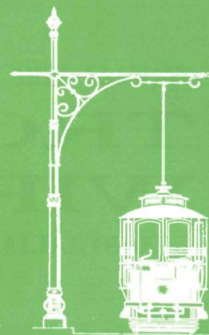


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RESTORATION OF VICTORIAN RAILWAYS 41

TROLLEY WIRE

AUSTRALIA'S TRAMWAY MUSEUM
MAGAZINE

MAY 2005

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CONTENTS

PRESERVATION AND RESTORATION OF VICTORIAN RAILWAYS NO. 41.....	3
TRAMS, BUSES AND TRAFFIC IN SEOUL.....	10
HERE AND THERE.....	13
MUSEUM NEWS.....	22

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Front Cover:

Victorian Railways 41 was built by the VR's Newport Workshops and entered service in 1923. It displays its classic lines during a tour in Bendigo after its restoration for the Melbourne Tramcar Preservation Association.

Randall Wilson

Back Page Top:

Victorian Railways 41 is seen from the balcony of the Shamrock Hotel as it rolls along Pall Mall, Bendigo, on 20 March 2005. The tram left Bendigo for Haddon on 1 April 2005.

Randall Wilson

Back Page Bottom:

A coupled set of Sydney O class cars stand in the sun in Tramway Avenue at the Sydney Tramway Museum on 12 March 2005. Cars 1111 and 141s (former passenger car 1030) ran a number of trips during the day.

Randall Wilson



Victorian Railways 41 shows off its high dash panel with protected head light and tail light above. The gold leaf lining of the original has been neatly reproduced on the Tuscan red panels of the car.

Randall Wilson

PRESERVATION AND RESTORATION OF VICTORIAN RAILWAYS NO. 41

By Anthony Smith

Victorian Railways bogie dropcentre tram No. 41 was constructed at Newport Workshops and entered service on 3 February 1923. It was one of 20 such cars built between 1917 and 1923 for the broad gauge St Kilda to Brighton Beach line (16 cars) and the standard gauge Sandringham to Black Rock line (4 cars) which extended to Beaumaris from 1926 to 1931.

VR 41 spent its entire operating life on the Brighton Beach line and was disposed of on 31 December 1958, two months before the line's final closure. The tram's

body spent the next 19 years in the backyard of a house in New Street, Brighton, where it was used as a tool shed.

During 1977 I became aware of VR 41's existence and possible availability by fellow railwayman and tram enthusiast, Peter Stoneham, who observed that the property was up for sale as part of a deceased estate. A discussion was held amongst the founding members of our group then called the Haddon Tramway Workshops. It was agreed that subject to a



VR 41 at St Kilda railway station during its final years of operation on the St Kilda to Brighton Beach line.

MTPA Archives

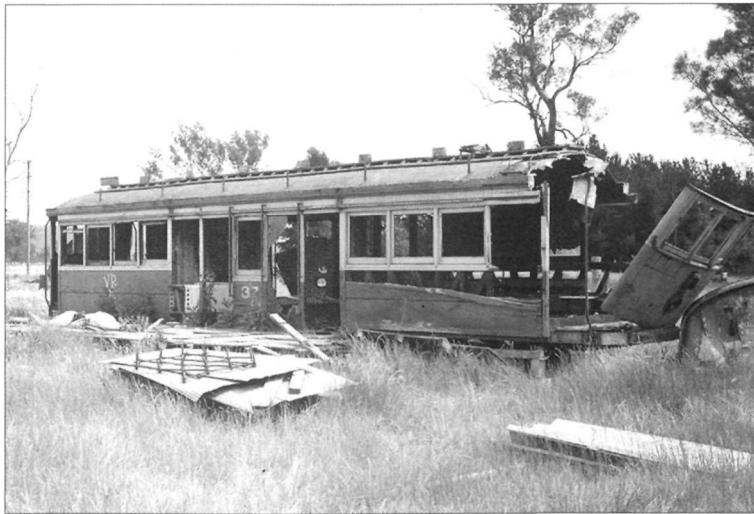
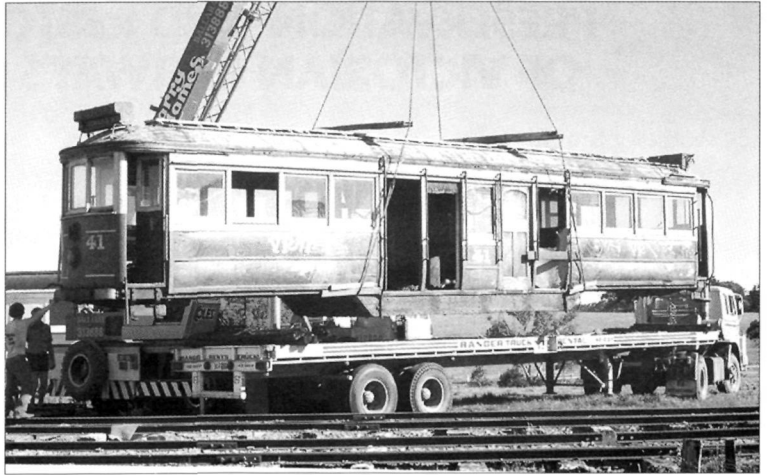


The body of VR 41 at New Street, Brighton, during its recovery in 1977.

MTPA Archives

VR 41 being unloaded at Haddon in 1977.

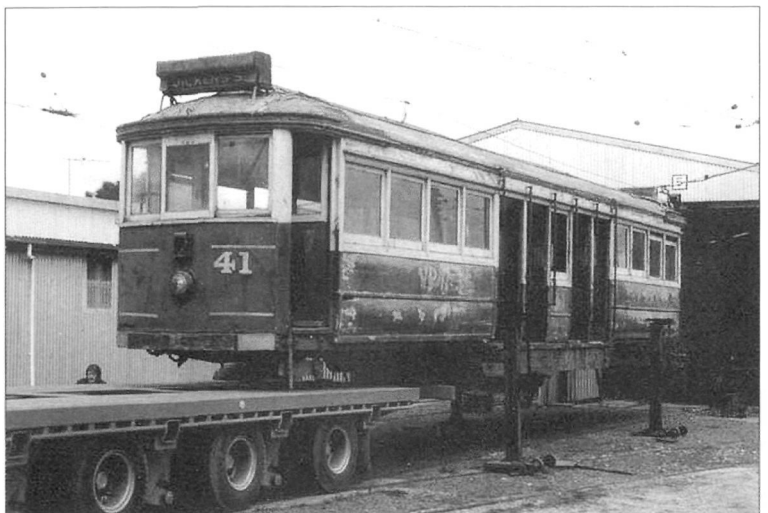
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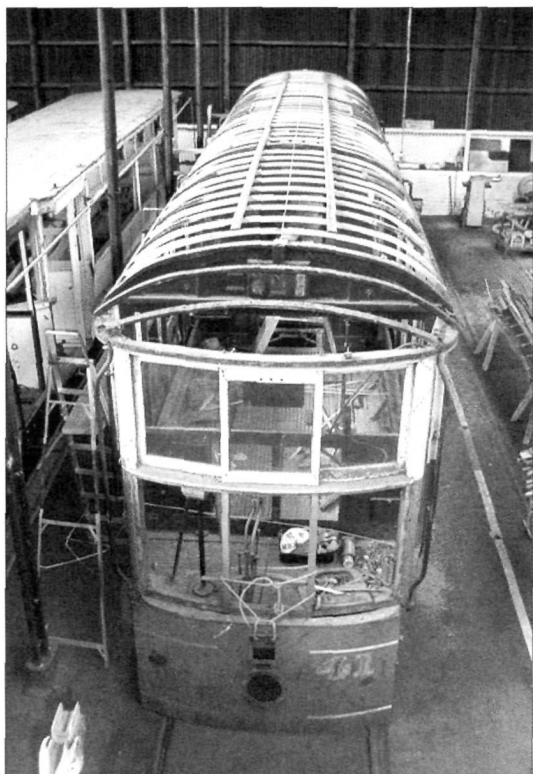


The body of VR 37 being dismantled for parts in 1977 at Wangaratta. MTPA Archives

VR 41 being unloaded at Haddon in 1977.

MTPA Archives





Rebuilding the roof of VR 41 in 2002.

MTPA Archives

When the tram was inspected it was found to be in sound condition and basically complete although one driver's bulkhead had been completely removed by the former owner. Of more concern was the condition of the roof which was missing its canvas and had deteriorated badly. The body was also sitting on the dropcentre with no support under the saloon compartments. This had resulted in the ends of the car having a distinct sag. Close inspection of the dropcentre gusset plates revealed no stressing of the rivets and the overall condition of the underframe was sound. The decision was made to acquire the body of VR 41 and it was moved to Haddon on 26 October 1977.

At the time of acquisition the restoration of the tram was considered a long-term project because of the work that was then required to establish the museum at Haddon. Also, we did not possess at that time the restoration skills required for the project.

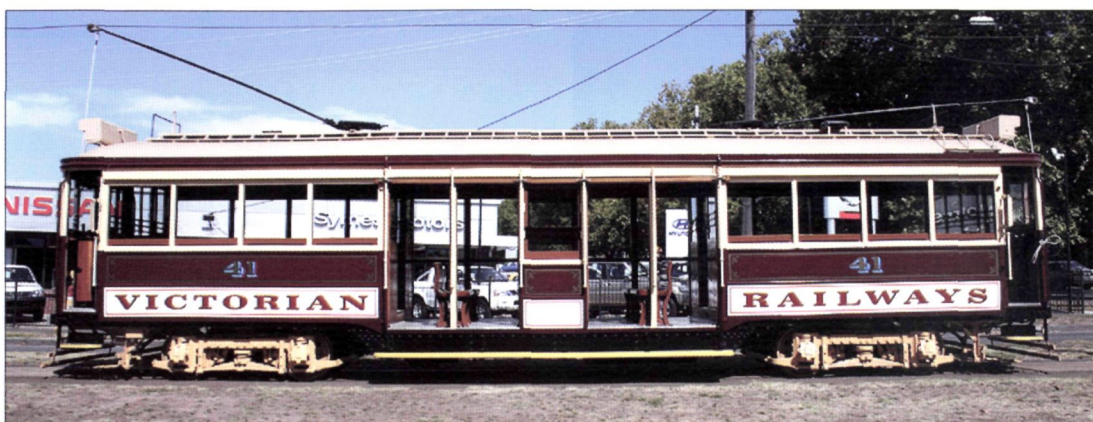
favourable assessment we should endeavour to acquire this tram. The new owners of the property were contacted and they readily agreed to donate the body should we decide to proceed with the project.

Although restoration was on the backburner, the search for other VR tram bodies from which parts could be obtained began immediately. During November 1977, the body of VR 37 was located near Wangaratta in northern Victoria and permission was obtained from the owner to strip this car. Although in poor condition, the shell of 37 yielded a complete driver's bulkhead and many other valuable body



After fitting Brill 77E bogies in 2003.

MTPA Archives



This classic side view of the restored tram was taken near the Central Deborah terminus and is similar to an official photo taken when these trams were new.

Randall Wilson



A view of the beautifully varnished interior of one of the end saloons in VR 41.

Dale Budd



fittings. The body of VR 28 was also located at Belgrave Heights, east of Melbourne, and it too proved to be a good source of parts. During this period, three broad gauge Brill 77E trucks complete with traction motors were found in a scrap yard at Corowa in southern NSW. These were purchased and transported to Haddon.

Over the next few years, planning for the eventual restoration began with the involvement of member and noted railway tram enthusiast, Lloyd Rogers who, as time passed, proved to be a key player in the rebirth of VR 41. In 1982, with the impending disposal of four Melbourne L class trams, the opportunity was taken to acquire L 103 for preservation and L 105 for parts, primarily for VR 41. L 105 was fitted with the imported version of the K35 controllers, the same style

The roof-mounted destination box contains a six-sided block which is turned to display the required sign by a handle and indicator in the driver's cab. The conductor's bell is also shown.

Randall Wilson

VR 41 is seen in Pall Mall on its inaugural run with invited guests following the hand-over ceremony at Bendigo Depot on 13 March 2005.

Paul Nicholson



VR 41 departs from the Central Deborah terminus during its fund-raising tour on 20 March 2005.

Randall Wilson



as fitted to the railway trams, and its Brill 77E trucks would not require conversion to standard gauge. The broad gauge 77E trucks now surplus to needs were released and are in the possession of the Tramway Historical Society in Christchurch, New Zealand. They were converted to standard gauge and fitted to their Brill car No. 178.

By this stage it had been agreed by those members actively involved in the project that VR 41 would be restored to as-built condition. However, it would retain the self-lapping brake system fitted to this class of

tram in 1942. A line breaker would be added to the control circuit instead of the hand circuit breakers to make the tram more acceptable for possible operation on other systems. In hindsight, this proved to be a wise decision given the regulations that have since been introduced in the area of rail safety.

VR 41 remained in storage in the running shed for the next 24 years whilst our few dedicated workers laboured long and hard constructing trackwork and overhead together with gaining restoration skills during the overhaul of Melbourne cars W4 670 and W2 407. Then, in 2001, it was decided to make a start on VR 41.

Early that year, it was decided to send the car to the Bendigo to have the roof rebuilt and the missing bulkhead installed after which time it would return to Haddon for completion. VR 41 was transported by road to Bendigo on 5 October 2001 and the work



VR 41 with Tony Smith at the controls moves slowly up to the ribbon (above), then moves forward to break through, watched at right by MTPA Electrical Engineer Craig Tooke and Bendigo Tramways Manager Kym Smith. VR 41 has been officially launched!

