grassed central reservation or in off-street reservation. Track layouts at the two central city termini, Esplanade and B.B.D. Bagh, are very complex.



Heavy maintenance is undertaken at Nonapukur workshops. Two trams in this picture have part of their body sides removed, preparatory to the repair of corrosion damage. The workshops employ 1,000 people, and they manufacture or repair a wide range of components. Items such as axle boxes are cast in the foundry; springs are manufactured in the blacksmith's shop. The technology and work practices in all areas of Calcutta's tramways appear to be, in the main, those of the early 20th century.



With a tower in the centre and a saloon at one end, inspection car IW2 is a distinctly unsymmetrical vehicle.

Monday morning finds traffic back to normal. The vehicles on the 'wrong' side of the tram as it turns the corner are displaying the normal behaviour of Calcutta's drivers.



A tram heads north from Tollygunge on a grassed central reservation. Its destination is indicated by a plate hung on the car's apron, with a route number and lettering which may be in either English or in arabic characters – in this case the latter.



This diminutive four-wheeler in fresh green paint is the workshops shunter. The trolley pole with its swivel head (common to all Calcutta trams) extends well beyond the end of the car. Alongside is the tramways breakdown vehicle.



HERE AND THERE

NEWS ITEMS OF INTEREST FROM ALL OVER

Sydney – Metro Transport

Kevin Warrell, formerly General Manager, Connex Sydney, is now the Chief Executive Officer of Metro Transport Sydney, operators of Sydney's light rail line and monorail. Mr Warrell took up his new position on 2 February 2004. Former CEO, Abigail Goldberg will stay on with MTS as a consultant.

Metro Transport Sydney reduced the light rail vehicle schedule from five trams to four trams, Sunday to Thursday, from 1 March 2004. The Friday and Saturday schedule remains unchanged.

Last year, during November and December, a three-week trial was conducted with only four trams running to a 12-minute headway in lieu of the 9/10 minute interval with five trams in service.

Hobart tramway stalls

Hobart's Sullivan's Cove tram project is unlikely to run on the waterfront and may be abandoned altogether. Amid claims of treachery, backstabbing and harassment, Hobart City Council voted on 10 February for a freeze on funding until an urgent report on the cost of the project, alternative routes and other methods of propulsion was prepared. The motion was put forward by one-time tram supporter John Freeman who argued he no longer believed the tramway's waterfront route had community support.

Lord Mayor Rob Valentine said that buying land could be a better way to spend the city's bicentenary funds than developing a tramway. Hobart City Council had previously allocated up to \$2.5 million to the tramway project to mark the city's 200th anniversary of European settlement this year. Alderman Valentine said a tramway was inappropriate as a city bicentenary project and that he did not support such a development in the Cove. However, he conceded that a tramway could be good for Hobart if an alternative location could be found. The possibilities included North Hobart, the Royal Tasmanian Botanical Gardens or through Elizabeth Mall in the city.

Alderman Darlene Haigh, who has been at the forefront of the waterfront proposal for eleven years, now believes the tramway is a lost cause, and that the money for the project would be used to buy land at

Mount Nelson. Nevertheless, she considered most aldermen still saw the establishment of a tramway as a worthwhile venture 'somewhere in the city'.

National Trust southern chairman Des Hanlon said the Trust was 'extremely pleased' Hobart council had decided to review its decision, and he had no doubt a tramway across the waterfront would be unacceptable.

Melbourne Docklands tram extension

On 18 February, the Victorian Government announced that public transport services to Melbourne's Docklands would be expanded by extending the existing line in Harbour Esplanade north of La Trobe Street to Docklands Drive, New Quay. The one kilometre extension would be designed and constructed by Yarra Trams, and would cost \$7.5 million. Funding will be provided by the Department of Infrastructure and VicUrban, the body formed from the merger of the Docklands Authority and the Urban and Regional Land Corporation.

The extension would be suitable for trolley pole and pantograph operation. It would be used by modern and heritage trams, including the service currently provided by W series trams between Brunswick Street and the western end of La Trobe Street. Trams serving route 48 to North Balwyn would also be extended along the new line.

Melbourne – new partnership agreements

Victoria's Premier, Steve Bracks, announced on 19 February that new, five-year partnership agreements had been negotiated between the State Government and Melbourne's public transport companies. (See later news item about the commencement of the new agreement by Yarra Trams on 17-18 April.)

The partnership agreements give effect to the takeover by Yarra Trams and Connex respectively of the M>Tram and M>Train franchises held formerly by the UK-based National Express Group.

Parts of Melbourne's public transport system were experiencing severe financial difficulties when



Melbourne SW6 class 930 arrived in Edmonton, Canada on 17 February 2004 after a long road haul from Long Beach, California.

Wayne Shearer



On rails after unloading, it is unusual to see a Melbourne tram in a snowy setting.

Wayne Shearer

Home at last. Melbourne 930 shares the Strathcona depot with Henkai 274. For safety considerations, as 930 will be operating over the High Level Bridge, the car will be fitted with new wheels before entering service.

Wayne Shearer

Correction

A set of Melbourne bogies has been installed under Edmonton tram No. 80, not 32 as mentioned in Trolley Wire for February 2004. It is an all-steel tram built in 1930 by the Ottawa Car Company, one of the last batch of five cars Edmonton purchased.



National Express abandoned its franchise obligations in December 2002. The other operators were experiencing serious financial difficulties. The Premier attributed these difficulties to the unsustainable nature of the public transport contracts signed by the previous Liberal Government which contained unrealistically optimistic forecasts for patronage growth.

Mr Bracks said the new agreements were based on more realistic levels of patronage growth and the subsidies needed to make the system viable. Services, reliability and customer satisfaction have all improved since the introduction of a privatised public transport system. However, it had to be recognised that public transport systems around the world required government financial support. Only a small number of systems – Tokyo, Singapore and Hong Kong – have been successful in recovering their operating costs.

Under the agreements, the Government would pay Yarra Trams \$112 million annually for five years. Connex would receive \$345 million annually for five years for the rail network. Revenue from fares would be split 40:60 between Yarra Trams and Connex. The Government would take responsibility for long-term planning of the transport network.

Initiatives in the new partnership agreements for trams include:

- introduction of a tram priority system to reduce travel times and increase reliability;
- provision of 50 additional customer service staff;
- extension of Docklands tram services to New Quay and Waterfront City;
- improved standards for maintenance of trams and tram stops;
- at least 25 additional new trams will be operating by 2005; and
- tram services on New Year's Eve would operate until 2:00am with all-night services being provided by Nightrider buses.

The new agreement with Yarra Trams came into effect on 18 April. Under the agreement:

- the entire tram network will be operated under the name, Yarra Trams;
- the M>Tram fleet of Z3, B and D series trams will be progressively repainted into the Yarra Trams colour scheme;
- future deliveries of five-unit Combino trams will be received and made serviceable by Yarra Trams; to

date, 38 three-section Combinos and 1 five-section Combino are in service.

Combino trams are replacing Z1 and Z2-class trams which are steadily being withdrawn from service. Yarra Trams will retain 114 Z3 class and 10 Z1/Z2 class trams, all of which will be repainted into the Yarra Trams livery. W series trams will retain their heritage green and cream or burgundy City Circle livery.

Tram fleet:

There will be 474 trams available for regular services comprising:

- 70 A series trams;
- 132 B series trams;
- 36 C series low floor Citadis trams;
- 59 D series low floor Combino trams, with all 21 five-section trams to be delivered by 30 November 2004;
- 124 Z series trams; and
- 53 W series heritage trams, operation of which will be restricted to routes 30, 78, 79 and the City Circle service.

Operations:

- Trams are on the road for more than 20 hours each day.
- Yarra Trams will be a 24-hour operation including cleaning and maintenance.
- The network comprises 245 kilometres of double track.
- There will be 1770 stops.
- 17 Superstop and wheelchair access locations will be available across metropolitan Melbourne.
- Eight tram depots located at Brunswick, Camberwell, East Preston, Essendon, Glen Huntly, Kew, Malvern and Southbank.
- When Siemens has delivered all 59 Combino trams, there will be 95 low-floor trams operating in Melbourne.