Above: Bob Merchant, Below: Paul Nicholson

commenced in early 2002. It soon became apparent that subject to funding and other considerations it might be possible to complete the restoration whilst the car was in Bendigo. A work schedule was formulated and costed with Bendigo Tramways manager Kym Smith that would see maximum participation by MTPA members in the work, and would result in a fully restored and operating tram within an acceptable budget.

I was appointed manager to oversee the project and Lloyd Rogers was appointed research officer. Lloyd was already well advanced with his work and was able to furnish Bendigo immediately with the necessary blue prints and answer all technical and historic queries. The restoration accuracy and standards that have been achieved would not have been possible without his input.

Over the next three years, work progressed steadily until February 2005 when VR 41 was completed and ready for operation. Several test runs were made to identify and solve any potential problems before the tram was handed back to the Association.

On 13 March, VR 41 was recommissioned with appropriate ceremony at the Bendigo Tramways depot. Speeches were made by Craig Tooke, MTPA Electrical Engineer and COTMA executive officer, and Barry Hedley, General Manager, Network Safety with Connex Trains, a major sponsor of the project. A number of trips were operated in Bendigo over two



weekends to raise funds and the tram was returned to Haddon on 1 April.

In summary, this has been a most enjoyable and educational experience for me despite difficulties at times because of shortfalls in funding and the need to meet deadlines. The finished result, however, has certainly made it all worthwhile. Members of the MTPA can feel rightly proud of our contribution to tramway preservation with the rebuilding of VR 41.

I would like to thank everyone who donated to the project or freely assisted in the work. We also owe special thanks to our corporate sponsors, Connex Trains for funding the detailed sign writing work, DMS Glass for the donation of the safety glass and Hubert and Schuner for the cable used in rewiring the tram. Special thanks are also due to Kym Smith and all the staff of the Bendigo Tramways for the friendship and support they extended to me over the life of the project.

VR 41 returned to Haddon on 1 April 2005 and was unloaded by carefully towing it with a tractor from the trailer onto its home rails. The tram's lifeguards have been removed for the transfer from Bendigo to Haddon.

Top and centre:
Bendigo Tramways
Bottom:
MTPA Archives



TRAMS, BUSES AND TRAFFIC IN SEOUL

By Andrei Lankov*

How did people in Seoul get to and from work in the old days? How did they visit relatives and friends? What means of transportation did they use?

In old Seoul, transport was not a problem. The area surrounded by the city walls was small, merely 16 square kilometres or about 2.5 per cent of the current central area of the city. The old gates still mark the borders of the walled city and the distance between the Tongdaemun Gate and Namdaemun Gate is relatively small. Someone reasonably fit could walk across the old city in a little over an hour. Senior officials could ride a horse or use a sedan chair but this was done largely to show off.

Private transport was almost absent even in the 1920s as only the very rich possessed private carriages and, later, cars. Taxis came into use in 1912, and rickshaws continued to operate throughout the colonial era (1910 to 1945). However, both taxis and rickshaws were too expensive even for the middle class of that time.

Introduction of trams

The tram service in Seoul was launched in 1898 by two American entrepreneurs. In 1909, the company sold its property to a Japanese company and for many years the Japanese-Korean Gas and Electric Company had a monopoly on public transport in the Korean capital. The company also bought two small power stations which at the time served primarily the tram service. In 1915, it was renamed Kyonsong Electric Company or KEC, Kyonsong being Seoul's official name at the time.

In 1909, the Seoul tram network comprised two connected lines: one line went from the city's Chongno entrance to the Tongdaemun entrance; another line formed a loop. From the Chongno entrance, services ran to Yongsan via Seoul station. From Yongsan, trams returned to Chongno through Namdaemun.

All lines were single-track and were equipped with passing loops. This indicates that the system had not been planned to handle large numbers of passengers. In 1910, the KEC had 52 passenger trams which moved around 9,800 passengers on an average operating day. The system also operated freight trams.

Seoul's early trams were not very popular. In 1910, the tram service transported less than 10,000 passengers on an average day, although the city's

population at that time was around 240,000. Most people walked because transportation was expensive. From 1921 until the end of the colonial period in 1945, passengers paid 5 chon or about \$3.20 Australian in today's terms. With household budgets in most Korean families being limited at that time, it was common for most people to walk for up to 30 to 40 minutes rather than use the trams. This was especially true for middle school students who often walked for up to an hour to and from school.

Soon after the takeover by Japanese interests, KEC began to replace the single track by more efficient double-track lines. By the late 1910s, reconstruction of the system was substantially completed. This enabled a considerable increase in tram services with patronage of over 61,000 being recorded on an average operating day in 1920. In only a decade, the number of passengers carried on the system grew more than six-fold. During this period, the number of trams increased to 105.

The first tram accident

The first traffic accident in Korean history took place on 26 May 1899 when one of the new trams, introduced in Seoul earlier that year, killed a boy who was playing on Chongno Street. Because the tram was driven by a Japanese national, the crowd mistook it for a deliberate murder, and a riot ensued. The driver and conductors managed to run away but the crowd burned the tram. As a result of the incident, tram operations were suspended for several months.

For the next few decades, trams seemed to have been the main culprits in most accidents. It is difficult to imagine how a tram travelling at an average speed of only 7km/h could possibly constitute a danger but this appeared to be the case. In 1922 alone, there were 301 victims of traffic accidents involving trams. Fortunately, only three people lost their lives.

The colonial era witnessed a number of tragic incidents. The most talked-about tragedy happened in April 1929 when a tram chartered by a girls' middle school overturned, killing 4 and injuring 84 girls. In those days, only daughters of rich families attended schools. A great deal of public attention was given to the incident because the tragedy affected a large

*Professor Andrei Lankov was born in St Petersburg, Russia, and teaches at Kookmin University in Seoul, South Korea. He is also a sponsored columnist on local history with *The Korean Times*.

number of the city's elite families. Notwithstanding these incidents, the probability of being hit by a car or tram in the colonial era was slight. Until the 1960s, cars were rarely seen on Seoul's streets, and the slow-moving trams hardly constituted a major danger.

The first buses

In 1928, the KEC monopoly met a serious, if short-lived, challenge when a bus service was launched by the Seoul municipal authorities. The commencement of bus services resulted in intense competition between buses and trams. There was even speculation that the introduction of uniformed female conductors on Seoul's buses was a tactic to attract more passengers. In 1933, however, the bus company merged with the KEC, and KEC's monopoly was restored.

In the 1930s, Seoul's buses were largely seen as an auxiliary form of transport whose prime purpose was to provide additional passengers for the city's tram system. This made sense as trams were more economical than buses at that time. In addition, the rationing of petrol from July 1938, which followed the commencement of hostilities in the region, confirmed the role of trams as the city's principal form of transport.

The size of Seoul's tram network had increased greatly by the late 1930s. Tram tracks reached almost all parts of the city which by 1939 had 774,000 inhabitants. By that time, the tram line crossed the Hangang River and reached the Yongdungpo station on the northern bank. A light rail line operated by diesel trams also connected the eastern suburbs with the city centre.

The Pacific War brought havoc to the tram system, and although services were restored after the war, the system never regained its pre-war status. In 1949, the Kyongsong Electric Company's monopoly was abolished, and private operators moved into the business in large numbers. Although trams carried more passengers than the buses until 1957, buses became from that year the major form of public transport, a position they would maintain for four decades.

During the Korean War Seoul changed hands four times. Even when the UN forces finally secured the city in March 1951, it remained under strict military control. The government and parliament were relocated to Pusan, and most Seoulites also fled the city. No wonder that public transportation ceased to function. Buses belonging to private operators were damaged or confiscated for military use, and the owners of many surviving vehicles took them away from the dangerous vicinity of the frontline. The Kyongsong Electric fleet hardly fared any better: 97

out of its 99 buses were classified as not roadworthy in 1953.

Korean buses of the 1950s were very colourful contraptions, and most of them were locally produced. Essentially they were trucks with makeshift wooden bodies, and even after numerous repairs they barely moved. Seoul was still administered by the US military at that time and all vehicles in the city were required to undergo a technical inspection by the UN military police. Few, if any, Korean buses stood a chance of passing the test, and this was a major obstacle to the revival of bus services in the city. Only after the transfer of authority to the Korean police, and the introduction of very lax regulations, could buses from the countryside be moved back to Seoul in large numbers.

Conventional buses co-existed with other types of makeshift vehicles. These other vehicles were based on larger passenger cars and jeeps, the latter comprising about half the total number of passenger vehicles in Korea at that time. Such mini-buses were officially classified as taxis. However, they travelled fixed routes. The only difference was that passengers could ask the driver to stop at any place, and a person who wanted a ride could wave down the vehicle, as was customary for hiring a taxi. In the course of time, the average size of these mini-buses steadily increased, and by the late 1950s the largest could seat up to 16 passengers. The 'fixed-route taxis' were even more colourful contraptions than the makeshift buses. However, Korea never acquired anything as colourful as the 'jeepneys' of the Philippines.

The buses carried conductors and, from February 1959, the law made it an exclusively female occupation, thereby confirming a well-established tradition. Most of the conductors were young girls who came to Seoul from the countryside, fleeing the poverty and starvation of their native villages. But it was hard work, with 12-hours shifts being the norm.

The conductors' main job was to sell tickets. This was not as easy as it might sound, since at the time the urban buses in Seoul did not have a flat rate but charged passengers according to the distance travelled. Conductors also had to ensure safety which sometimes included pushing passengers into overcrowded buses.

Tram operations discontinued

In 1968, tram operations in Seoul and Pusan ceased after 70 years. One reason given for the abandonment of the system was the rising number of complaints from motorists who insisted that trams aggravated the city's traffic problems. At that time, however, traffic congestion in Seoul was relatively light. In hindsight, it would appear that the closure of the system had more

to do with urban planning attitudes thirty or more years ago.

It was promised that a modern subway would soon replace the archaic trams. Indeed, in August 1974 the Seoul subway began its operations. This heralded the start of a new era in the city's transportation history. Initially the subway had a length of merely 9.4km and consisted of only one line. However, the system grew quickly in the 1980s and 1990s. In 1997, the subway overtook the bus network as the major form of public transport, and it presently handles about a third of all passenger traffic in Seoul. Its share is expected to reach 45-50 per cent in the near future.

The motor car

Koreans continue to enjoy a belated romance with the motor car. First introduced to Korea in 1901, the car remained a symbol of supreme affluence for many years. In the 1920s one could see a car go by every five or ten minutes, and in the 1950s cars were still well out of reach to the average Korean. The situation began to change in the mid 1960s. In 1965, Seoul had a mere 16,000 cars. Only from around 1980 did the Korean upper middle class families discover that they could buy cars, and only from around 1990 were cars affordable for most Korean families. In the ten years between 1982 and 1992, the number of cars in Seoul increased tenfold, from 127,942 to 1,126,683.

Initially the car was seen as a sign that prosperity in Korea. But soon the residents of Seoul discovered the darker side of car ownership. In 1965, 308 Seoul citizens lost their lives in traffic accidents, and an additional 2400 were injured. By the late 1980s, Korea recorded one of the world's highest levels of traffic accidents, and Korean cities have become flooded with cars.

In order to counter these problems, the Korean Government introduced regulations that have made life more difficult for car owners and easier for pedestrians. However, that is another story...

A North Korean story

In the winter of 1990-91, downtown Pyongyang was in the midst of a construction frenzy. Entire streets were taken over by soldiers doubling as builders. Loudspeakers erupted with the usual mix of militant marches and re-chanted slogans. People had to work hard: the Great Leader had decided that Pyongyang needed a tram network, and top officials had ordered the tram service to commence by 15 April 1991, President Kim Il Sung's birthday.

For a brief moment it appeared that the builders would be unable to meet the deadline. Then in February the tempo of the work was greatly increased.

People worked around the clock in all weather. In spite of the bitter cold, many soldiers removed their padded jackets and worked in their undershirts alone. It was a much-trumpeted 'high-speed battle' at its purest.

As usual on North Korean construction sites, all the work was done by hand. No earth-moving equipment was in sight. Soldiers used huge chisels to break the asphalt and concrete of the roads, then moved the rails and laid them in order. The work was finished on time and, in April 1991, Pyongyang trams were reborn.

The would-be North Korean capital was one of three Korean cities to boast a tram service (the two others were Seoul and Pusan). The Pyongyang tram service was opened on 20 May 1923. However, the Korean War led to the destruction of the first Pyongyang tramway. In 1951-53, intense US bombing virtually flattened Pyongyang, transforming the city into piles of smoking rubble. The tram service was discontinued and did not resume after the war. In the mid 1950s, trams were definitely out of fashion.

It is not clear why in the late 1980s it was decided to revive the half-forgotten tramway system. Of course, the whims of Kim Il Sung, who either initiated or approved the project, played a major role. However, the decision probably made sense. Pyongyang was a large city, and its transportation system needed improvement. Expansion of the subway system would have been difficult especially with funds running short: the Pyongyang subway, built at great depth, was not a cheap affair, and buses were too dependent on imported fuel.

The first tram line opened in 1991, followed by a second line in 1992. Now the Pyongyang light rail system has three lines, with a total length of some 50km. This is about the same as the length of the Seoul tram network in the 1960s, shortly before the system was abandoned. Incidentally, the population of Pyongyang is also about the same as that of Seoul in the late 1950s.