The routes

There are 31 major routes:

- 00 City Circle
- 01 South Melbourne Beach to East Coburg
- 03 East Malvern to University

- 05 Malvern to University
- 06 Glen Iris to University
- 08 Toorak to University
- 16 St Kilda Beach to University
- 19 North Coburg to City
- 24 North Balwyn to La Trobe Street (peak only)
- 30 St Vincent's Plaza to Immigration Museum
- 31 St Vincent's Plaza to Collins Street Extension
- 42 Box Hill Central to Collins Street Extension (peak only)
- 48 North Balwyn to Docklands
- 55 Domain Interchange to West Coburg (via William Street – Monday to Saturday only)
- 57 West Maribyrnong to City
- 59 Airport West to City
- 64 East Brighton to University
- 67 Carnegie to University
- 68 West Coburg to City (Sunday only)
- 69 Kew to St Kilda Beach
- 70 Wattle Park to City
- 72 Camberwell to University
- 75 East Burwood to City
- 78 North Richmond to Prahran
- 79 North Richmond to St Kilda Beach
- 82 Moonee Ponds to Footscray
- 86 Bundoora RMIT to Telstra Dome
- 95 Melbourne Museum to Spencer and Bourke Streets corner
- 96 East Brunswick to St Kilda Beach
- 109 Box Hill Central to Port Melbourne
- 112 St Kilda to West Preston

Tram staff:

- From 18 April 2004, Yarra Trams will employ almost 1800 people at 14 locations;
- 1200 tram drivers will provide services on 31 major routes from eight depots; and
- At least 275 Authorised Officers (Revenue Protection Officers and Tram Attendants) will roam the tram system.

Melbourne – tram priority

On 22 February, Transport Minister Peter Batchelor announced several projects the aim of which is shorten tram journey times.

The \$30 million Tram To It program is designed to shorten tram journey times, improve tram reliability and reduce traffic congestion. Traffic management, tram operations, road rules and improved technology will be reviewed as part of the program which will focus on the busiest parts of Melbourne's tram network. These include tram services in the city,

particularly along Swanston Street, major approaches to the city such as St Kilda Road, and tram services through shopping strips such as Sydney Road, Brunswick; High Street, Northcote; and Bridge Road, Richmond.

The program is being developed in discussion with Yarra Trams, VicRoads, the Department of Infrastructure and municipalities. As the program is implemented, it is expected that passengers will experience faster, more reliable travel.

To manage traffic incidents more effectively, Yarra Trams' Fleet Operations Centre will be linked to VicRoads' Traffic Management Centre which monitors road safety and traffic flow. The two centres would co-operate to facilitate the smooth flow of traffic by identifying and working to alleviate congestion problems affecting tram services.

Improved technology will also be introduced to provide for tram priority. 'T' lights will be installed at intersections to help avoid delays to tram services. As part of the Tram To It program, the law relating to motorists driving on tram tracks will be reviewed with the aim of increasing compliance.

Melbourne's newest Superstop

On 23 February, Melbourne's newest tram Superstop opened in Collins Street between King and Spencer Streets. The new stop is the sixteenth location on the Yarra Trams network where wheelchair and mobility-impaired passengers can access the low-floor Citadis trams.

Hubert Guyot, Chief Executive Officer of Yarra Trams said that improving access to public transport is a key component of Yarra Trams' vision. "We want to give this city a modern and reliable tram system, and superstops form a key part of that plan," he said.

The new stop features pedestrian crossings with flashing amber lights and tactile paving to assist visually impaired passengers to cross the street. Other features include improved lighting, granite and stainless steel finishes, raised platforms with ramp access, real-time tram arrival information and glass shelters.

Yarra Trams takes over in Melbourne

In a massive overnight logistical initiative, which commenced on Saturday, 17 April 2004, 1200 former M>Tram tram stops were refurbished with Yarra Trams passenger information; 270 former M>Tram vehicles lost their M>Tram, Swanston Trams or The Met logos in a major de-branding exercise, and all 474 trams in the combined fleet were thoroughly cleaned in

preparation for Monday's services. The initiative was part of Yarra Trams assuming responsibility for all tram services in Melbourne from 3:01am on Sunday, 18 April 2004 – the start of the new five-year partnership agreement with the Victorian Government.

The old logos on vehicles were covered up by a temporary 'transit campaign' designed to get Melbourne talking. It involved staff from all eight tram depots plus external contractors. The campaign, described by Yarra Trams as 'quirky', was created by advertising agency Smart, and will be removed as each of the 270 trams in the former M>Tram fleet is refurbished into the standard Yarra Trams livery.

More than 1100 tram drivers and customer service staff have been provided with new shirts, jackets, badges and hats featuring the Yarra Trams logo.

Mr Hubert Guyot, CEO of Yarra Trams, drove the first tram, Combino 3531, from Malvern Depot into Glenferrie Road at 6.16am on the morning of 18 April, to take up running on route 16 to St Kilda Beach. This was the first tram to have its M>Tram livery removed and replaced by the standard Yarra Trams livery.

Tram passengers across Melbourne were welcomed to Yarra Trams on Monday, 19 April, with breakfast muffins being given away at significant tram stops in Melbourne's central business district. The free breakfast was part of a joint promotion with Connex aimed at city commuters, following Sunday's commencement of the single operator tram and train partnerships. More than 270 Yarra Trams customer service staff – including 50 new recruits – took to city streets, distributing around 12,000 muffins.

Mr Guyot said, "This is a great day for Melbourne – for passengers, for staff, for the whole community. From today our city's tram system will be united as one with a renewed focus on customer service and the delivery of a quality tram service to passengers.

"In the coming weeks, there will be an extra 28 services on the former M>Tram routes and we will be increasing the daytime service frequency from 12 minutes down to 10 minutes. As well, 50 additional tram attendants have commenced their duties to provide assistance and information to tram passengers right across the network," he said.

"Yarra Trams is absolutely committed to giving Melbourne a world-class tram service, and each one of our 1800 employees is intent on restoring the tram's pride of place in the hearts of all Melburnians," added Mr Guyot.

This is being reinforced by Yarra Trams new positioning statement, 'Melbourne all over,' which

forms the basis of a major print, radio and outdoor advertising campaign starting 19 April.

Specialist personnel from Bombardier Transportation and Thiess-Infracore, which previously provided outsourced maintenance and infrastructure services to M>Tram under contract, have also been employed directly by Yarra Trams, together with former M>Tram staff.

Trams to North Adelaide

An extension of the Glenelg tram line to North Adelaide with a loop around the Parklands and a new light rail line to Port Adelaide will be considered by the Government of South Australia next year.

The Government is not prepared to examine these proposals in any detail until the current \$56 million upgrade of the Glenelg line is completed in late 2005. The current upgrade includes replacing track and purchasing nine new light rail cars to replace the H class trams. Tenders for the new cars, which closed on 6 January 2004, are now being assessed.

Extension of the line to North Adelaide and the construction of a loop around the parklands to Rundle Street were proposed in 2000 by the Property Council of South Australia. However, the idea was criticised by transport and planning experts who claimed that extending the line would cost more than \$100 million.

Liberal MP Duncan McFetridge has a motion before State Parliament calling for an extension of the Glenelg line to North Adelaide including a loop around the Parklands. It is understood the Government will support his motion with some amendments.

Dr McFetridge is optimistic about the potential of a tram service to North Adelaide because of the location of various public institutions along North Terrace and the redevelopment that is currently under way in that part of the city. He believes new technology would allow trams to run through historical and heritage areas without overhead power lines detracting from the visual appeal of the line. However, Dr McFetridge did not elaborate on the type of technology he had in mind. (Operation with a ground-level power supply has recently been introduced in Bordeaux, France – Ed.)

Dr McFetridge has also proposed an extension of the Glenelg line to Holdfast Shores at Glenelg. He suggests that trams could operate in a loop behind the Adelaide Zoo, past the Wine Centre, the Royal Adelaide Hospital, Adelaide University and the Art Gallery of South Australia.

One of the keynote speakers at the Economic Summit Revisited held in Adelaide over the weekend

3-4 April 2004 was Fred Hansen, General Manager of TriMet, the light rail system operating in Portland, Oregon. State Government sources said Mr Hansen's visit to South Australia should be seen as a signal of

the Government's interest in light rail projects. Additionally, former Transport Minister Michael Wright undertook detailed studies of European light rail systems last year.

COTMA

Council of Tramway Museums of Australasia

Executive Officer, 158 Lorne Street, Fawkner, Victoria 3060

www.cotma.org.au

From Craig Tooke

Executive meeting in Sydney

The Executive of COTMA held its six-monthly meeting in Sydney on 21 February 2004. Attending were Warren Doubleday (Chairman), Henry Brittain (Deputy Chairman), Craig Tooke (Executive Officer), Rod Atkins (Assistant Executive Officer) and Ian Seymour (Australian Museum Liaison Officer). Apologies were received from Lindsay Richardson (Treasurer) and Bill Kingsley (Immediate Past Chairman).

Subjects discussed included: the need for more publicity for conferences; the proposed 'Code of Ethics', which was reviewed and suggestions made; future issues – training and the examination of trainers, trainees, tramcar inspections etc; succession planning; resumption of COTMA membership by the TMSV; public liability insurance; risk management training; aging of crews and the recruitment of younger staff; and ways of informing our members of issues more often and regularly given our volunteer nature.