Apart from two standard gauge lines, there is the short Kumsusan line which connects Kumsusan Palace, where Kim Il Sung's embalmed body is on display, with the nearest subway station. This is a narrow gauge line not connected to the rest of the tramway network. It was built in 1995-96 when the former presidential palace was reconstructed to become Kim Il Sung's Mausoleum.

The rolling stock for the new lines was imported. The North Korean authorities did not advertise this fact but nor did they go to great lengths to hide it. In the 1970s, Chinese-made subway cars had all their builders plates removed in order to conceal their foreign origins.

In 1990, the North Korean authorities bought 45 trams from the CKD/Tatra works in Czechoslovakia. CKD/Tatra was one of the largest and best manufacturers of trams in the world. Further shipments ensued, and altogether some 225 new Czech-produced cars of three types have been shipped to Pyongyang.

However, the new cars proved a costly purchase, and in the mid-1990s Pyongyang began to buy used trams from Europe. The second line runs Czech trams bought from the former East Germany where the trams once traversed the streets of Leipzig, Dresden and Magdeburg. Later these cars underwent renovation and, as expected, they were presented by the North

Korean media as 'producing a new type of tram for the capital of revolution.'

The Kumsusan line runs imported second-hand cars as well. These came from Zurich in Switzerland. These narrow gauge trams are now over 50 years old, having been manufactured between 1947 and 1954.

What will be the fate of Pyongyang's trams when the inevitable happens and crowds of motor cars flood the city's streets? It is hoped that they will survive. Unfortunately, the recent South Korean experience does not appear encouraging for heritage conservation enthusiasts.

HERE AND THERE

NEWS ITEMS OF INTEREST FROM ALL OVER

Light rail plan to ease Sydney's congestion

An extensive light rail system to relieve inner Sydney's traffic congestion is affordable, would reduce commuting times for city workers and would halve the number of buses on clogged streets, the NSW Government has been told.

A report commissioned by the City of Sydney was released in February which recommends building five tram lines between the CBD and each of Bondi Beach, Maroubra and Mascot, with two lines through the inner western suburbs to Burwood. The cost is estimated to be between \$1.2 billion and \$1.6 billion over 15 years. Sydney's Lord Mayor, Clover Moore, stepped up her campaign for city light rail when she released the report, which is a far more ambitious proposal than she has previously suggested. Cr Moore is a member of the NSW Government working group that is preparing a new transport plan for the inner city. The plan will be submitted to Cabinet later this year.

The NSW Cabinet is divided on the merit of light rail, with the former Roads Minister Carl Scully and his replacement, Michael Costa, both on record as being against it. The Minister for Planning and Infrastructure, Craig Knowles, may favour at least a limited expansion within the CBD, while the new Transport Minister, John Watkins, has not yet stated his views. A spokeswoman for Mr Watkins said "The

Minister will, of course, consider any proposal, but right now his No. 1 priority is fixing the existing public transport system before embarking on new projects."

The light rail report was conducted by two firms of transport consultants, Glazebrook and Martin Walsh. The report's authors say that if the cost of the light rail system they propose is divided by the number of people projected to use it and the distance they might travel, the system would be cheaper than the \$1 billion Cross City Tunnel. More park and ride facilities would be built in the suburbs, with some bus routes connecting to light rail services rather than operating to Circular Quay. Tickets would be valid for both forms of transport, thereby helping to cut the number of buses in the CBD by a third, and up to half on some routes. It is likely that any extension to light rail would be funded mainly by private investors with some public funds.

Cr Moore is enthusiastic about an expanded light rail network. She says the "time is right" to build it, after the Government has spent "billions of dollars on road tunnels and toll roads – and further entrenching our dependence on road transport". Previously, Cr Moore ruled out putting council money into a smaller \$170 million light rail plan for the CBD, saying it is a State Government responsibility.

In January her deputy, John McInerney, said it would be difficult to win NSW Government "in the current political context". However, a recent Cabinet reshuffle and the release of the Glazebrook report, which predicted reduced pollution from buses and shorter travel times for city workers, have renewed hope that that light rail plans may come to fruition.

Tram plan for Rozelle Depot

The NSW Harness Racing Club has lodged plans with Sydney City Council for a \$50 million development to build 122 apartments, together with nine commercial studio tenancies, at the former Rozelle tram depot. The depot, now dilapidated, was always described by the tramway authorities as Rozelle Depot despite being located adjacent to Harold Park Paceway in the suburb of Forest Lodge.

The depot operated from 1904 to 1958. During the 1920s, staff at the depot maintained up to 200 trams for services to Leichhardt, Drummoyne, Ryde, Abbotsford, Glebe and Balmain. Today, hidden behind the trotting track and the light rail line to Lilyfield, the former depot is a near-forgotten part of Sydney's tramway history.

The depot is situated on a 1.4ha site and is the largest surviving tram depot in NSW. After the trams moved out, it became a truck depot and storage location. Later, the sheds were used by Citytram Association volunteers to store R and R1 class tram bodies retrieved from country properties.

Planning consultants, Murlan, have lodged a proposal on behalf of the Harness Racing Club to build

apartments in a new seven-storey tower. A local residents' group, the Glebe Society, has voted to reject the proposal on the basis that the development breaches height and density rules. The group also argues the site is zoned for open space, not housing.

Murlan project manager, Ben MacGibbon, said a third of one of the three large tram sheds would become a public tram display area where up to three restored trams could be located on newly-built tracks. The tracks would allow the trams to move up to 50m. Mr MacGibbon said it was not clear how the display would be funded, although the developer had entered into discussions with the Sydney Tramway Museum.

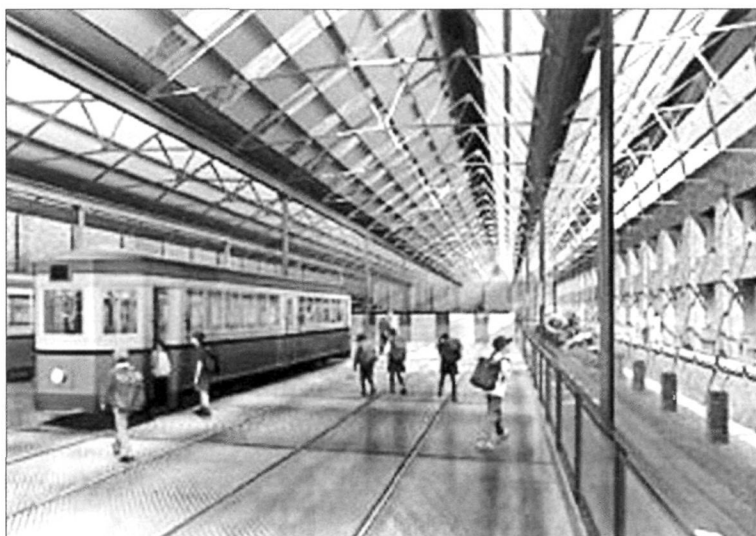
Chairman of the Sydney Tramway Museum, Howard Clark, described the move to restore the tram shed as "rather marvellous. It is better than what they have now – a derelict building. It is a wonderful opportunity to preserve some of Sydney's history," he said.

Trams to return to Adelaide's city centre

South Australian Premier Mike Rann has announced that the Glenelg tram line will be extended from Victoria Square through the centre of Adelaide to the railway station on North Terrace, at a cost of \$21 million. This investment in public transport follows the South Australian Government's \$71.9 million investment to supply nine new trams and upgrade the city's existing light rail infrastructure. It will be the first new tram line built in Adelaide since the 1920s.*

Mr Rann says the existing line will be extended by 1.2km along the western side of Victoria Square before proceeding along the middle of King William Street.

* This statement made at the time of the announcement is incorrect. Numerous extensions have been made to the Adelaide tramway system since the 1920s, the most recent being route extensions in 1944 and track connections in the city in 1952.



An artist's impression of the proposed tramway museum display in the Rozelle tram depot redevelopment proposal. It was submitted by planning consultants on behalf of the NSW Harness Racing Club.

Image courtesy of Murlan

Tram stops would be situated at Pirie Street, Rundle Mall and the Adelaide Railway Station.

"This is an iconic project that will return trams to Adelaide's central boulevard, providing the opportunity to stimulate development of both Victoria Square and King William Street as the heart of the city. After most of the tram lines were shut down and ripped up in the 1950s across Adelaide, there has been a great deal of regret expressed about the loss of this infrastructure. By extending our one remaining tram line to make a seamless link from Glenelg to the Adelaide Railway Station, down the very busy King William Street, combined with our new, state of the art trams, it will make a big difference to our public transport network. The project provides a direct connection between the tram line and Adelaide's other suburban rail services which terminate at Adelaide Railway Station," Mr Rann said.

Transport and Infrastructure Minister Patrick Conlon says preliminary work on the project will begin this year with construction likely to begin in 2006. The new line is expected to be completed in September 2007.

"The new tram line and its trams will create the opportunity to reduce bus movements along King William Street by up to 20 per cent. That will deliver environmental benefits through reductions in local air pollution and traffic noise in the city centre. This contributes to South Australia's Strategic Plan goals for improving well being and attaining sustainability. The tram line extension will operate in its own priority right of way along King William Street, minimising traffic disruption and impacts on taxi ranks and bus stops. *South Australia's Strategic Plan* sets a target of doubling the use of public transport to 10 per cent of weekday travel by 2018 and this project will be a key part of the overall strategy to encourage new users to public transport."

There are three options for the line's northern terminus. The preferred option is in front of the railway station on North Terrace, at the existing pedestrian crossing. The final decision will be made after public consultation.

Federation Line not to proceed

The proposed heritage tourist tramway for Canberra, the Federation Line, will not proceed. The project's proponents have informed interested parties that neither the ACT Government nor the Commonwealth Government is prepared to commit the necessary capital funding for the project.

A spokesman for the project described the decisions as disappointing and surprising, after substantial effort

and resources had been put into the process. Both governments and their agencies had contributed substantial funds to the planning and development of the project.

It was clear from the extensive development work carried out that the proposed line was practical and, once the infrastructure was in place, financially viable. It was equally clear from public surveys and the response to the demonstration of an operating tramway that the tram service would be popular and be perceived as adding value to the national capital.

The engineering and feasibility studies and other documentation created through the project will be offered to the National Library or other appropriate public institution so that they will be preserved and remain accessible.

Portland cable tram problems

The motorised cable trams at Portland on Victoria's south coast are being targeted by trouble-makers. A small group of young Portlanders is continuing to wreak havoc on the cable tram, throwing eggs and bottles at conductors, stacking rocks on tram lines and chasing and riding the moving tram.

Portland Cable Tram manager Jeff Constantine said there had been one-off incidents where individual young boys had thrown eggs at people on the tram and also an incident where a young boy threw a full bottle at the tram, hitting a female conductor in the head. The woman did not sustain any serious injury but it did give her a fright.

Mr Constantine said a small group had also been stacking rocks on the tracks and, although the frequency of tram chasing had reduced in recent weeks, it was still occurring. This type of behaviour seemed to have increased since the start of the school holidays and had moved away from the skate park to further along the track.

"This is a small group of young people that have no consideration for the health and well being of others," Mr Constantine said. He urged parents to talk to their children about the incidents and to teach responsible behaviour. Every incident had been reported to the police and he was working with them to find the culprits. Precautions were also in place, and tram passengers are assured that all measures had been taken to ensure their safety.

Acting Senior Sergeant Ray Hastings, of Portland police, said the police had received a number of complaints and members had been tasked accordingly to monitor the tram and the behaviour of young people

around the tram. Any illegal behaviour would be dealt with accordingly.

Melbourne introduces a cheap Sunday fare

Melbourne introduced on 17 April a cheap flat fare for Sunday travel of just \$2.50. The new Sunday Saver Metcards are valid for travel all day Sunday over Zones 1, 2 and 3. The new tickets can be purchased in advance and are available from premier railway stations, Metcard retail outlets, the Metcard Shop in Swanston Street or on-line at –

www.metlinkmelbourne.com.au

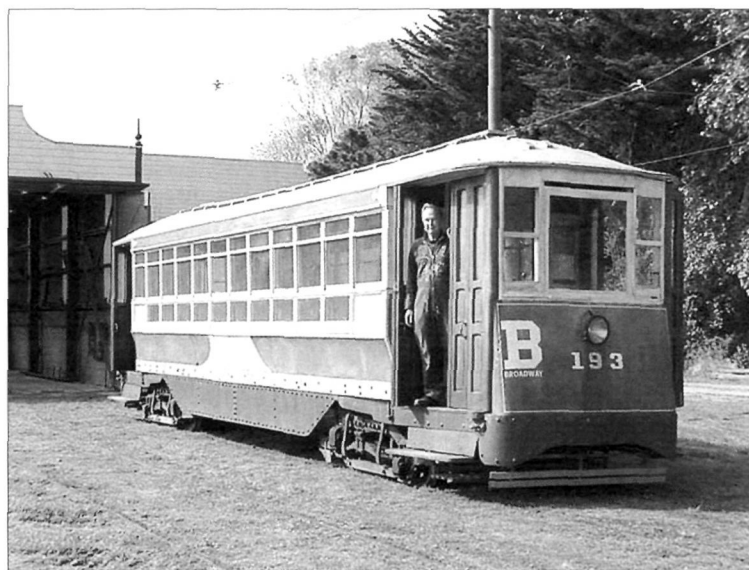
Also of interest to the visitor to Melbourne is the daily five-pack. This contains five daily Metcard tickets in booklet form, available for \$25.90 (for Zone 1), a saving of \$3.60 on the individual price of \$5.90. They are also available for two zones (Zones 1-2 for \$43.70, saving \$3.80) or three zones (\$54.00, saving \$8.00) and can be obtained from the outlets listed above.

used a conduit power supply. It carries the line letter 'B' for Broadway, which ran along that famous thoroughfare from 129th Street south to 42nd Street, then east through Times Square to First Avenue. Scenes in the film will include Times Square.