The meeting reviewed the organisation's goals and objectives, the proposals for changes to the rules of association and preliminary arrangements for the 2006 conference in Melbourne, currently planned for mid November of that year.

Opportunity was also taken to meet with the members who work on the ground to share ideas and discuss ways in which COTMA can better serve our member museums.

Our thanks go to Howard Clark and Bob Merchant from the Sydney Tramway Museum for assisting with organisation of the meeting and to the members of the Sydney museum for being outstanding hosts.

2004 FRONZ/COTMA conference

A reminder for those who will be attending the forthcoming conference that bookings will be closing

shortly. Chris Cameron from MOTAT and Paul Dillicar have been working tirelessly to ensure things flow well for this event and it will be informative and exciting for those who attend.

To book for the joint FRONZ/COTMA conference in Auckland, see the full details on the FRONZ web site, www.railfed.org.nz/. Details are also available from your museum secretary.

COTMA spare parts store

John Phillips has been working on the construction of our storage facilities at the Ballarat Tramway Museum's Bungaree property. We have now transported most of the spare parts that were located at Bylands to Bungaree and will sort them and make lists available to member museums shortly.

Tram spare parts

COTMA has taken delivery of a large quantity of tram spare parts from Preston Workshops, which have been provided by Victrack and the Department of Infrastructure. Amongst the items obtained are brake components, resistance grids and complete resistance boxes together with trolley poles.

Tony Smith and members of the Melbourne Tramcar Preservation Association kindly assisted in the transport of the parts to Haddon for storage and the compilation of a list of the parts. This list will be provided to member museums with the next mailout of information. Thank you Tony and MTPA.

National medical standards

As most readers will be aware, the recently introduced medical standards for rail workers in Victoria are proposed for adoption as a uniform Australian national standard. They have already been adopted by NSW from 1 April 2004.

The COTMA executive in Sydney. From the left are Rod Atkins, Warren Doubleday, Ian Seymour, Henry Brittain and Craig Tooke with P car 1497.

R.I.M. for Warren Doubleday



Craig Tooke attended a briefing session and has provided information to museums on this most important development. Richard Clarke from the Sydney museum made a submission on behalf of COTMA that expresses our concerns. Thank you, Richard, for your work.

COTMA web address

Andrew Cox, our webmaster has now formally registered our domain name for the COTMA website and it can be found at www.cotma.org.au Please pass the address to those who may be interested.

LOFTUS

South Pacific Electric Railway Co-op Society
PO Box 103, Sutherland, NSW 1499

www.sydneytramwaymuseum.com.au

From Mike Giddey and Howard Clark

YMCA building

After some two years of negotiations, our chairman, Howard Clark finally obtained agreement from Meriton Apartments for them to make the donation we were seeking of \$50,000 which will enable us to have stonemasons complete the ground floor columns. Traditional Stone have collected the columns for cutting, which can only be done once tradesmen have removed all traces of metal embedded in the stone,

including old cast iron downpipes. They have taken a complete photographic record of the old painted signage on the stone. Work is expected to commence as soon as engineer's drawings are available to the stonemasons.

Without the valuable separate assistance of three well known heritage architects, Howard Tanner, Rod

Howard and Paul Rappoport, who each generously wrote letters supporting the Museum's case without charge for the benefit of the City Council, we may not have achieved the desired outcome. Our thanks go to each of these gentlemen together with the heritage specialist at the City of Sydney, Anthony Smith who was called on to provide a report for their Director of Planning. Lord Mayor, Mrs Lucy Turnbull is also to be thanked for her support which added valuable leverage on the developers.

Our buses

Craig Parkinson is keen to undertake restoration works on our Albion bus 1615 now that he and Chris Olsen have almost finished a great refurbishment job on our AEC Matador. Craig and Chris also generously donated the funds to replace the tyres on this vehicle, with new tyres being purchased for the price of retreads.

The Board has decided to make no further plans for either of our other two double-deck buses, 2619, a 1952 Clyde-bodied AEC Regent Mk 111, and 2086, a 1948 Clyde-bodied Leyland OPD2/1, until 1625 is restored.

Former tram depots – Rozelle and Newtown

During March, separate heritage architects invited our chairman, Howard Clark to attend inspections at

both sites as they are preparing historical interpretation reports for their respective clients. Hard hats and safety vests were the order of the day in Newtown where many roof sections are missing or loose. A remnant of the old gantry crane in the former battery house was the most interesting relic at Newtown.

The trams and other spares at Rozelle are basically intact although they have suffered mainly paint graffiti attacks from vandals together with a few broken windows. It has been valuable for the Museum to be included in these studies and of course both parties were grateful for the supply of historical data and photographs of the buildings when in use as working tram depots. For our archives we were presented with a full set of copies of the original drawings of Newtown depot, which in 1899 was quaintly described as 'Newtown Car House'. We expect to be involved further as these studies progress.

Brussels trucks

During February, four Brill-type 21E trucks were delivered to Bendigo after an eight-week trip from Brussels via Taiwan and Melbourne.

Rod Atkins is to be thanked for his support for the project through his employer, Evergreen. Kym Smith and his team in Bendigo are also thanked for ensuring the unloading went smoothly.

N 728 and O 1111 follow C class 29 during the parade of Sydney trams on 22 February 2004.

Warren Doubleday



P class 1497 parades down Tramway Avenue on 22 February followed by R 1740 and R1 class 1971. A descriptive commentary was provided for our visitors as each tram passed.

Bob Merchant



Berlin 3008 now displays its original livery and the number it carried from 1969 to 1971. It is seen here during a stop for photographs on the Royal National Park line on 24 January 2004.

Bob Merchant

C class cars 29 and 290 await the start of activities on 22 February as O car 1111 heads towards Sutherland on an early morning trip. The sandstone façade of the YMCA building dominates the background. Warren Doubleday

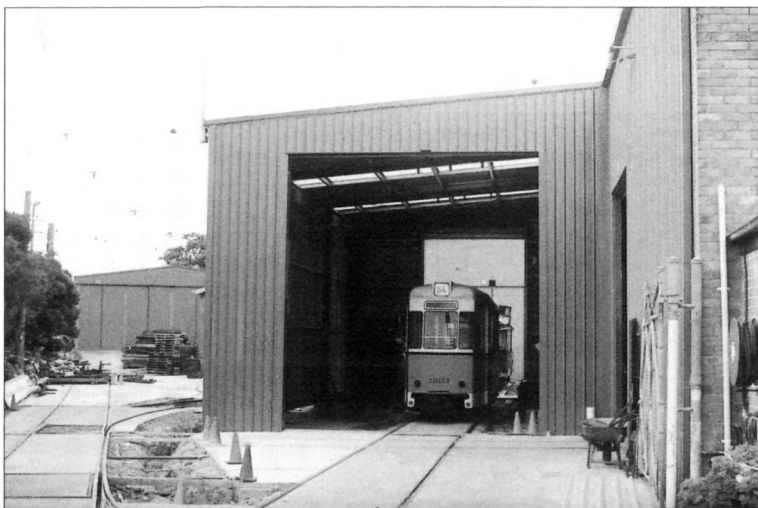


The framework of the new workshop extension is complete and the roller shutter doors have been erected in this view taken on 24 January. Bob Merchant



Wall sheeting and roofing had been erected by the end of January. The trench at left will carry an extension of the fire hydrant line to the back of the workshop building.

Bob Merchant



The most important truck, acquired for the restoration of J car 675, still has attached to it the remnants of a Brussels works car steel platform which needs to be removed by Bendigo staff before it can be cleaned. The motor cases have a corroded appearance due to the cars from which they were originally removed being used as grit / salt cars in the northern winter. However the interiors on first inspection are clean, and the motors will soon be tested by Bendigo Tramways staff.

Vintage tram day

Members of our traffic staff are to be congratulated for an excellent effort on 22 February. It was a great result! Record numbers of visitors attended on the day

thanks also to radio publicity which Peter Kahn worked hard to promote.

Our event organisers would like to thank the following for providing and manning the three buses that were utilised on the day:

- Our friends David Wilson and Ben Barnes at the Bus and Truck Museum, Tempe for providing 1948 Comeng-bodied Leyland OPD2/1 double decker 2033;
- The Parker family for providing 1960 Comeng bodied Leyland Worldmaster ERT1/1 underfloor 3350; and
- Dennis O'Brien for organising our very own 1937

The Lawry Plunkett Reserve, Balmoral

Mosman Municipal Council has carried out extensive environmental and heritage works in the former tramway cutting and right-of-way leading to Balmoral Beach, now part of the Lawry Plunkett Reserve. The Sydney Tramway Museum was asked to provide assistance in donating items of tramway heritage for a display in the reserve and to provide advice to Council staff and contractors.

The Museum provided two lengths of rail and sleepers, which have been laid in the tramway cutting. Small items such as a track brake wheel, and brake shoes with a wheel from a track trolley have been mounted on ledges within the cutting adjacent to the relaid track. Interpretive panels supplement the display. A short length of overhead (running wire and span wires) was erected by Museum members a week before the official opening of the completed works on Thursday, 18 March 2004, and their effort to complete the work was greatly appreciated.

The project is one of the biggest environmental projects Mosman Council has undertaken and involved extensive drainage works and native tree planting. Local residents use the track down the former tramway right-of-way, a popular shortcut to gain access to the beach and have been highly supportive of their Council's efforts.



Bob Cowing, Danny Adamopoulos and Chris Olsen prepare on 14 March to erect a length of overhead wire above the track panel laid in the former tramway cutting at Balmoral. Craig Parkinson, Mike Giddey and Richard Clarke also provided some assistance with this work. The 'tramway heritage' items and the interpretive panels are to the right of the photographer.

Richard Clarke

R class car 1740 provides a timetabled service into the Royal National Park. This service runs on Wednesdays, Sundays and Public Holidays and provides access to the path to Bungonia Lookout, the track to Audley and the National Parks and Wildlife Service's visitors centre.

Warren Doubleday



The second track beside the TAFE College is being lifted in preparation for laying with welded rail with tie bars laid in concrete to below the rail head. The track will be grassed and provide a low maintenance solution to having sleepers eaten by termites.

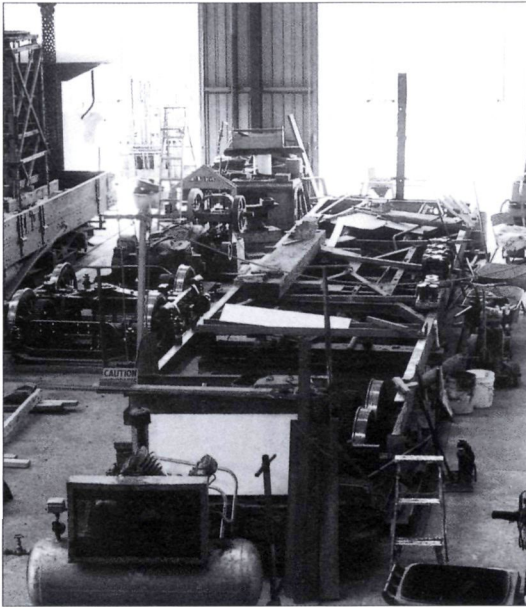
Bob Merchant



This free concrete pour at the Museum's back gate does not show members rushing to gather the required tools and equipment to finish off the pour. Generally only some 30 minutes notice is received before the delivery arrives. Mike Giddey assists the truck driver as Geoff Olsen ponders his options. This pour completed a mud-free path around the Museum.

Bob Merchant





The rebuilding of 42u continues apace. At left is the first of its bogies to be overhauled: it is ready for installing under the car.

Bob Merchant

Waddington-bodied Leyland TS7 Tiger half-cab 1275.

Thanks are also due to Craig Parkinson who worked overtime to prepare our AEC Matador recovery vehicle for display with a new coat of paint.

School holiday trading

In an endeavour to increase income the Board decided early last year to conduct traffic operations on a trial basis during the school holidays. This has been an overwhelming success and it has been decided to continue school holiday trading on a permanent basis.

Works report

The workshop extension has assumed its final appearance with the completion of the external cladding by the week ending 30 January 2004. This work was delayed firstly by the need to replace lightweight steel channels above both end doors with heavier sections to support the overhead wiring and troughing, and secondly by the need to replace the Colorbond sheeting originally supplied, which had manufacturing defects. Geoff Olsen has started work on the electrical wiring for the two power-operated



The Starter's cabin in Cross Street has been repainted in tramway buildings green and cream from the red and cream used previously. It is used to store steps and walkways to assist less mobile passengers when joining trams at our raised platform.

Bob Merchant

roller shutters and further work has been done to level the floor and to install drainage pipes and conduits. Concreting of the floor is dependent on the availability of money to purchase the necessary reinforcing mesh, filling sand and plastic sheeting. Donations will be gratefully accepted to expedite this important work.

Work has continued on the fabrication of the turnout to Road 14 and it is now starting to look like a set of points. The new crossing still has to be welded, check rails fitted, point rodding installed and a pit cover made. Once complete it will be lifted into place in one piece and concreted.

Fortunately there has been very little free concrete received recently. We have run out of prepared places to receive it following the pouring of some small areas inside the top gate and on the depot access connection south of the Road 4 points. This latter pour took place on 28 February and put the main depot connection out of use for a couple of days. This resulted in the first use of the Cross Street curve for some time. Cars 1971, 1497 and 111 were towed around the curve by the tractor so as not to disturb the freshly laid concrete on the depot access track. The laying of the extension to the fire hydrant main will provide plenty of scope for utilising further free concrete.

The ex-Rockdale starter's cabin at the junction of the depot access and Cross Street tracks has been repainted in tramway cream and green from its former red and cream bus colour scheme.

Car news

O car 1111 was used for the recent members' open day where its pristine interior could be seen to good advantage. After the event it was returned to the workshop for attention to its switch group and completion of cab interior painting.

A wiring fault disabled Z2 car 111. It was found to be caused by a cable rubbing on steel where a bundle

of cables passed through the floor. Bill Parkinson tackled the job of installing a replacement cable on 7 February, which entailed removing some seats and a sandbox to access the ductwork housing the cables.

Work continues on the second bogie for R1 car 1979, involving cleaning and reassembling the brake rigging and the bolster swing links.

Warren Howlett returned from holidays and reassembled the second Brill 27G truck from 42U. The cleaned and painted frame was reunited with the wheel sets on 25 February. One of the GE1000 traction motors for this car was recently examined and tested by Bill Parkinson and to everyone's delight, especially



Our Leyland Tiger single deck half-cab 1275 was used to convey members of the Australian Railway Historical Society on a tour of the former 'red lines' tram routes on 7 February. It is seen here in the bus turning circle at Darling Street Wharf with the city skyline in the background.

Vic Solomons

A second outing with Leyland 1275 was to the Valley Heights Locomotive Depot Heritage Museum on 3 April as part of the Springwood Foundation Day celebrations. It is in the company of the Steam Tram and Railway Preservation Society's Stephenson locomotive No. 2.

Dennis O'Brien



Bill's, it was found to be in excellent condition. It does not need to be overhauled and has been refitted into one of the bogies. The gusset plates that connect the main body cross members to the side frames were found to require replacement and Bob Cowing has been fabricating new ones.

The field coils for 99u have been re-insulated and are ready for re-installation into the motor casing with sleeving of the worn bearings still to be done.

Ballast motor 93u was extracted from the back of Road 7 on 17 January for photographic purposes. The overhead platform from 42u and other extraneous items were removed, and replaced with the ex horse tower wagon tower, which was originally fitted to 99u for its use as an overhead line car on the Sydney Harbour Bridge. The object was to present 93u as 99u first looked when fitted for overhead line work. It operated with open cabs for a very brief time before being fitted with enclosed driver's cabs. To date no photographs have been found of the car in this early condition.

ST KILDA

Australian Electric Transport Museum (SA) Inc
GPO Box 1212, Adelaide, South Australia 5001

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

30th Anniversary of Operations

The 30th anniversary of the official opening of our museum tramway on 23 March 1974, was held on Sunday 14 March 2004. We intended to celebrate this anniversary on 21 March, but that date coincided with the Clipsal 500 car race, affecting availability of guests. The event also marked the 95th anniversary of tramcar No. 1 and the opening of Adelaide's electric tramway system on 9 March 1909.

It is interesting to note that our tramway was officially opened in 1974 by the then Minister of

Lands, Frank Kneebone. The former Minister passed away earlier this year in his mid 90s – a lifespan which paralleled that of our tram No. 1.

The event had a Salisbury Council theme as the Council constructed our tram line in 1973 with Federal Government funding. More recently the Council has assisted us with public liability insurance funding. Many Salisbury Councillors and staff attended the occasion. The event also focused on the Museum's success in restoring trams over the past 30 years and



The Mayor of Salisbury, Tony Zappia stands in the cabin of car No. 1 prior to departure to St Kilda. Colin Seymour chats with other special guests on the tram.

Ian Seymour



Salisbury City Band plays on car 42, prior to going to the St Kilda Playground to continue performing. John Radcliffe

acknowledged the assistance of the State Government.

The Museum opened at 12 noon instead of the usual 1:00pm. Our official guests for the day were Tony Zappia, Mayor of Salisbury, a strong supporter of the Museum; and Michael O'Brien, Member for Napier, representing South Australian Premier. Napier is a Northern suburbs state electorate near the Museum.