Car 133 returned to the Wellington Tramway Museum on 13 April and has been placed on display in its Third Avenue Railway guise.

Portuguese trams find new homes

The Sociedade de Transportes Colectivos do Porto, the municipal transport administration in Oporto, Portugal, signed transfer agreements for a stated period of 30 years for nine unrestored single-truck electric trams from the Museo do Carro Eléctrico (Oporto Electric Tramway Museum) reserve collection. A number of the cars are single-ended. The company launched the offer to prospective museums and institutions by email earlier this year (received by a number of Australian and New Zealand museums)



Wellington Tramway Museum's Brisbane centre-aisle car 133 has returned from its role in the remake of the film 'King Kong' being made in New Zealand. It is in its film guise standing in the Museum's depot yard with Keith McGavin in the entrance.

Graeme Moffitt

Brisbane 'Dreadnought' 133 in film role

The Wellington Tramway Museum's Brisbane centre-aisle car 133 has played a part in Peter Jackson's remake of the film *King Kong* currently being made in New Zealand by the Big Primate Movie Co. The museum concluded negotiations for the tram's safe upkeep and it left Queen Elizabeth Park, Paekakariki on 18 December 2004, bound for Seaview, Lower Hutt for its role in a re-created New York of 1933.

The tram was 'made up' to resemble a New York 1920s car of the Third Avenue Railway System, which

on condition that the successful applicants assumed responsibility for transport, restoration and maintenance costs.

The project culminated on 7 May with the establishment of the protocols of transfer to the five selected recipients.

The National Tramway Museum, Crich has taken delivery of works car 65, formerly used for coal traffic from the mine at S. Pedro da Cova. Museums in the USA will receive cars 219 (Buckeye Trolley Museum) and 210 (Oregon Electric Railway Society). These

three vehicles will be integrated into the collections of the related museums.

The other six trams will join the fleets of historic electric cars in two cities. Three vehicles, numbers 212, 214 and 223 will be joining La Coruña's heritage tramway in northern Spain. The cars in worst condition, 137, 171 and 177 will be crossing the Atlantic Ocean to strengthen the fleet of historic vehicles in the city of Santos, Brazil where they expect to have them refurbished and in service in two years.

The signing of the transfer protocols took place on the Day of the Trams, an annual initiative instituted by the Oporto Electric Tramway Museum. To mark the date, enthusiasts were able to participate in the parade of historic trams between the Museum and Infante, for the price of 3.50 euros (\$5.80 AUD).

Trams may be on the way out in Calcutta

No discussion on Calcutta would be complete without a mention of one of its most unique features –

its trams. Most of the old landmarks of Calcutta have either faded from memory or are no more existent. Among the oldest landmarks of this old city, the trams still exist. Calcutta is the only city in India that can boast of having trams.

In fact, Metro rail and trams are two aspects of Calcutta which still give the city an aura of exclusivity. Old Calcuttans still remember the journey from Kidderpore to Esplanade, through the lush green Kidderpore Road and Race Course journey in a tram are bound to experience some aspects of greenery of Calcutta.

Tram services started in Calcutta more than a hundred years ago. First it was the horse-drawn trams that ran from Dharamtolla to Barrackpur in 1880. It took more than four hours to reach Barrackpur, but then speed was not that important in those days.

The first electrically operated tram service ran between Sealdah to Armenian Ghat via Bipin Bihari Ganguly Street and Strand Road. The first tram depot was set up at Kidderpore.

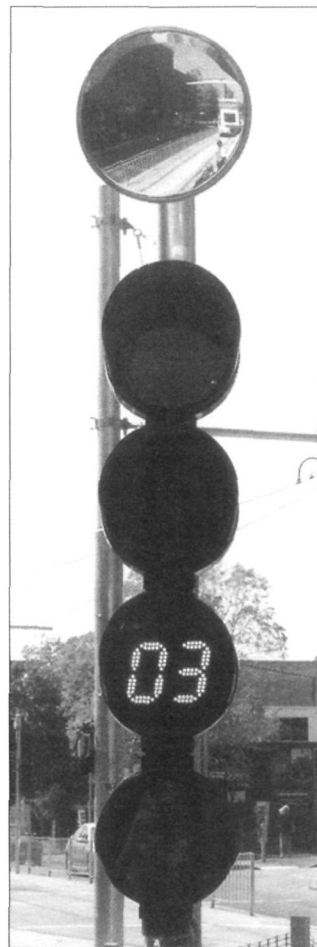
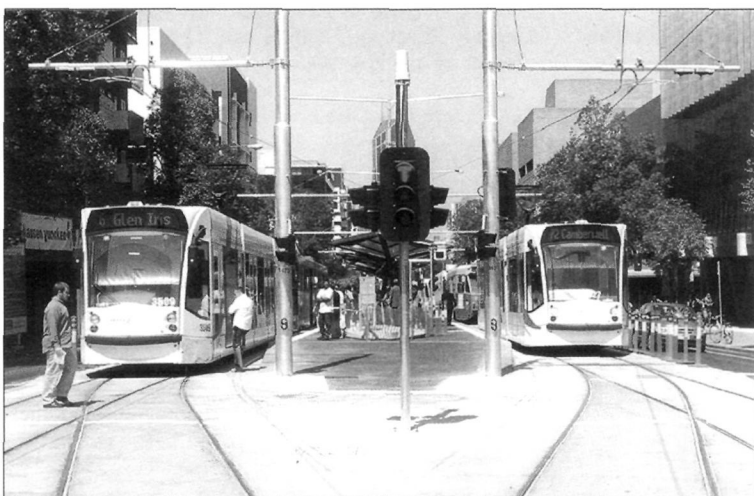
Australia's last grand union tramway junction is located at the intersection of Balaclava and Hawthorn Roads, Caulfield. The junction, which has connecting curves between all of the straight tracks, was rebuilt from 20 March to 2 April 2005 with new rail laid in concrete and with pantograph-only overhead wiring. The panoramic view shows the completed junction before tramway traffic resumed and the view at right shows the overhead wiring.

Below: Mal Rowe
Right: Steve Altham





Yarra Trams is changing its livery from a grey to a white livery. Z1 class 69 is seen sporting the new livery in Swanston Street on 12 April 2005.
Steve Altham



Above: The electronic display for the automatic points to the terminating shunts shows the most recent tram went to the third shunting road.

Centre: Melbourne's new University terminus is viewed from the entrance to No. 1 shunt on 21 February. Car 3509 is at left and 3527 on the right.

Left: The terminus is an island platform and passengers alight and board from the off-side of the trams. Here passengers board 3529 bound for Malvern.

All Steve Altham

However, lately, the tram cars have lost much of their glamour. Gone are the days when more than five hundred trams used to ply in the streets of Calcutta. Until a few years ago, about three hundred trams used to come out on the streets daily, but now no more than one hundred and eighty trams leave their sheds daily.

The lack of dedicated tram tracks gives rise to traffic bottlenecks. Buses, cars and trams have to jostle for space in the same area. These practical difficulties stand in the way of expansion plans for the trams. High maintenance costs are part of the problem. Each tram car costs five times more to maintain than a luxury bus, the maintenance of tracks is also a perennially high cost area. Every junction has to be manned by a pointsman. These problems have forced the government to consider phasing out the trams.

The environmentalists' lobby is crying hoarse over the proposal to phase out the only eco-friendly mode of transport in the city. They have suggested steps to boost the prospect of trams. Two of their suggestions are the introduction of single compartment trams to increase their mobility, and building multi-storied complexes over the depots of Calcutta Tramways to ensure substantial earnings to contribute to the running costs of the trams.

The bus plan for Calcutta

It all began in 1992 with a handful of buses. The purpose was to supplement the tram service in the city. A decade down the line, buses have become the mainstay of Calcutta Tramways Corporation, and the pollution-free trams relegated to a mere showpiece.

Now, the CTC is taking the long distance bus business further than ever, reinventing itself to keep pace with the times. The CTC board plans to buy 140

new Euro-II buses with loans from the State Cooperative Bank. The corporation has already submitted its proposal to the state transport department seeking a state guarantee. The purchase awaits a final nod from the state. This is apart from the 15 Euro-I and 45 Euro-II buses already in the CTC fleet, of which 28 ply in the city.

The corporation has already bought 10 bighas (about 1.5 hectares) land at Joka from ESI, to set up a state-of-the-art long distance bus terminus. "It will have everything from rest rooms for staff and passengers to traffic and maintenance section that will even repair engines and chassis. The estimated cost is Rs 2.5 crore (about \$7.6 million AUD)," a CTC official said.

If things work according to plan, passengers from all over the city will not have to flock to the dilapidated long distance bus terminus at Esplanade. They can board CTC buses from the Joka terminus. To begin with, Joka will accommodate 80-90 Euro-II buses; the rest (50-60 buses) will ply in the city and the suburbs.

By next year, the CTC's bus fleet will be around 519, far outnumbering the trams it has on the road. The total cost of this makeover will be well over Rs 30 crore (about \$19.6 million AUD). But questions are being raised about the maintenance of these buses with a fear they will be dumped in CTC depots long before they are life-expired. There are instances where buses have been taken off the road long before covering the stipulated 800,000 kms or eight years of service.

"This is not true for all the buses now lying at depots. Most buses have been running beyond the stipulated period, the majority was purchased in 1995-96. We have scrapped 40 buses — 30 this year and 10 last year," said the official.

Melbourne SW5 class leader 840 being loaded at Preston Workshops for transfer to storage at Newport on 8 September 2004.
Ray Marsh





Progress on the extension of the tram line from Burwood East to Vermont South in February 2005.

The new terminus at Vermont South, seen from the approach side on 6 February 2005.

Steve Altham



The roadbed is being prepared and some rail stacked ready for laying on 5 February 2005.

Ray Marsh

Melbourne Combino 3507 being loaded at Preston Workshops for transfer to Germany on 3 November 2004. It is being assessed for repairs by its manufacturer following a collision with a front-end loader at Domain Road on 21 August 2004 which seriously damaged the centre section of the tram.

Ray Marsh



Coldblo Road runs between the two portions of Malvern tram depot, dividing the 1910 structure from the shed built in the 1930s. The road was taken over by Yarra Trams and closed on 30 January 2005 for laying of three new tracks, replacing the previous single track. The new works were completed by 21 March. Here 3514 stands on road C1, 5011 on road C2 and Z1 59 on road C3 on 10 April.

Steve Altham



Melbourne's Route 78/79 is now operated entirely with W series trams. Car 1012 is in Chapel Street near Brighton Road in February 2005 with 892 in the distance.

Ray Marsh

This push to purchase buses makes one wonder whether CTC will eventually be a 'tramways company' in name only. The last tram was bought in 1989. Since then proposals for buying new trams have been scuttled on the plea that tram tracks are so bad that there is no use spending Rs 80 lakh (about \$8 million AUD) on a new tram. But then, the roads are no better. The real reason, perhaps, is that buses can be purchased at a quarter of the cost of trams.

Editor's notes:

1. The buses operated by CTC are in addition to the large and varied fleet of privately-owned buses which crowd the city's streets.
2. Pictures of Calcutta trams appeared in the May 2004 issue of *Trolley Wire*.
3. An excellent track map of Calcutta's tramways is at <http://irfca.org/docs/maps/kolkata-trams.pdf>

Transit Classics news

The latest news from Transit Classics and St. Petersburg Tram Collection is the release of the popular Sydney R1 class trams, available in either pre-war or post-war versions (Ref 156a and Ref 156 respectively) these models will be to the same standard of excellence as the previous releases and will also be available in your choice of destination and car number (large or small numbers).

Whilst the models will not be available until towards the end of the year, Transit Classics has made arrangements with their St. Petersburg associates for the cars to be ordered and paid for in advance to avoid the sometimes twice yearly price rises they have to endure because of the fluctuations in the Russian currency, so now is the time to order.

Inquiries and purchases can only be made through the company's Australian distributor, Transit Classics which will also donate \$10 from each sale to the Sydney Tramway Museum if the purchaser mentions seeing this item in *Trolley Wire* when the order is placed. Transit Classics can be contacted by e-mail at transitclassics@netspace.net.au and their mailing address is 11 Meldrum Court, Sunbury, Victoria 3429, phone (03) 9744 3577.

Also, in the past it has been possible to order small batches long after the initial main production batch is completed, this is no longer the case as it is too costly to take the model makers off other production runs to produce one or two cars. However, if a group of five or more was to be ordered, it then becomes viable. So, if you want that model of Australia's most handsome tram, get your order in now!

Letter to the Editor

Dear Bob,

The article in the February 2005 issue of *Trolley Wire* by Richard Peck entitled 'Shooting Through like a Bondi Tram' set me thinking. I was born and raised in Bondi. Living on Bondi Road one could see from the corner of Imperial Avenue trams passing on three lines – Bondi via Bellevue, Bondi Road and Bronte.

My maternal grandparents lived in Bondi from at least 1914, if not earlier, and my grandfather did tell the odd tale about the Bondi tram. However there is another publication (not mentioned in the article) which gives rise to the saying. I refer to *In and Around Sydney with the Steam Tram – Book 2* by Gifford Eardley and published, I would think in the late 1950s.

On page 11 there is a note of when the Bondi line was extended from Denham Street to Bondi Aquarium on 29 August 1887. I quote:

"The 7:45am and 5:50pm trams from Bridge Street on weekdays were made up to four cars. These latter were through trams, making all stops to Liverpool Street, then Taylor Square, where a push-up motor was attached at the rear, running to Queen Street Junction, where the extra motor was detached, Bondi Junction and all stops, and the running time was reduced by five minutes." [From 32 minutes – Ed.]

This is where I believe the term arose. Just because it did not appear in literature until 1945 does not mean the term was not in use in Bondi locally and had been handed down by the generations.

It would seem that the term is falling into disuse as the generations move on, die out and old Bondi people move away from the area.

Tris Tottenham,
Bowral NSW

COTMA

Council of Tramway Museums of Australasia

Executive Officer, 158 Lorne Street, Fawkner, Victoria 3060

www.cotma.org.au

From Warren Doubleday

The first meeting of the COTMA Executive since the conference in Auckland in June 2004 took place in Adelaide on Saturday, 19 March. It was hosted by the Australian Electric Transport Museum (AETM) at St Kilda and was organised by Ian Seymour, the Museum's Liaison Officer. Unfortunately, New Zealand members of the Executive were unable to attend: David Cawood because of work commitments; and Henry Brittain because of unfavourable flying conditions between Wellington and Melbourne on 20 March. The meeting was attended by Warren Doubleday (Chairman), Craig Tooke (Executive

Officer), Rod Atkins (Assistant Executive Officer), Howard Clark (Treasurer) and Ian Seymour. Colin Seymour, President of the AETM, attended as an observer.

The meeting had a full agenda which comprised current activities of COTMA; future planning; the proposed Code of Ethics; forthcoming meetings and conferences; tram equipment disposal; liaison and communication within the organisation; and likely future developments including rail safety accreditation legislative changes and competency training of workers.

The Chairman advised that he attended as an observer the Association of Tourist and Heritage Rail Australia (ATHRA) meeting at Belgrave, Victoria, the previous weekend. The Association was formed in June 2004 to represent the interests and needs of all tourist and heritage rail organisations at a national level. It is chaired by Paul Rollason of Queensland. The Federation of Rail Organisations of New Zealand (FRONZ) was represented at the meeting by its Chairman and Executive Officer, Paul Dillicar. Paul spoke of that organisation's history, the work that is being done by FRONZ, and the future directions and challenges that face the Federation. The meeting considered many issues facing the tourist and heritage rail sector including public liability insurance; regulatory reform; training; codes of practice; liaison with the Australasian Railway Association and other bodies; and promotion of tourist and heritage railways throughout Australia. It was pleasing to see attendees working together for the benefit of all the organisations involved.

The Executive accepted the application of Heritrac Tramcar Preservation group of Seymour, Victoria, as an Affiliate member of COTMA. The Executive also approved the application by COTMA to become an Affiliate Member of AHTRA.

The Executive welcomed the recent movement of surplus trams from Melbourne to various museums that had requested them: W7 1017 to Perth; W7 1013 to Adelaide; SW6 880, SW6 918 and Y1 610 to Bendigo; W2 646 and Y1 612 to Bylands; and, in the future, W7 1036 to Sydney. The acquisition of these trams by the various museums has been the result of a long period of consultation by COTMA with the Victorian Department of Infrastructure and VicTrack. It is hoped that the next stage will see the commencement of disposal of spare parts to those COTMA members throughout Australia and New Zealand who have requested them.

COTMA seeks a strong working relationship with ATHRA. By working together, we may be able to influence the regulatory changes that affect tramway organisations which, taken together, comprise a significant proportion of heritage rail organisations. Our participation in ATHRA will help to ensure that we are not inadvertently overlooked by regulators or others whose decisions can influence our operations. All COTMA members are therefore encouraged to participate actively in heritage rail groups and forums that exist in both Australia and New Zealand.

The Australian part of the COTMA Executive team poses in front of Adelaide dropcentre 282 on 19 March 2005. From the left is Craig Tooke (on tram), Colin Seymour, Warren Doubleday, Howard Clark, Rod Atkins and Ian Seymour. Tim Bouchers



News updates

Since the Auckland Conference, COTMA has been publishing a two-page News Update, about every month. Two printed copies are sent to each member museum for information and display as appropriate, and copies are also emailed to museums and others who have especially requested it. The update can also be found on the COTMA web site, www.cotma.org.au soon after publication.

Next Annual General Meeting

As reported in the February issue of *Trolley Wire*, the next AGM of COTMA will be held over the weekend of 25-26 June 2005 at Hawthorn Depot. The weekend is the 50th anniversary of the opening (as an

electric line) of the first Bourke Street route in Melbourne. The AGM will be held at Hawthorn on Saturday, 25 June. We are planning a tram tour with Y 469 including a trip along Bourke Street. Saturday evening will see a social dinner at Hawthorn and some appropriate tramway entertainment. On the morning of Sunday, 26 June, two information sessions are planned on topics including a review of the proposed COTMA Code of Ethics. We have requested a tour of the new Eastern Road Operations Centre in the afternoon.

Tramway museum members are invited to attend the weekend. Travel and accommodation arrangements for interstate members will be on a self-organised basis. Full details and a booking form will be in the COTMA April 2005 *News Update*.

WHITEMAN PARK

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

www.pets.org.au

From Michael Stukely

New arrivals from Victoria

In March, not one but two ex-Melbourne W series trams, both in full working order, arrived at Whiteman Park from Victoria. The first of these was W7 No.1017, one of the surplus W series cars released from storage at Preston Workshops and allocated to PETS, through COTMA, from the Victorian Department of Infrastructure. The second was ex-Bendigo Talking Tram, W2 No. 441, still in its special Victorian Sesquicentenary livery. No. 441 was made available to PETS by Bendigo Tramways to make room at Bendigo for Y1 class No. 610 from Melbourne.

We thank the Victorian Government and COTMA for making available No. 1017, and thank also Bendigo Tramways for its offer of No. 441. In addition, PETS acknowledges the effort of our COTMA representative, Bob Pearce, who arranged the transport of both trams to Western Australia.

Before travelling west, car 1017 was moved from Preston to Bendigo where it was checked over and test-run for us by Kym Smith and his team. The tram left Bendigo on 1 March and arrived at Whiteman Park on 4 March. Unloading was carried out by two 30-tonne cranes. Using spreader bars to good advantage, the

highly skilled operators lifted the tram, complete with trucks, off the loader while it was still under the overhead. Witnessed by a good turnout of delighted PETS members, No. 1017 was then gently placed on Western Australian track for the first time. It was then towed into Road 4 of the Oketon Geddes Carbarn for a check up before test-running commenced.

The transcontinental journey was unforgiving for No. 1017. The roof canvas over the centre two-thirds of the side that had faced south during the three-day journey had been blown off, exposing the roofing boards up to the roof vent line.

The arrival of No. 441 presented some logistical problems as it was important to avoid Whiteman Park's annual Classic Car Show scheduled for the weekend of 19-20 March and during Easter. It was therefore decided that the tram would travel across the country from 17 March to 20 March after which it would be stored at Kewdale overnight. No. 441 was then brought to Whiteman Park on Monday, 21 March, where it was unloaded using the same procedure as that followed for No. 1017. Once on our track, No. 441 was towed into Road 4 by car 1017 where many photos were taken of this rare reunion!

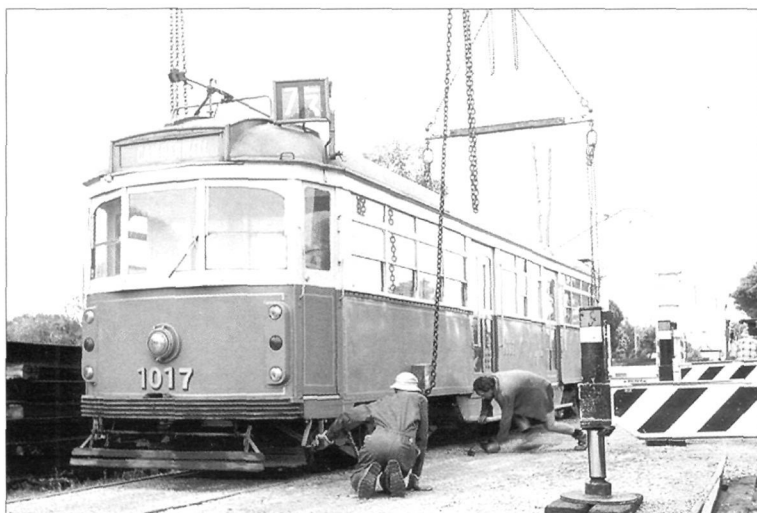
W7 No. 1017 is unloaded on the main line at the eastern end of the carbarn fans at Whiteman Park on 5 March. The tram is briefly suspended in the air by the two cranes as the low loader is driven clear. Protective covers, attached in Bendigo, are still taped over all glass on the leading end.

Michael Stukely



Touchdown! W7 No. 1017 rests safely on the track at Whiteman Park on 5 March after its journey across the continent, as Noel Blackmore (left) gives the all-clear for the chains to be released.

Michael Stukely



The second new arrival from Victoria in just over two weeks. The low loader carrying W2 No. 441 manoeuvres slowly around the tight bend onto the carbarn fan at Whiteman Park, as Noel Blackmore checks clearances, on 21 March.

Michael Stukely



After servicing and testing, Nos. 441 and 1017 will make valuable additions to our operational fleet at Whiteman Park. In recent years, our W2 class trams have been showing their age, with several mechanical or electrical failures occurring. Trams have had extended periods out of service awaiting repairs and, at times, the low number of trams available for traffic has been a cause for concern. The total time that each tram must work in traffic each year will now be

substantially reduced, with less pressure being placed on members of our Wednesday tram maintenance team. In turn, this will allow members to spend more time on important projects that have been on the 'back burner' in recent years.

Service trams and operations

Patronage on the trams has continued at satisfactory levels with the summer school holidays adding to patronage. Hot weather, however, took its toll with two operating days being lost because of the risk of fire. On a positive note, our trams provided free rides to seven Saturday evening Bush Dances that were held in the Park as a result of a special sponsorship arrangement with the management of Whiteman Park. The first of these events was held on New Year's Eve.

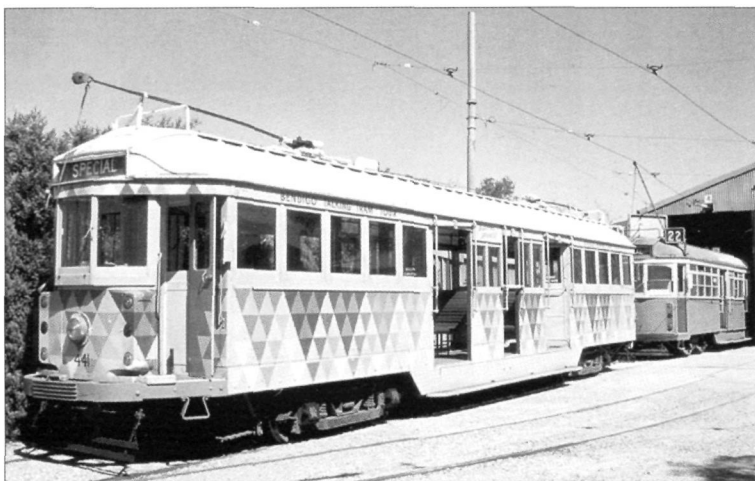
The overhaul of an additional No.1 truck for W2 car 329 was completed early in March with the truck being cleaned and repainted before being placed under the tram. The manufacture of new truck and body centre bearings was completed by Ausco Products, with the first set being used under 329. No. 329 returned to regular service in March. Noel Blackmore's team for this project, and for other tram maintenance work, included Kurt Gahler, John Azzaro, Jim McCamley, Geoff Morrison, Tony Grose and Paul Pickett.

The motor-to-axle suspension bearing manufacturing project was also successful. A trial casting was made using the new pattern, with excellent results, and a stock of these will be cast. Other spare parts for our W series trams will also have to be manufactured, including brasses for axle-box bearing replacements. A stock of these is being cast and they will be drawn on as required, in sets of two, for final custom machining and white-metalling.



The cranes dwarf W2 No. 441 after it has been lowered onto the rails at Whiteman Park on 21 March. Michael Stukely

W2 441 (with its Victorian Sesquicentenary livery still in good condition) and W7 1017 on the fan before they are moved into Road 4 of the Oketon Geddes Car barn on 21 March. Michael Stukely



Jim McCamley (left) and John Azzaro working on the overhaul of the No.1 truck for W2 car 329 on 1 December.

Lindsay Richardson



Tram service pit

John Shaw with assistance from Paul Pickett completed the cleaning, de-scaling and painting of two steel span poles. These will be installed for the overhead which connects the pit road with the Car barn fan. Repairs to several key motor vehicles needed for this task have been completed by Pat Ward, Noel Blackmore and Kurt Gahler. In other work, the hydraulic ram for the crane has been reassembled after repairs were done off-site; our International post-hole auger unit has been serviced; and the Albion cherry-picker has received new batteries.



Paul Pickett (left) and John Shaw applying rust-resistant paint to the de-scaled steel poles (ex Perth Tramways) for the access track to the new tram service pit.