At 2:30pm visitors were welcomed by Museum President, Colin Seymour, and speeches were made by the Mayor and Michael O'Brien. Our special guests then cut a birthday cake prepared by member Geoff Grantham's wife.

After the official speeches a procession of the five trams used on our opening day in 1974 – cars 1, 111, 282, 21 and 34 - headed for the St Kilda Playground. The Mayor 'assisted' Operations Manager, Ron White

to drive Tram No. 1, which led the convoy to St Kilda Playground. The Member for Napier 'assisted' Ron on the return journey to the Museum. Guests then enjoyed afternoon tea in the Northern Depot Members' Lounge.

With only three Adelaide trams restored by March 1974, Ballarat cars 21 and 34 were crucial to our early operations. They are rarely used now as we have restored nine trams since then. They await their turn for refurbishment. Looking at the convoy of five trams, then taking a look at our other restored trams in use or on display on the day, made one appreciate how far we have come in 30 years.

The Salisbury City Band added to the atmosphere by playing in front of the Display Gallery/Entrance Building. They also played on a trip on our traditional band tram, toastrack 42, prior to the ceremony. For



Barry Fox transfers the telephone staff at Mangrove Loop to John Eastaff, driving F1 282. John Radcliffe



AETM President Colin Seymour discusses future Museum development proposals with Salisbury Mayor Tony Zappia and Member for Napier, Michael O'Brien.

John Radcliffe

most of the day a 15-minute service prevailed with trams crossing at Mangrove Loop. A sausage sizzle was provided to members before operations commenced and was then available to the public. A second-hand bookstall was set up in the Northern Depot.

Member Geoff Grantham who runs Buses R Us provided a return bus from Victoria Square for the event.

Why St. Kilda?

In his speech, Colin Seymour explained that we are often asked why the Museum is situated at St. Kilda. The answer is quite simple. Back in 1958, when the large Adelaide street tramway system closed, the Salisbury Council was the only local government authority prepared to provide a site for the fledgling museum and its then young volunteers. Most authorities did not believe that the museum would get off the ground and did not want derelict trams in their area.

As a result of the faith shown by the Salisbury Council, the volunteers constructed our first tram depot, and the Museum opened as a static display on 22 July 1967. However, the dream was to run the trams on a length of track.

The dream became reality when the Council applied for, and received Federal Government unemployment funding in 1973 to construct our two kilometre tram line. Council gangs constructed the line during 1973 under the supervision of the Museum, with

Christopher Steele being employed for the project as a supervisor.

Since that time, Council has assisted the Museum by relaying the Mangrove Street level crossing, and provided funding on two separate occasions for the relaying of almost 500 metres of sleeper track in mass concrete near the Playground. This was needed as silt from the playground mounds had caused the sleeper track to deteriorate. In recent times, Council showed its faith in the Museum by providing funding assistance (together with SA Tourism) towards our exorbitant public liability insurance premium.

Horse Tram Display

In early March a new set of displays, developed by John Radcliffe on the horse tramways of Adelaide, was erected in the Southern Depot adjacent to where Adelaide, Unley and Mitcham Tramway Company horse car 15 (unrestored) and Adelaide and Suburban Tramway Company horse car 18 are displayed.

The display comprises interpretive photos and text, and a re-creation of the coloured discs used by most of the tramway companies as destination signs. The new display was shown to our special guests on our 30th Anniversary Day.

We previously had a horse tram display in the Trolleybus Building. When these displays were refurbished a few years ago, it was decided to have a 'bus only' theme in the Trolleybus Building and to re-locate the horse tram displays. We now have four distinct interpretive displays in four separate buildings:

Shunji Asami completes the erection of the coloured discs used by most of the tramway companies as destination signs.

John Radcliffe



- Display Gallery/Entrance Building – History of the electric tram system,
- Northern Depot – Last years of the street tramway system and development of the Museum,
- Trolleybus Building – Trolley and fuel buses,
- Southern Depot – Horse Tramways.

Archives Grant

The Museum has received a grant of \$3,906 for computer recording and digitising of our archives. The equipment will be purchased soon and the Archives

Committee led by Roger Wheaton can start the task of recording our archives items in accordance with History Trust requirements.

Insurance

The temporary public liability assistance provided to the Museum by Tourism SA and the Salisbury Council expires in September 2004. The State Government through Tourism SA has set up a working party to try to resolve the problem. The working party is made up of government departmental staff and representatives from the Council of Historic Railways and Tramways of SA (CHRTSA). Our secretary, David Williams is



Chris Summers is painting the trolley troughing for Roads 9 and 10 in the Northern Depot. Ballarat 34 and H 362 are in the background.

Ian Seymour

one of the CHRTSA representatives on the working party.

Business Plan

In return for receiving public liability insurance assistance for the current year, the Museum was required to provide a detailed Business Plan to Tourism SA and the Salisbury Council. The History Trust also requires an up to date Business Plan. Our previous Business Plan was developed over five years ago. David Williams put in an enormous amount of work producing an up to date comprehensive plan.

Car 118

The reconstruction of our E type car 118 awaits a major injection of capital for the crossbench seats to be constructed and fitted. However, work is continuing on many other tasks for the project which involve little or no cost.

Switchboards have been installed on both ends together with switches. The B23 controllers (from Haddon) have a line breaker ratchet switch. As it is intended to use a line breaker on the car, no traditional circuit breakers will be installed. The 'low' end platform has had the small steel bulkhead installed. Both bulkheads have motorman's seats installed. Work has recommenced on the rebuilding of the horn ways on the pony wheel journal boxes and truck side frames.

Other News

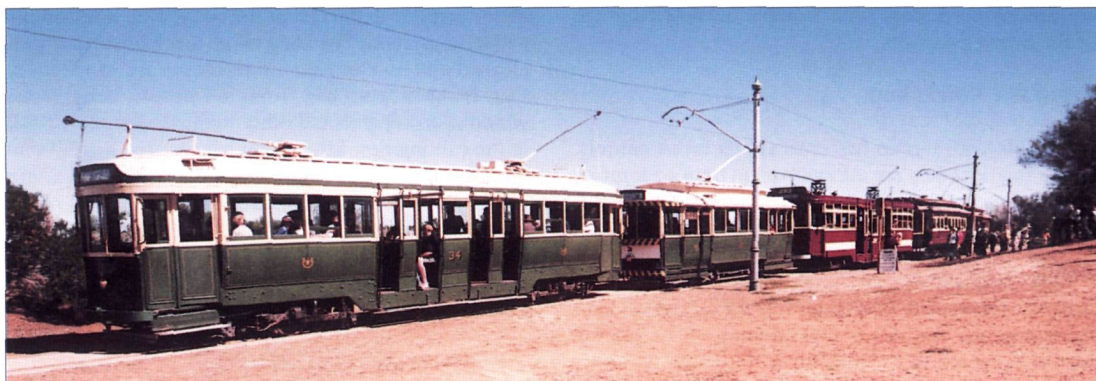
Overhead troughing (from City Depot) is being cleaned and painted white, for installation on roads 9 and 10 of the new Northern Depot.

A small 'Lantaine' lathe, similar to that purchased in the early 1980s, has been purchased by Ian Seymour to speed up jobs in the workshop. For example, one lathe can be set up for a process such as new trolley wheel machining, while the other is used for a second process such as old wheel refurbishing.

Cars 34 and 1 about to enter Mangrove Loop on a trip to St Kilda on 14 March.

Paul Shillabeer





Ballarat cars 34 and 21, which were at the rear of the convoy of five trams used on our opening day in 1974, on our 30th anniversary of operations on 14 March.

Paul Shillabeer

FERNY GROVE

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

From Peter Hyde, Glenn Thorley, Bevan Burnes and Ken Howard

2004 began with a heatwave that considerably restricted outdoor activity. This is reflected in the amount of indoor work mentioned especially in our TRAMS report. The storms in late January and early February brought down a few tree branches around the site but fortunately did no damage. The rain and humidity have certainly accelerated the growth of the grass!

Another 'growth' at the site is the new sign at the front fence that Glen Thorley and Neil Waldock erected at the beginning of February. There is now no doubt as to where we are and what we are! A supplementary panel is being prepared with information about opening times, contacts etc.

On the Public Liability Insurance issue, work continues by the Association of Tourist Railways, Qld on obtaining a combined policy for all such groups in Queensland. The prospect of a reasonably priced premium seems good at this stage, but we still have much negotiation to do.

From the Front Line

Attendance figures at the Museum have dropped with the hot summer months. Visitors to the Museum

have revealed in response to enquiries that a large majority of Brisbane's residents have not heard of the Museum, and this continues to be an issue that the society needs to address through advertising.