Lindsay Richardson

Noel Blackmore has arranged the design and manufacture of four 'jim-crow' rail-bending blocks for grooved tramway rail. Profile-cut material was donated and tasks including drilling are being performed by Ausco Products. When fitting out is complete, the equipment will be used to prepare rails that will connect the maintenance pit with the Car barn fan.

WAGT tram 66

Frank Edwards and John Davies have completed reinstalling the timber cross-brackets that will support the trolley bases and the catwalk along the full length of the saloon roof and the roof air vents. Advertising sign stays for the roof have been prepared by Paul Pickett. The finished 'Minimum fare 3d' signs, refurbished by John and with new blinds added, have been installed in the upper centre windows at each end. Seat stands have been prepared and painted by Ron Wernsing.

The installation of tongue-and-groove jarrah matchboard cladding along both sides of the saloon was completed by Frank and John on a special final workday on 5 March. The 'secret nails' method was used, as on the original, whereby the nails cannot be seen from the wood surface. The technique involved inserting the nails at an angle through the tongue of each board. The nails are fully concealed when the next board is placed in position.

Infrastructure and plant

Lifting and mechanical packing of the track has continued between the Triangle and the Village after re-sleepering.

Frank Edwards (foreground) and John Davies installing the first jarrah matchboard on the saloon side of WAGT No. 66 in January. Kurt Gahler



A major upgrade of Farmgate Curve is being carried out during the week ending 8 April. This includes replacement of the outer rail and installation of a checkrail on 78m of track. In preparation for this special project, one in every two timber sleepers were

replaced over most of the curve – ten on 15 January and another ten on 19 March.

Members who assisted Trevor Dennhardt and Lindsay Richardson on the track team recently are John Azzaro, Jim Paton, Paul Pickett, John Shaw, Martin Grant, Kurt Gahler, Tony Grose, Terry Verney, Darren Ward, Laurie Ahearn, Gerald Kirk and Michael Stukely.

General

Park management purchased 680m of 'T' rail from our large stockpile for use in the new Transport Heritage Centre display which is scheduled to open later in 2005. The display will be called 'Revolutions', and is located in the refurbished brick building to the north of Village Junction Station. It will house displays related to all transport groups in the Park as well as the Whiteman Collection.

The rail was moved by crane to Mussel Pool where it was loaded onto a Bennett Brook Railway flat wagon for transport to Village Junction. This was done in two batches, in December and January.

In March, we took delivery of 26 lengths of tramway grooved rail from a farm at Wickpepin in the wheat belt south-east of Perth. A large quantity of rail had been purchased by the farmer, Mr John Sartori, for shed construction after its removal from Hay Street, Perth, in the 1950s. We record our thanks for this generous donation.

The required annual review and revision of our Rail Safety Management Plan and all associated documentation was completed in March by Michael Stukely, and has since been approved by the Regulator. Our Rail Safety Accreditation has now been in place for five years.'

ST KILDA

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

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

From Colin Seymour

W7 1013 arrives at St Kilda

Melbourne W7 class No. 1013 was unloaded at St. Kilda on 16 March 2005. The car breaks our policy of acquiring passenger cars which either operated in, or were built in Adelaide. Ballarat No. 21, for example, was originally MTT No. 10, Ballarat No. 34 was built

in Adelaide by Duncan & Fraser and Melbourne W2 No. 294 was built in Adelaide by Holden's.

The purpose of acquiring No. 1013 is for modification of the car for use as an all-weather wheel chair access tram. Currently, dropcentre trams 264 and 282 and W2 294 can have wheel chairs in the open

gangways. However, this is not ideal in inclement weather. The sliding doors of the W7 provide protection from rain and wind, and the longitudinal seating arrangement of the drop centre section is ideal for modifications for wheel chair access. We also keep local historians happy by not modifying our Adelaide cars. The AETM is currently discussing the provision of a suitable access ramp at the Museum with the Salisbury Council. Our new tram may also be suitable for school charters.

W7 1013 departed Preston workshops at 9:00am on 15 March. Despite the driver introducing himself as "Hi, I'm Mark and I'm incompetent", the journey went

well. Ian Seymour travelled in the truck's cab, having spent the previous few days watching the tram movements at the Begonia festival in Ballarat and the launch of VR No. 41 in Bendigo. Onlookers in the town of Keith in South Australia looked at the destination blind and wanted to know which St Kilda Beach the tram was going to. They were told to wait and watch which way we turned when we left the petrol station – and they did.

The tram was unloaded on the morning of 16 March on the unwired Road 10 on the Northern depot fan. It was then thoroughly tested, oiled, motor insulation tested, Adelaide trolley poles with wheels installed,

W7 1013 is moved from storage at Preston Workshops on 15 March 2005 in readiness for its journey to Adelaide.

Ian Seymour



W7 1013 displays 'St Kilda Jun' at a petrol station in the town of Keith, SA.

Ian Seymour



and was taken for its first run by mid afternoon. Various checks have established that the tram has had many air pipe gaskets renewed although the air doors are currently isolated because of engine leaks.

Dropcentre Day

Sunday, 20 March was Dropcentre Day at the Museum. Our four dropcentre style cars – Ballarat 34, Adelaide 264 and 282, and Melbourne W2 294 were the traffic cars for the day. Normal operating hours applied. A bonus for visitors was the static display on the main depot fan of our latest dropcentre tram, W7 1013. Photographers were able to capture all five cars alongside each other on the depot fan at various times during the afternoon.

No. 1013 will require a paint job before going into service, though the green may be left as is and touched up where necessary. Two days were spent on removing pigeon droppings suffered during the tram's long-term storage.

COTMA Executive Meeting

As reporting in Here and There, the AETM hosted an Executive meeting of COTMA at the Museum on Saturday, 19 March. The well placed window in the Members' Lounge enabled the guests to keep an eye on the progress being made of our latest acquisition, W7 1013. Some of our guests took the opportunity to ride on the car prior to operations commencing on 20 March.



W7 1013 is lifted from the low loader onto Road 10 in front of the Northern Depot on 16 March.
Ian Seymour



W7 1013 arrives at Adelaide's St Kilda Beach on one of its first test runs.
Ian Seymour

The cab front on car 111 makes an interesting comparison with the Brill Portable Vestibule recently fitted to car 118.

Ian Seymour



Mini Museum Guide

A new mini Museum Guide is now available for only \$2.00. The eight page booklet briefly describes each of the types of trams in our collection and includes colour photos of each type. It also includes brief information on the horse trams and trolleybuses. The booklet is aimed at the general public, rather than the enthusiast, although enthusiasts will find it a useful addition to their collections.

Restorations

The two cab fronts manufactured for No. 118 by Bendigo Tramways have been painted in the MTT tuscan red livery.

The body of car 15 has been moved from Road 3 in the old depot to the Bodyshop (in front of car 118) for commencement of reconstruction. After a detailed examination it has been determined that car 15's body is marginally better than the body of car 17 – giving us cars 14 and 15 for our 'Bib & Bub' set. (Car 14 was

actually coupled to car 16 and car 15 remained as a single unit.)

Car maintenance

Our trams are currently going through a program of journal bearing checks. Some of car 360's bearings were replaced from spare stock; 264's from spare bogies; and 192 has had all its pony wheel bearing remetalled. The Wilson lathe can be set up to machine the replacement or remetalled bearings to take into account differing diameters and tapered shafts. A vice is clamped to the lathe's saddle and a boring bar is spun between the chuck and tail stock, increasing depths of cut by increasing the shim under the bearing shell. The bearing is scraped to a final fit to the axle to aid the bedding in of the white metal.



Car 118's recently fitted Brill Portable Vestibule (the last example of a Brill Convertible Vestibule) can be compared with the cab on sister car 111, at left. The plans for the vestibule were taken from measurements of the No. 2 end of car 108 at Fisherman's Bay, from pictures of an E car at the Brill factory and from measurements of 118 and 111.

Ian Seymour



Satoshi Yamazaki, a Japanese student at the Australian National University, Canberra, screws laths on the underside of Brill Winner seat cushions.

John Radcliffe

Phurbu Drolma, from Tibet, varnishes a seatback for the Bib and Bub set after re-upholstering.

John Radcliffe

The polished brass fittings on the completed Brill Winner seat backs glint in the sun.

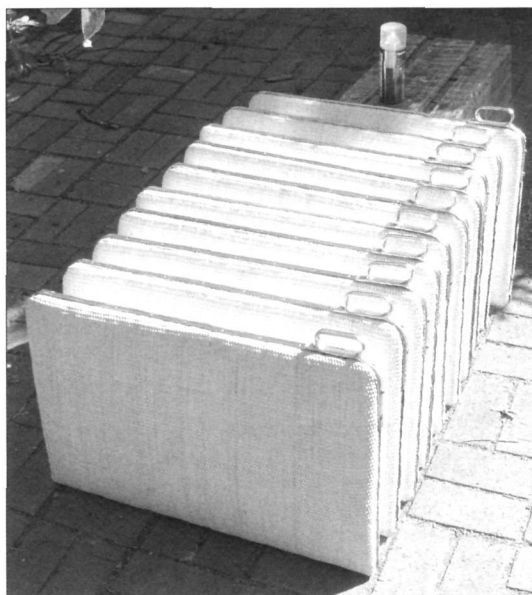
John Radcliffe

Seats for the Bib and Bub set

As part of progress in developing the Bib and Bub set from the bodies of cars 14 and 15, John Radcliffe has completed the re-upholstery of one car set of ten Brill Winner tip-over seats in rattan, assisted by several overseas students who had gained a wider experience of living in Australia while staying with the Radcliffe family.

A second archives compactus

SERCO's withdrawal from Adelaide's bus services when it completed its contract at the end of April 2005 gave Chris Steele the opportunity to secure a second compactus for the AETM Archives from SERCO's Elizabeth Depot.



Chris Steele installs shelves in the new second AETM archives compactus, with the original one visible at the rear.

John Radcliffe

BALLARAT

Ballarat Tramway Museum
PO Box 632, Ballarat, Victoria 3353

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

From Dave Macartney

Tram No. 45, ex Bendigo No. 18, completed its 150 Years of Gold commitments during March and returned to Bendigo. It had been at Ballarat since 1 February 2001 and returned on 1 April as back loading following the transfer of VR No. 41 from Bendigo to Haddon after its overhaul. No. 45 operated on 197 days and completed 2636 trips in Wendouree Parade totalling 6854km. Its departure evoked mixed feelings. Some of the traffic staff thought it was marvellous but the maintenance crew were greatly relieved that they no longer had to crawl under the seat bases to access the armature bearings. The extra space now available in the shed is appreciated as it was a very tight fit with 45 present.

January passenger loading came in at 2561, about 200 down on last year. We consider this a satisfactory number given the fare rise since December. The next challenge was the Begonia Festival in March. Last year's sponsor, Alstom, was going through a period of uncertainty as the parent company in Europe had suffered some financial setbacks and was disposing of many of its overseas operations.

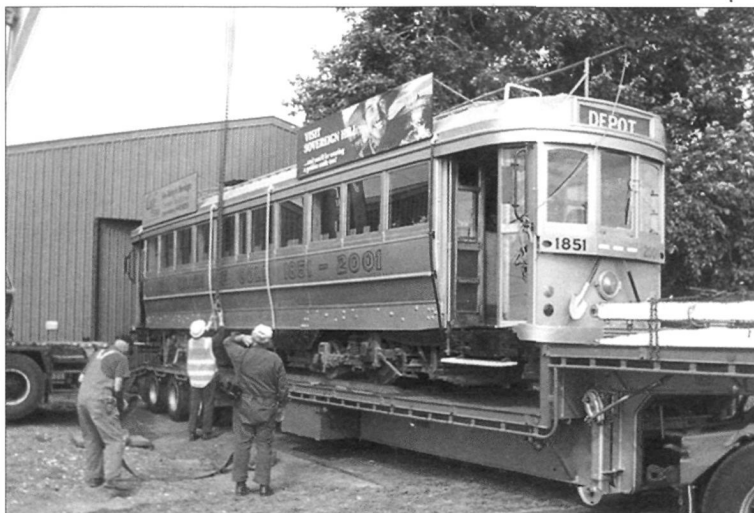
Eventually, the Begonia Festival hired the whole tramway for five days, enabling the public to travel free. This encouraged people to park at the extremities of the Gardens which took a lot of the pressure off traffic management. In the five days that included the March long weekend in Victoria, 7098 passengers

were carried, down on the 10,000 plus figure of 2004. Most of this could be attributed to the weather, which became progressively hotter day by day, peaking at 34 degrees on the Monday, 14 March. Cars 661 and



West meets east. Once again, John Shaw and Lindsay Richardson from the Perth Electric Tramway Society travelled east to help at the Begonia Festival and had an enjoyable time. From left to right are John Shaw, Roger Salen and Lindsay Richardson alongside No. 661 at the Gardens Loop.

Carolyn Dean



Gold Tram No. 45 is at the rear of the Ballarat Depot, loaded and ready to return to being Bendigo No. 18.

Bendigo Tramways



No. 18 waits at Gardens loop for Begonia Festival passengers to board.
Peter Winspur

671 carried the bulk of the passengers, assisted by various single truckers at the busiest times. Tram services were provided from 9:30am to 6:00pm.

The third annual tram pull for Rotary Young Ambition took place in March, again featuring 26 and 28, with the team from TGM Engineers winning for the second year running. The event is becoming a regular on the calendar and now features a variety of other activities as well.