Recently Neil Waldock and Glen Thorley donated a double-sided illuminated sign box, together with signage. The sign box was installed at the front of the Museum and is the first step in letting people know who we are. It is hoped that this will help create much visibility for the Museum. Neil put his optometric skills to work and created a sign that can be read from Samford Road by anyone with average visual acuity. People travelling along Tramway Street from the State School end can also see it. The sign has been wired for illumination so that it can be lit at night.

The exhibits within the display room continue to grow, with the addition of track work tools and further uniforms on mannequins. The Museum's clock system was reactivated recently with the assistance of John Lambert, and the layout of the room is changing as further displays arrive. We thank those members who have assisted with the construction and provisioning of displays. It is important to show people our transport history as well as give them a ride on our precious tramcars. We are also very happy to put private

collections on display with suitable acknowledgment of the owner's support.

From the Workshop

Our TRAMS Group has changed its focus entirely. At the moment they are all involved in tram restoration or maintenance and with the heat of the last few weeks, it has been a pleasure to work indoors.

Last year, when we were repositioning trams between depots and workshops, car 99 was shunted to the rear of the new restoration building in preparation for the completion of work on it. This is now under way in earnest. Our TRAMS team has split into two working groups with one group concentrating on getting No. 99 back on the road.

Car No. 99

Repairs to this car are proceeding at last. The replacement driver's cab roof has been fitted. The curvature of the new roof is slightly different from the existing roof over the passenger cabin, so a fair amount of stretching and pulling had to be done to get it to

mate correctly to the rest of the body. This is now done and it looks good. The hand brake mechanism has been cleaned and re-assembled in readiness for installation. Our TRAMS team has fitted all panels, bells, a cab window, downpipes and other items to complete work in the cab interior. Mick Topp has rewired the lighting circuits and re-installed the controller. We are obtaining canvas for the roof and once this is in place, and paint applied to the rebuilt parts, the tram should be ready for testing.

Car No. 341

Following the loss of a rubbing plate from one of the bogies, our second TRAMS group worked on jacking up this car in order to take out the bogie. The whole exercise was just that much harder because the Museum had not done this before and our team was operating in new territory. After collecting much advice from many different sources they successfully extracted the bogie. Our TRAMS team then cleaned off the excess grease, and will take a rubbing plate from a spare bogie and install this on the bogie belonging to 341. The car will then be able to return to service.

BENDIGO

The Bendigo Trust

1 Tramways Avenue, Bendigo, Victoria 3550

<http://www.bendigotramways.com>

From Kym Smith

Tram No 36

The latest tram to be painted with support from our paint fund, No. 36, re-entered traffic on 8 April, just prior to Easter.

No. 36, formerly Melbourne No. 808, now carries the 1970s style livery of the SEC with zebra stripes and half-white dash. Roof mounted advertising has replaced saloon panel advertising. The advertisements on No. 36 relate to the Central Deborah Mine; the Discovery Science Centre; the Talking Trams; and local business, Signarama, which donated the advertising signage.

No. 808 is the sixth ex-Melbourne tram to have been re-numbered by Bendigo Tramways. Its repainting was brought forward because of our need for two wheelchair-compatible trams in the fleet, No. 33 being the other tram. The funds required to refurbish 808 were raised by the volunteers and staff of the Bendigo

Tramways through the sale of soft drinks, pies and pasties, and through sales of hand-made souvenirs in our souvenir shop. No. 44 will be the next tram to be overhauled.

VR No. 41

Work has progressed on Victorian Railways tram No. 41 with the completion of the air system. Front aprons, headlights, and emergency lanterns have now been fitted. Fit out of the interior has also progressed with most of the beading now installed.

All windows have had laminated safety glass or toughened glass fitted, including the two speak-hole glasses in the motorman's bulkheads. Doors have been fitted to the cabs and the construction and installation of sandboxes and locker boxes under the saloon seats have been completed.

Les Woodfield hard at work painting Bendigo No. 36.

Bendigo Tramways



21E trucks

The workshop has taken on the look of a Brill Factory with no less than nine 21E trucks either being assembled or readied for overhaul.

The nine include one for ESCo No. 8; two for the AETM at St Kilda; one for Hobart No. 20; four ex-Brussels trucks owned by the Sydney Tramway Museum; and a motorless truck for the owner of Geelong No. 28 (ex-PMTT No. 66).

Tram advertising

A new brochure was produced recently for distribution to potential advertisers on our trams. The new brochure also appears on our web-site.

The revenue generated by having advertising on our trams provides funding for further refurbishments and assists us to maintain the attractiveness of our fleet.

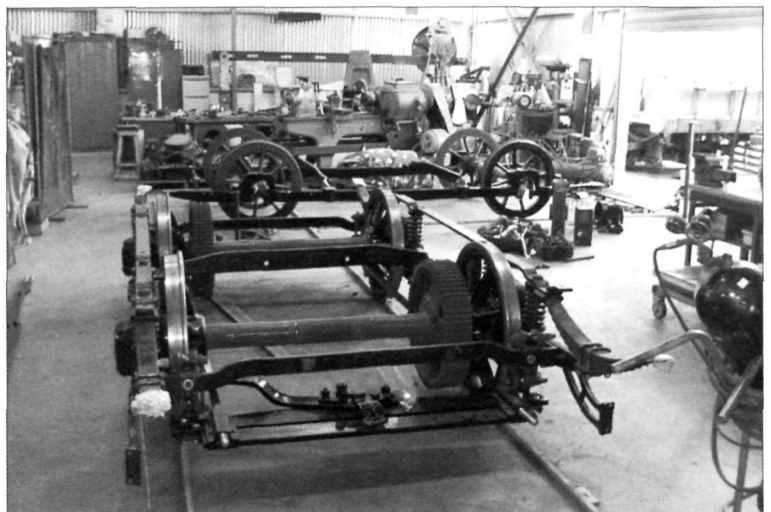
A recent initiative has been to install roof-mounted advertising on our W series trams when they are overhauled. This ensures maximum visibility for the advertiser and reduces damage caused by panel mounted advertising panels. It also maintains the SEC tradition of roof-mounted advertising panels.

Lake extension and track repairs

At its meeting on 1 March 2004, the City of Greater Bendigo ratified plans for the Lake Weeroona tram extension. Notwithstanding any objections or appeals,

A view of the workshops showing 21E trucks for ESCo No. 8 and a 9ft truck for the AETM. An ex-Brussels truck for the Sydney Tramway Museum can be seen through the door.

Bendigo Tramways





Denis Rodda and Luke Jenkins fit an apron to VR No. 41.

Bendigo Tramways

works is expected to commence on the extension within twelve months.

The Council is also committed to undertaking the replacement of the Tramways Avenue triangle, the Lake View loop and the points at the southern end of Pall Mall. This work, which will be carried out by track contractors from Melbourne, is scheduled for the weekend of the 15 and 16 May 2004.

Tram services

It has been a busy few months at the Bendigo Tramways, with 20-minute services operating over Christmas school holidays and at Easter, and 30-minute services operating during Seniors Week and

the April school holidays. Evening trams were also run during the Christmas school holidays and at Easter.

For the first time in many years, nine trams have been available for traffic. This has caused a few problems including the need to produce more 'Talking Tram' supplementary boards for the fronts of the trams. This is more pleasing than the situation around eighteen months ago when we needed more 'Danger – Do Not Move' boards!

Other works

Bendigo Tramways' workshop staff are a multi-skilled group. In addition to tram restoration, our volunteers and staff have recently been contracted to



Unloading one of the Sydney Tramway Museum's ex-Brussels 21E trucks.

Bendigo Tramways

remove a derelict toilet block at a local kindergarten, carry out repairs to our local volunteer centre and re-polish and lacquer copper window frames in one of Bendigo's older shopping arcades.

This work brings in revenue which can be directed towards tram refurbishment. It also results in the running of a crew tram to take the workers to and from the jobs.

VR No. 41, with new aprons fitted, stabled on No. 2 road.

Bendigo Tramways



LAUNCESTON

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

From Brian Barrett

14 December 2002 was a big day in the history of Launceston. Almost fifty years to the day after the closure of the city's tram service, bogie car 29 was relaunched into service. It was an event that we thought would never happen!

The main obstacle to completing the restoration of Launceston bogie car 29 was the need to obtain 3ft 6in gauge bogies. This was achieved through a chance visit to the museum by a Japanese visitor, Mr Tajiri. On his return to Japan he located and arranged the purchase and shipment of two bogies and other needed equipment. He also supplied photographs and wiring diagrams to aid the installation.

With the necessary equipment and information at hand, our dedicated members proceeded to modify the bogies to enable them to fit the underframe of No. 29. The late John Bullen and his team from Bendigo Tramways, with assistance from some of our volunteer

workforce, installed the brake gear and electrical equipment which enabled us to motorise the tram. On completion, this enabled to meet the conditions of our Centenary of Federation grant.