At the depot most work is concentrated on the restoration of No. 40 which continues with a small team of weekday workers turning up the usual array of nasty surprises hidden from sight. A window pillar with a bad case of wood rot is currently being dealt with. New apron panels have been obtained to replace those worn out. The brake gear is being re-bushed before reassembly.

Long time tram cleaner Jacqui Smith finally decided that it was time to leave at the end of February. She was



The crews put their weight into pulling either No. 26 or 28 to the finish line during the Rotary Young Ambition Tram Pull on 20 March 2005.

Peter Winspur

originally signed up for six months work under the former Commonwealth Employment Program. This was extended to seven months with a little careful budgeting. Finally after 241 months she has broken free. As she handed in her door key it was suggested that she might like to keep it just in case, but she saw through this obvious ploy straight away. It seems that trams are going to continue being part of Jacqui's life, like it or not. She is now married to Tony Smith from Haddon and lives in a converted tram there. Her son, Daniel, puts in two days a week at Ballarat.

The BTM will soon be celebrating 100 years of electric trams in Ballarat. The Electric Supply Co. opened the first section of electric tramway in Ballarat on 18 August 1905. At this stage, planning is in the formative stage and will most likely have tramway events on the weekend of 20-21 August. More details in the next issue of Trolley Wire and on the BTM website.

The Museum is currently preparing for renewal of its Museum Accreditation. A number of policies are being reviewed including our Collection Policy. Museums Australia has invited the BTM to participate in a Museums Australia (Victoria) pilot project to research and facilitate succession planning in up to six community museums in the state's goldfields region. This project is subject to a successful grant application.



On her final day, 5 March, Jacqui Smith greeted BTM driver Frank Puls as he stepped off No. 27 after celebrating his 73rd birthday, still hard at work driving trams.
Carolyn Dean

BYLANDS

Tramway Museum Society of Victoria
38 Piccadilly Crescent, Keysborough Vic 3137

www.tmsv.org.au

From *Running Journal*

Museum works

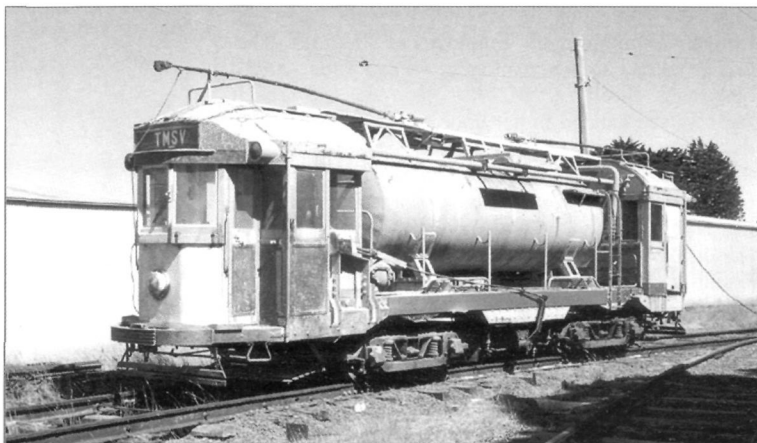
Tram maintenance and restoration continues to require many hours of work. Minor repairs have been effected to seal leaks in the air systems of SW6 902 and W6 996, enabling the latter car to return to service. New motor brushes have been fitted to W1 427 and repairs have also been made to a faulty sand valve and pipe on SW2 644. New steel brake blocks have been fitted to W3 667 and, after some initial teething problems when new steel blocks are fitted, they are now bedding in nicely. Work has commenced on returning W4 673 to service but minor repairs are required to the truck at the north end before any major movement can be made. General and other servicing has continued between these tasks.

Repainting of Ballarat No. 17 continues slowly, with the cream colour along the east side now also been completed. The four saloon windows on this side have also been removed for refurbishment off-site. It was discovered that two windows at each end of the saloon were in poor condition and would need major or costly repair work. Fortunately a search through our stores uncovered four similar windows formerly from H class No. 54, a car which was dismantled many years ago in Mentone. Two of these windows have been refurbished and have now been fitted to Ballarat No. 17.

The daunting task of repainting tank car 7W also continues. As this car is now operational it occasionally leaves the shed, and this assists in

On 6 February, tank car 7W became the first tram to traverse the new curve into the vehicle maintenance building. The connecting crossover with the main line is in the foreground. Remedial restoration work has commenced on the front cabin of the tram.

Michael Fedor



reaching various hard-to-get-at places. With work soon to commence on the W4, it was decided to relocate Ballast trailer 24W from Road 1 to the pit shed track. Car 7W was used to tow the trailer and place it on the siding. The opportunity to test the new curve into the pit shed proved too strong, and 7W subsequently became the first tram over this new track. On the work party day, the ballast trailer was again re-shunted around the curve into the pit shed.

After very wet and windy weather early in February, repairs were required to the cable tram shed to replace a damaged skylight with a new piece of roofing iron. Repairs were also carried out to the roof and south wall of the house. Unfortunately the winds caused considerable damage to the body of H class No. 55 in the eastern paddock. As a result and for safety purposes it will become necessary to dismantle the car. All remaining reusable fittings or parts will be removed and stored.

rack work is continuing with lifting and packing of Roads C and D outside the Exhibition Shed. A new earth return bond has been installed between the rail and pole 6, and the rails of the Road 2 extension (outside the substation) have been cleaned out and exposed. A local contractor was engaged to slash the grass around the site. This has both reduced the fire risk and improved considerably the appearance of this part of the museum.

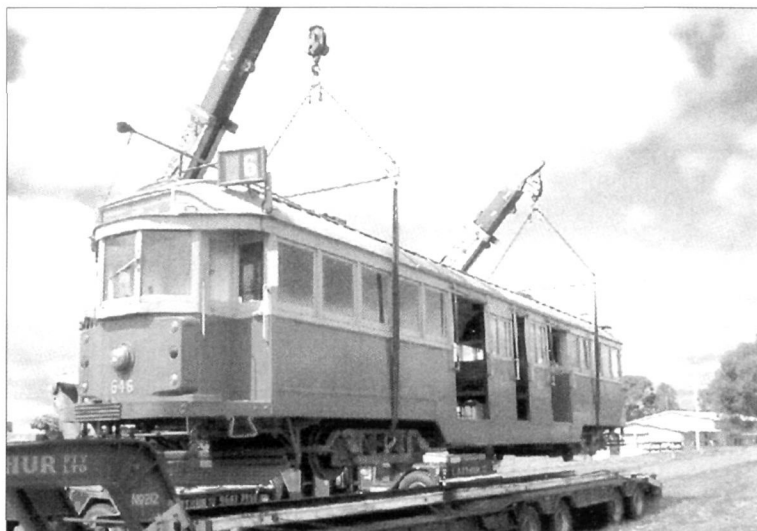
The work party day on 19 February resulted in several tasks being tackled and many completed. All surplus parts and assorted timber were removed from the pathway between Roads 1 and 2, and several other hazards were removed. Dismantling of the H class body continued, revealing some more significant finds for our archives. A start was made on clearing the timber stack under the trees in the eastern paddock and relocating the cable tram cable which had been used for many years as fencing around Albert Park Lake.



Tank car 7W on the shed approach track on 6 February 2005. As there is currently no overhead over this track it is necessary to use a wandering lead attached to the tram's front trolley pole.

Michael Fedor

W2 646 is lifted from the road transport vehicle at Bylands on 8 March. John Walker



Other works included the continued lifting and packing of Road D outside the Exhibition Shed. A major effort was made on replacing sleepers in the main line between the current south terminus and pole 6.

All these tasks were undertaken by our hard working volunteers: Michael Fedor, Paul Greely, Charlie Huggard, Graham Jordan, Bill Johnson, Russell Jones, Keith Kings, Corey Robertson, Harry Twining, Will Van Lammeren and John Walker. An excellent lunch was supplied by Aileen Jordan. We thank them all.

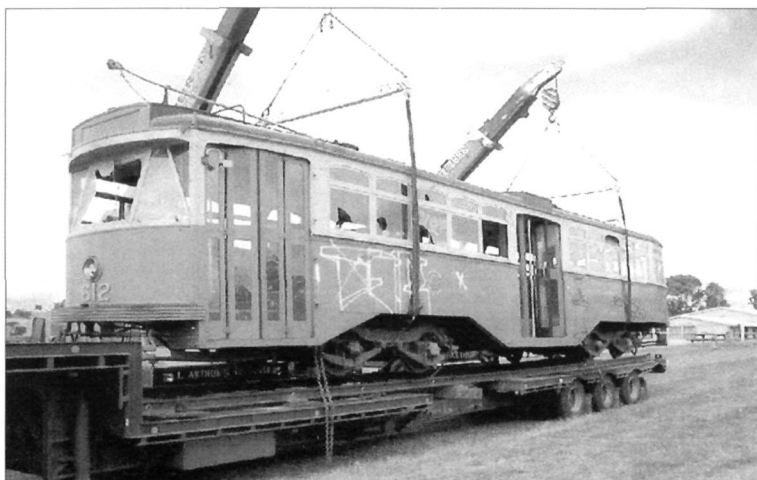
New trams to Bylands

On 8 March 2005, the Society took delivery of two new additions to its collection with the arrival at

Bylands of W2 646 and Y1 612. Both trams have been stored for many years at Preston Workshops as part of the heritage reserve fleet. As part of a rationalisation of stored vehicles, the trams have been made available to the Society by the Victorian Government.

W2 646 required only some minor adjustments, servicing and cleaning to make it available for traffic. On the other hand Y1 612 has required some remedial work to remove graffiti that was applied during its stay at Hawthorn Depot many years ago. A number of broken windows also required replacing, including one of the driver's windscreens. Fortunately, a replacement from scrapped X2 677 was a perfect fit. The Y1 class is expected to be available for traffic for the coming winter season.

With the lifting slings and securing chains around the truck frames, the cranes prepare to unload Y1 612 at Bylands on 8 March. John Walker



BENDIGO

Bendigo Tramways

1 Tramways Avenue, Bendigo, Victoria 3550

www.bendigotramways.com

From Kym Smith

Victorian Railways No. 41

As reported in the feature article in this issue, VR No. 41 was recommissioned into service on Sunday, 13 March 2005, completing a project which began for the Haddon Tramway Workshops (now the Melbourne Tramcar Preservation Association) back in 1977. The official recommissioning was followed by a trip for invited guests, after which there was a public tour. Further public tours operated on 14, 19 and 20 March.

Finishing touches to the signwriting and painting were completed in the weeks preceding the launch, including the fitting of internal boards noting the contributions of sponsors, and also depicting the stages of the restoration.

VR No. 41 was loaded for its journey back to Haddon on 31 March 2005, arriving there the following morning.

Restructuring of Bendigo Tramways

The City of Greater Bendigo Council decided on 19 January not to approve the planned extension of the tramway around Lake Weeroona. This followed vocal opposition from a well-organised protest group. On 2 February the Council decided to cut its financial support for the tramway's operations.

As a result of these decisions and a decline in the external works area, the Bendigo Trust's Board determined that the best direction for the Bendigo Tramways to take was to restructure the Bendigo Tramways operation and to concentrate on our core business of operating the tourist trams. As a result, Bendigo Tramways will no longer provide external works services to other museums and groups.

The restructure has resulted in significant staff reduction at Bendigo Tramways with eleven positions being made redundant. Bendigo Tramways has been in contact with all museums and groups who currently have works in progress, and is endeavouring to ensure that all works in progress and planned works are completed.

While the restructure has seen a reduction in staff numbers, it is encouraging that a number of our volunteers and staff have volunteered extra time to ensure that projects are completed and that the tourist tram service has continued to operate without problems. The restructure is also seen as a positive move by the City of Greater Bendigo as they assist in securing the long-term future of tramway operations.

In addition to reducing staff numbers, other initiatives and changes have been implemented which



VR 41's conductresses Alice Williams and Cindy Tassie present Tony Smith with ticket No. 41 for the official commissioning trip.

Bendigo Tramways

VR 41 is winched on to Australian Train Movers' ramped low loader ready for transport back to Haddon.

Bendigo Tramways



W7 1017 departs North Bendigo terminus on its first test trip on the Bendigo network on 26 February 2005.

Bendigo Tramways

will also allow the tramway to function economically, while preserving and operating the unique collection of trams in the collection.

Car and workshop news

Bendigo No. 31 has now been out-shopped after a repaint in white with blue and teal, the colours of its new sponsors Centro Lansell Shopping Centre. It was launched at the Central Deborah Gold Mine on 19 March as part of a special Centro day at the Gold Mine. The Centro Lansell promotion also included mini tram No. 10 which spent several weeks on display at the shopping centre.

W7 1017 is being positioned on the low-loader prior to its journey to Whiteman Park on 1 March 2005.

Bendigo Tramways





Lindsay Richardson from PETS ceremoniously accepts the keys to W2 441 from Kym Smith of Bendigo Tramways on 15 March 2005. Car 441 was still in traffic with Bendigo Tramways at this stage, but was removed from service later that day when word was received that it would be departing for Perth on 17 March.

Bendigo Tramways

The first Work-for-the-Dole project on tram No. 21 was completed over Easter, with the second project commencing the following Tuesday. No. 21 looks resplendent in its green and cream livery, and its freshly varnished interior. The tram now only requires some final electrical and mechanical work together with its signwriting and pin-stripping before it can re-enter service. A second project will involve refurbishment of maximum traction tram No. 138.