With the technical tasks completed, our next task was to unveil the restored tram to the citizens of Launceston. The date selected was the 50th anniversary of the running of the last tram on 13 December 1952. Ross Broomhall generously provided a temporary DC power supply to enable the event to take place.

Since car 29 was last out on the main line, the old manager's building adjacent to the depot had been converted to a restaurant with a verandah built over the entrance. It soon became evident that No. 29 would foul the verandah so some urgent demolition work took place to restore access to the main line. Following work on 13 December, the editor of our newsletter, Brian Barrett, visited the depot to see how preparations

Marcus Hall and Annette Waddle (left) and Graeme Dowling hold the ribbon as the Mayor of Launceston, Janie Dickinson and Senator Guy Barnett make the cut to launch car 29 into service on 14 December 2002.

LTMS Newsletter 2004



were progressing, only to find an empty workshop. Looking along the line he saw No. 29 moving majestically down the yard with Marcus Hall and Ralph Proctor in the motorman's compartment. Marcus was the young man who had a vision of restoring a tram in Launceston and the grin on his face was a sight to behold.

Before a crowd of about 100 invited guests, Master of Ceremonies Dr Frank Madill introduced the Mayor of Launceston, Alderman Janie Dickinson, Senator Guy Barnett, representing the Federal Government, Society President Ralph Proctor and Publicity Officer Graeme Davis. The ribbon was held by Marcus Hall, Annette Waddle and Graeme Dowling, and was cut by Janie Dickinson and Senator Barnett. Amid great excitement No. 29 moved under its own power to the main line and guests were invited on board.

The first journey was for former Launceston tramway employees. It was great to see the expression on their faces. We lost count of how many shuttle trips we ran between the station building and the café area that afternoon. Our uniformed staff, motorman Ralph Proctor, Inspector Joe Houbear and conductors Graeme Davis, Garth Leighton and Mike Leslie, who were all dressed in Launceston Municipal Tramways uniforms, had as much fun as the passengers. It was a day of nostalgia that was aided by the use of replica tickets and the display of original advertisements in the tram.

In the week leading up to 14 December 2002 we were granted permission by the Department of Infrastructure and Energy to run on the day provided we apply for full rail accreditation by March 2003. After several late nights and much deliberation and

discussion by the safety committee, our documentation was completed and submitted. We were successful in gaining accreditation, and were subsequently presented with our Certificate by the Department. Mark Addis and Greg Almond spent a long time looking over both Nos. 29 and 8 and were suitably impressed with what they saw.

Tram No. 8

The restoration of the body of No. 8 is about three quarters complete after replacement of rotted panels. John Binns and Angela Post, who recently completed a TAFE woodworking course, reproduced new compartment seats. New throwover seat brackets were produced and powder coated locally by Tasfab at a fraction of the cost of buying copies. New brass handrails were cast and fabricated by Rankin and Bond. After much fettling and polishing by Bob Quinn and other volunteers, these have been fitted and look fantastic. New brass seat end-bars have also been produced and fitted, and new seat-end plates have been cast and will be painted shortly. John Binns and Angela Post have constructed new bulkheads and these have been installed, stained and varnished with the help of other members. The saloon has been stripped of many coats of paint and will be returned to its original stained timber finish.

As far as possible, car No. 8 will be restored to original condition, with throw-over seats and no destination boxes. Two original Brill throw-over seats were donated by Ken Dean and were restored by John and Dave Lucas. Another six seats are required to fit out the saloon. As reproductions are very expensive we propose to have steel reproductions manufactured locally. Angela is reproducing the wooden base and

backrests in our workshop with assistance from John. The original seats were removed in the 1940s when the trams were converted to longitudinal seating to create more standing room. We are hoping that there are some hidden away in sheds and barns. If anyone can assist us in locating the original type of seats used in No. 8, we would appreciate your contacting the Society.

The roof of No. 8 is our next project. Following repairs and fibreglassing, the roof of No. 8 will be finished to match that of No. 29.

In a further development, we thank the City of Launceston Lions Club which funded the purchase of reproduction brass bells for No. 8. The Club's support for the restoration of No. 8 followed a visit in February 2003.

BALLARAT

Ballarat Tramway Museum

PO Box 632, Ballarat, Victoria 3353

www.btm.org.au

From Dave Macartney

The Australian Ex Prisoners of War Memorial in the South Gardens Reserve was officially opened on 6 February 2004. In the preceding week a substantial tent city sprang up in the area from the tramway access track to Carlton Street. Five thousand plastic seats arrived on several trucks for the expected crowds, though, in the event, some 11,000 people turned up. The tramway had anticipated playing a role in transporting the multitudes, but the organisers opted

for modern flexible transport (buses). This was possibly just as well, as some of the car parking areas in the North Gardens were some distance from the track, and many of the visitors were well along in years. The opening finished at about 1:00p.m., and, after the first of the crowds had dispersed, a tram was run out for those staying around, and did some brisk business throughout the remainder of the afternoon. Visitor numbers to the Memorial have remained high

W3 671 swallows a large number of passengers waiting to travel back to the car park from the loop on Sunday, 7 March.

Warren Doubleday



The recently opened Australian Ex Prisoners of War Memorial adjacent to the Carlton Street terminus is attracting a large number of visitors. The Memorial stone walls on the right hand side are engraved with the names of all Australian Prisoners of War commencing from the Boer War.

Warren Doubleday



Cars 671 and 27 on 7 March 2004. W4 671 has its passengers loaded, while No. 27's passengers wait for it to pull into the Wendouree Parade loop before boarding. Warren Doubleday



ever since. Every time you glance across from the depot, despite the weather or the hour of the day, there is always at least one group of people there. At times they are there by the busload. Since the opening the service tram carries a magnetic auxiliary board on the south-end dash stating 'Direct to Prisoners of War Memorial, Fare \$1'.

The Begonia Festival was under new management this year, and was different from previous years. It was cut back from eleven days to five, and from the first Thursday in March to the holiday Monday. As well, the street procession on the Monday was staged on the weekend prior to the Festival and was conducted in Sturt Street rather than in the Gardens. Arrangements were made with the Museum to run the tramway free to the public for five days in exchange for a cash fee from ALSTOM, one of the Festival's corporate sponsors. Operation was to be between 8:00am and 6:00pm each day. Cars 661 and 671 ran the base service, assisted as required by 27 and 33 on the

weekend days. The public loves something for nothing, and at times the trams were running at full capacity for extended periods of time. Passenger loading on the Thursday was 724; Friday 978; Saturday 2277; Sunday 3234; and Monday 3035 - a total of 10,248 passengers over five days. The previous one-day record of about 1700 was easily exceeded. Tram No. 33 ran 26 trips; 27 ran 59 trips; 661 ran 122; and 671 ran 127 trips. The only mechanical problem was a brake valve on 661 which had to be dismantled and re-assembled to eliminate an air leak. Our staff were well and truly tested during the five days but came through with no more than the usual amount of shouting and recrimination!

On the works side, rewiring of the motor of No. 40 is continuing, and further progress has been made on repainting Scrubber No. 8 whose cabs have been finished in M&MTB green and cream. An extra air outlet and hose have been fitted to enable points to be blown out by compressed air rather than being hosed out which created a mud problem in the past.



Sunday March 7 was the busiest tram day during the 2004 Begonia Festival, with four trams operating in Wendouree Parade. From the left, cars 33, 671, 661 and 27.

Warren Doubleday

WHITEMAN PARK

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

www.railpage.org.au/pets

From Mike Stukely

Tramway Operations

During the first three months of 2004, generally good levels of patronage on the trams were maintained, following the outstanding levels experienced from April to December 2003. However, two running days (including Boxing Day) were lost due to an 'extreme' fire danger rating being in force for Perth, and exceptionally hot weather in the first half of January led to lighter loadings.

We are delighted to report that in February we were again able to obtain Public Liability Insurance (PLI) through the Community Insurance Fund, administered by the Insurance Commission of WA. This meant that was no interruption to our tram services this year, in contrast to the shut-down in early 2003 that lasted more than three months while we sought affordable PLI. While this year's PLI premium remained the same as the last, there has been an increase in stamp duty. However, this year we have not received the 45% subsidy from Whiteman Park that enabled us to afford PLI last year – which translates into a near-100% increase in the total amount the Society has had to pay.

We are indeed very fortunate that our recent excellent traffic revenue levels enabled us to meet the payment on time. Our traffic crews and all members involved in tram and infrastructure maintenance are to be commended for their efforts.

Commencing in February, in addition to the regular weekend and school holiday services, we are now providing tram services on Tuesdays and Fridays between 11:00am and 2:00pm. Martin Grant and David Secker have been the regular motormen. The Bennett Brook Railway and the Bus Preservation Society of WA provide their services in the Park on the other weekdays. This arrangement, under which the Park provides a guaranteed return to the transport groups, has been coordinated by Park Management in order to offer visitors a heritage transport experience in the Park seven days per week. The Tuesday and Friday tram services are being developed as a limited shuttle with frequent stops, and running through the Village precinct only, from the Tractor Museum to the Village Junction Station and return. Stops are made at the

SW2 No. 426 waits at Mussel Pool stop on 11 October 2003.

Carolyn Dean





Installing steel sleepers on Road 4 of the Carbarn fan on 6 March – John Davies (left) and Frank Edwards replace roadbase while Trevor Dennhardt packs the two sleepers.

Michael Stukely

Motor Museum and the Print Shop, as well as at the normal Village stop near the Café.

The annual Classic Car Show was held in the Village at Whiteman Park on 21 March. The day was extremely hot, around 40°C, and attendance at the show was well below that of previous years. Our tram crews were actually quite thankful for this, as this year tickets were sold to passengers whereas in past years the trams have been hired to give unlimited 'free' rides to visitors. Tram services operated from a temporary stop about 30m south of the normal Village stop, to Mussel Pool and return. Three trams (SW2 No. 426, W2 No. 393 and Fremantle 29) were required in service for a brief period early in the day, then 426 and 29 continued on a ten-minute headway until the show had officially closed at 3:30pm, after which 426 ran alone until about 5:00pm. The writer enjoyed a memorable experience when driving 426 out of the Village on the last two trips of the day – the tram joining a slow-moving convoy of assorted classic cars as they made their way along the Village street from their display areas to the road crossing, to depart – rush hour traffic with a difference!

Trams and Infrastructure

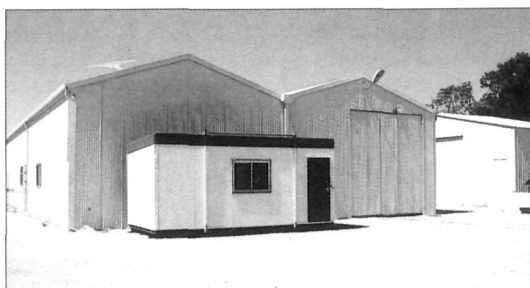
It seemed for a while recently that time had at last caught up with W2 class tram No.393 – in most years this car has consistently out-performed all others in terms of the total distance run, and had been regarded as the most reliable. It was recommissioned and returned to service in November following a truck exchange, after having been withdrawn from service last June with faults in both motors of the No. 2 end truck. However, in January the field coils in the No.1

traction motor failed. Motors 1 and 3 were switched out, and 393, not to be defeated, is now operating quite well on two motors until the truck currently in the workshop has been overhauled. SW2 class tram No.426 underwent minor, major and 'C' (periodic) services in January-February. Kurt Gahler, Geoff Morrison, Gareth Watts and Jim McCamley have assisted Noel Blackmore in these tasks.

The last few months have been relatively quiet for the track team, following their sustained and heavy input with the sleeper replacement program over the past four years. Minor maintenance only has been required, and two steel sleepers were installed to replace rotted timbers in Road 4 on the Carbarn fan in early March. Peter Rankin, Terry Verney, John Davies, Tony Grose, Jim Paton and Frank Edwards have

The new transportable office building in the rear compound at the western end of the Oketon Geddes Carbarn on 13 March. The Spare Parts Shed is at right.

Michael Stukely





Noel Blackmore working from the Albion cherry picker to re-align the overhead on the Bennett Brook Culvert Curve, on 12 October 2003.
Carolyn Dean

assisted Trevor Dennhardt on various occasions. The electrical team of Kurt Gahler, Gareth Watts and Jim Paton have been busy continuing with the repair and upgrading of the rail bonds in conjunction with the sleeper replacement project.

Museum site and facilities

In January, Lindsay Richardson determined the site for the new 6m x 3m transportable office building at the western end of the Oketon Geddes Car barn, clear of the soak-wells and with minimal intrusion into the rear compound area. It was then necessary for Lindsay and Noel Blackmore to plan the moving of the wheel lathe (ex-Hong Kong Tramways) from this site. The wheel lathe was moved in late January to a new position on the south side of the Engineering shed. This was accomplished with Noel Blackmore operating the crane, assisted by Gareth Watts, Geoff Morrison and Jim Paton.

The office building arrived on site on 11 February, and fitted in very neatly. It then required levelling, fitting of gutters and down-pipe, and fitting out for use.

Final levelling for the tram service pit in the Engineering Shed has been commenced by Noel, and drawings for the special rail-adaptor fishplates prepared. These have now been manufactured.

Vale

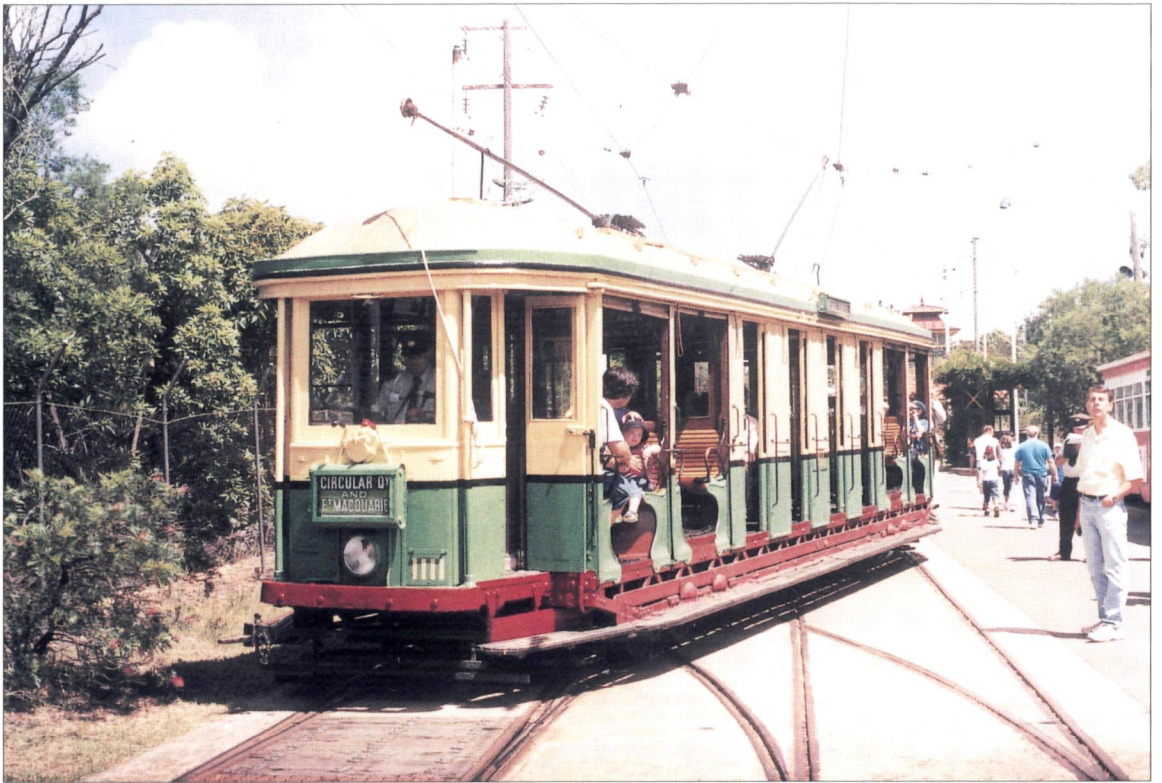
Barrie King and Brian Morrell

We report with deep regret the passing in February 2004 of two of our esteemed members of very long standing. Barrie King and Brian Morrell had unfortunately both suffered prolonged periods of debilitating illness resulting from strokes.

Both Barrie and Brian were members of PETS' predecessor, the WA Electric Traction Association, based at Castledare Boys Home in Wilson. The inaugural meeting of PETS was held in May 1981, and Barrie joined the following March and became Member No. 5. He was actively involved with the early development of the Car barn and tramway at Whiteman Park. Brian joined PETS in 1986, soon after our tram operations started, becoming Member No. 47. Both of these gentlemen then worked regularly as conductors on the Society's trams.

Barrie King was for some years Supervisor Restoration, and coordinated much of the final refurbishment work on the body of Fremantle 29 as well as Ballarat 31. He also served for several years on PETS Council, and for many years held the position of Archives Officer where he carried out very important work to establish, catalogue and conserve the Society's photographic collection, in particular. Readers who attended the very successful COTMA Conference hosted by PETS in Perth in 1992 will recall that Barrie was Chairman of the Conference organising committee.

Brian Morrell was admitted to 'Benefactor Member' status in recognition of his contribution over many years to PETS. It was not widely known that he had made regular monthly donations to the Society. We offer our sincere sympathy to the families and friends of Barrie King and Brian Morrell. They are both sadly missed.



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