The overhaul of the second ex-Brussels truck, which will be placed under Geelong No. 2, has been completed. The shortened wheelbase of 8ft necessitated the replacement of the General Electric CP27 compressor with a smaller Westinghouse DH10 compressor.

Trams on the move

Late February, March and early April was a busy time in Bendigo, with no less than eight trams being unloaded, loaded or, in one case, both.

The first two trams to arrive were SW6 880 and SW6 918 which were allocated to Bendigo by Victrack. They arrived on 23 February.

W7 1017, en-route to the Perth Electric Tramway Society from Victrack, arrived the following afternoon and was checked over and given several runs before departing for Whiteman Park on 1 March.

Y1 610 arrived in Bendigo on 9 March, and was quickly checked over, serviced, cleaned and made operational. Although the tram was sufficiently presentable to be on display for the launch of VR No. 41, further work will be required before it enters service in Bendigo.



The low loader is driven away to enable Y1 610 to be lowered onto Bendigo rails on 9 March 2005.

Bendigo Tramways

SW6 880 is being unloaded in Tramways Avenue on 23 February 2005.

Bendigo Tramways



W2 441 departed Bendigo on 17 March on long-term loan to the Perth Electric Tramway Society.

As reported above, VR 41 was loaded on 31 March and delivered to Haddon. This transfer provided the opportunity for a return load, and accordingly 'Gold Tram' No. 45 returned to Bendigo on the same day, after four years in Ballarat. No. 18, as it is known in Bendigo, was unloaded on 2 April, with Z1 class No. 11 then being loaded and transported to Woodvale for offsite storage. No. 18 has since been placed in storage awaiting repainting.

Congratulations and welcomes

We take this opportunity to welcome Michael Pope and Greg Robinson, who together with Graham Wood have completed their training as conductors.

Easter torchlight procession

The Easter torchlight procession was held on the evening of 27 March with eight trams participating in the procession from Pall Mall to Lake Weeroona. The trams in this year's procession were Nos. 33, 30, 5, 19, 7, 31, 15 and 36.

As the sun rises over Bendigo, W2 441 is loaded for transport to Perth on 17 March 2005.

Alice Williams



LOFTUS

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

www.sydneytramway.museum.com.au

From Michael Giddey and Howard Clark

Laurie Gordon honoured

Auburn Council recognised one of its exemplary residents in the Council's 2005 Australia Day Awards.

Laurie Gordon, who joined the Museum in 1959, has been honoured with the Australia Day Citizen Award for his service to the community. Laurie has been a lifelong resident of Auburn; his family settled in the area in 1913. He works tirelessly as a volunteer on community groups and committees to preserve the way of life he holds dear.

An active member of his local community, Laurie regularly campaigns to protect buildings and parklands throughout the Auburn area with the goal of seeing his fellow residents enjoying the many facilities available to them. He also spends a considerable time helping to maintain the native bushland along Duck Creek.

As well as being a long-time member of the Museum, Laurie is a member of the Lidcombe Heritage Group, Friends of Duck River, Auburn Greenspace and Auburn Historical Society, in which he has been involved since it started around 1970.

Congratulations, Laurie, on the receipt of your award.

Changes

John McFadden has taken over the position of Secretary from Bob Merchant. Bob is now Assistant Secretary and will continue to handle the correspondence generated through our web site. Bob has also taken on the Membership Secretary's position in which he has been acting since 2001.

NSW Department of Lands grant and loan

We received good news in April from the Hon. Tony Kelly MLC, Minister for Lands, of a grant of \$7000 and a loan of \$3000 (repayable over five years at five percent p.a.) towards the replacement of the boundary fence on the highway side of the museum reserve. Our local MP, Paul McLeay, Member for Heathcote, visited the Museum on 13 April to confirm the advice. Paul enjoyed a trip on C 29 to our north terminus and back.

Canberra Tradesmens Union Club

Due to major refurbishment and upgrading works at the Canberra Tradesmens Union Club a number of

tram bodies have been or shortly will be removed from the club. Only four cars will remain when the works are completed (Sydney C 37, P 1729, R 1806 and Melbourne cable trailer 589). Adelaide D 156 will remain in the adjacent motel. The other cars including those already off site have been donated to the Sydney Tramway Museum, with the exception of Hobart 120 which has been donated to a private individual, Jeremy Keys, in Hobart for restoration.

On 29 March, 12 unpowered bogies were delivered to Loftus along with two steel overhead poles and fittings (ex-William Street, Melbourne). All but two are Melbourne No. 1 trucks. The other two are No. 15



Our local MP, Paul McLeay, Member for Heathcote, visited the museum to confirm the advice we had obtained a grant and loan for the highway boundary fence replacement. Paul suggested that our junior members Sam McGuinness (on tram) and Mitchell Skillcorn, and conductor Rupert Hughes join in the photograph.

Bob Merchant

trucks originally acquired by the Museum in 1990 when we purchased W5 car 792. Six of the trucks had been stored on behalf of the Museum for some time whilst the remainder were part of the current donation.

Terry Thomas and the workshop crew have removed wheel and axle sets from two of the trucks for despatch shortly to Victoria. There they will be fitted with new solid wheels prior to being sent to Christchurch to enable overhaul of the trucks under restaurant car 411. This car is of course still owned by the Museum.

The tram bodies involved in the current donation are Brisbane FM 499, Melbourne Q 139 and W2 447, Victorian Railways cars 48 and 49 and Sydney R 1819. Two other cars, Melbourne L 102 and Adelaide H 356 are also included. However, due to their placement within the confines of the club, sadly it is not possible

for them to be removed intact and they will need to be dismantled in situ.

The Museum, if it sees fit, is able to pass on any of the donated cars to another COTMA museum which may have an interest in them. Steps have been taken to notify COTMA of this position.

J car 675

Recent events at Bendigo Tramways, which resulted in the retrenchment of 11 staff during March, have created a major setback to our restoration plans for this car. It was necessary for us to notify NSW Heritage of the likely delay in the restoration timetable, although we remain hopeful that the final milestone for completion of 30 May 2006 can be achieved. Talks in

Forty Years Ago

The Deputy Premier of NSW, Hon. P.D. Hills, addresses the assembled crowd during the inauguration of electric tram operation at the Museum's old National Park site on 13 March 1965. Ric Francis collection



Deputy Premier Pat Hills drives L/P car 154, the first electric tram preserved in Australia, up to then, through the ribbon to declare the electric tramway service open. Shire Pictorial





Rails and pointwork have been completed for the top shed yard and concreting continues. On 13 April, Bob Cowing directs operations as Vic Solomons, Terry Thomas and Tom Tramby prepare for finishing off a load of surplus concrete from Concrete. Generally, only short notice is received that a load is on its way.

Bob Merchant



Before the first load has been finished off, a second load arrives. Rupert Hughes, on traffic duty, has come around to see what is going on, having seen the two concrete trucks arrive. Four cubic metres of free concrete were received during April.

Bob Merchant

Bendigo in recent weeks have enabled us to negotiate the employment on our behalf of fitter Wayne Taylor from early May, which will enable which will enable a start to be made on the project.

Bendigo Tramways has also served notice on the Museum to remove two other cars from Bendigo (Hobart 20 and Sydney R1 1951) along with other bogies and equipment by later in the year. This has placed additional pressure on us to find alternative storage for these cars.

Old Site

Recently an inspection was carried out of the old site building across the highway, with our builder adviser Steve Johnson and an engineer. The objective is to prepare a report for National Parks on works required to rectify structural problems, particularly relating to

the roof, with a view to the building's re-use for passive storage of reserve cars in the Museum's collection.

Vale – Graham Beller

It is with regret we advise that Graham Beller was diagnosed with liver cancer in September 2004 and passed away on 29 January 2005 at Calvary Hospital, Kogarah.

Graham's wish was to have one last ride on a Sydney tram and have his funeral service at the museum.

On 3 February a large crowd assembled in the museum's Sutherland-Lakewood Picnic Area for the service, conducted by the Cronulla branch of the Salvation Army, of which Graeme was an active member. Graham's coffin was carried on O class



Graham Beller's casket was carried on O class car 1111 before his funeral service was conducted in the museum's picnic area on 3 February 2005.
Don Campbell

A scene in Tramway Avenue during the Museum's Tramway Festival on 20 February. Single truck cars Sydney C 29 and Bendigo Birney 11 prepare to take centre stage.

Bob Merchant



The NSW Railways Band provided entertainment during the afternoon. Bob Merchant



car 1111 to the northern terminus and return with mourners travelling on it and P car 1497.

Our deepest sympathy is extended to Graham's wife Vicky and daughters Laura and Madeline.

Tramway Festival

Sunday, 20 February saw the first phase in the celebration of the Museum's 40th anniversary of electric tramway operations. Our annual tramway festival again proved to be an outstanding success. The special day caught the attention of the media, as such an event is considered a milestone for any organisation.

Tram operations included the use of coupled Sydney O class cars 1111 and 141s which ran several trips over the National Park line. Sydney P car 1497 and L/P 154 ran in convoy to National Park while Brisbane cars 548 and 295 formed another combination.

Bendigo Birney car 11 and Sydney C car 29 ran several trips on the Sutherland section of the Museum's line. The range of trams from Sydney and other cities demonstrated the uniqueness of the Museum's fleet, with a total of some ten cars being used to provide a varied riding experience for our visitors.

In keeping with tradition, a bus service using preserved vehicles was also operated. Thirty-one-seater 2878 ran to Sutherland whilst, due to overhanging trees on the Sutherland route, double-deckers Leyland 2316 and AEC 2352 operated to Engadine.

Members of the New South Wales Railways band enjoyed themselves providing lively and popular entertainment. Their music was an interesting and pleasant interlude between the many tram rides on offer.

Ian Hanson was the coordinator for the event, and was assisted by Bob Merchant with publicity for the day. Others involved included David Critchley, Hayden Holmes and his traffic staff, and our maintenance team, in particular Bill Parkinson, Bill Jolly and Mark Newton. We also thank members of the HCVA and the Parker family for providing the buses.

40th Anniversary of electric tram operation

Saturday, 12 March marked an important milestone in the history of the Museum with celebrations to mark the 40th anniversary of electric tramway operation at Loftus. In 1965, L/P 154 inaugurated electric tram operations at our old site on the edge of the Royal National Park. Through the continuing efforts of the Museum's Members and Friends, electric trams have been operating at Loftus ever since. In that time, and

despite threats from bushfires, torrential rain and flooding, bureaucracy, hailstorms, and even a complete move from one site to another, we have never missed a Sunday of operation, surely an amazing achievement for a group of volunteers.

More than 100 Members and Friends, some travelling from as far away as Perth, Melbourne and Canberra, gathered at Loftus to be part of the historic event. In the warm afternoon sun, Master of Ceremonies Colin Gilbertson welcomed visitors and took us for a journey 'down memory lane' highlighting significant events for the Museum in the past fifty five years. Col also highlighted some of the changes that had occurred since 1965. For example, a number of current Museum exhibits, including Brisbane 295 and 548 were still in passenger service in their home city in 1965, while trams such as Berlin 5133 had not been built and Melbourne Z2 111 was not even a twinkle in its designer's eye!

Following the welcome, a number of group photos were taken capturing many of the people who have contributed to the success of the Museum over the years. Photos were taken of the members present with membership numbers 1 to 10 then through to 50, the crews of the first two journeys, members who were at Loftus on 13 March 1965, members who were born after that date, our traffic staff, and many others.

At 2:37pm, the same time as the first official run in 1965, L/P 154, crowded with many Members and Friends departed on the official 40th anniversary trip. The original 1965 crew of Driver John Moffitt and Conductors Peter Kahn and Ric Francis repeated their 1965 roles. The tram travelled initially to Sutherland, stopping briefly 500 metres from its starting point to represent the entire length of the first journey.



Seventy-six of the over one hundred members present on the day appear in this view.

Randall Wilson



Our present and some past traffic staff, 34 in all, stand with L/P 154 as a suitable backdrop to the scene.

Randall Wilson

On the return journey it continued to the Royal National Park. L/P 154 stopped for photos adjacent to our old museum site and just metres from the start point of its 1965 journey. The overflow of passengers on these trips was accommodated in Melbourne Z2 111, representing the latest and most modern tram in the Museum's collection. It was built 14 years after the Museum opened.

The afternoon concluded with rides on the trams that were used on the first day of electric operation, R 1740, O 1111 and L/P 154. Unfortunately, K 1296, which operated the first scheduled electric tram service in 1965, remained in the Display Hall due to

electrical problems. Those Members and Friends staying for the evening barbecue were treated to a brilliant orange sunset. Thus the first forty years of electric tram operation at Loftus has passed and the Museum is looking towards the consolidating its successes in the next forty years.

Correction

The caption for the photos of our new toilet block on page 35 of the November 2004 issue stated that the windows were specially cast for the project. This is incorrect. They were obtained from a demolished signal box and stored until we found this use for them.

Members with membership numbers 1 to 40 joined the newly incorporated Museum in 1959-60. Those present on 13 March included (left to right) Victor Solomons (membership No. 28), David Keenan (8), Howard Clark (33), Ronald Jackson (17), Norman Chinn (1), John Shoebridge (21), Noel Reed (7), Clyde Shoebridge (40), Ted Davies (10) and Richard Hall (36). Also present were Laurie Gordon (16), Peter Kahn (27), David Fairless (30) and Phillip Parker (35).

Randall Wilson





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