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TROLLEY WIRE

AUSTRALIA'S TRAMWAY MUSEUM
MAGAZINE

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Victorian Transport Minister Peter Batchelor (right)
hands the reverser key for 965 to the Danish
Consul-General to Australia Jørgen Mollegaard at
Preston on 10 November 2005. Kelman Bavin is at the
controls of the tram.

Howard Clark

Front Cover:

Looking resplendent in its fresh green and cream paint, 965 gleams in the sun as it waits off-stage for the official handover by the Government of Victoria to the Danish Consul-General on behalf of Crown Prince Frederik and Crown Princess Mary at United Group Rail's Preston Service Unit on 10 November 2005.

Howard Clark

DESTINATION DENMARK

Melbourne SW6 965 – A Right Royal Tram

By Howard R. Clark

Just two days before 965 was due to arrive at its destination in Aarhus in Denmark, the headline 'Containers washed off Maersk ship' headed the international news page in the shipping industry newspaper. Alarm bells as to the fate of 965 immediately rang in my mind. The underlying story referred to 58 containers lost overboard in the North Sea, of which 9 were washed up on Dutch beaches, spilling forth cargo such as sports gear and Barbie dolls. No mention of a tram!

Fortunately for all those involved with 965, it was at that time some distance away, heading for Aarhus. The tram was lashed midships high and lonely, dwarfed by stacks of containers fore and aft on the mighty *Gudrun Maersk*; a ship named by Crown Princess Mary in 2005 and then the largest container ship in the world at 7,000 teu capacity (defined as twenty foot equivalent units [standard container], and more than eight times the size of the ship referred to above).

In an e-mail of 19 February 2006 Mikael Lund, Chairman of the Danish Tramway Museum (DTM), announced "With great delight I am pleased to advise that MMTB 965 safely arrived in Aarhus yesterday morning.... exactly as planned." Good news indeed!

Thus the next chapter in the life of 965 is about to begin after a voyage on two ships: first as break bulk

cargo from Melbourne on *Maersk Tokyo* via Yokohama, Japan with transshipment there; thence to Denmark on the bigger ship. In all the journey took 44 days and close to 32,000 kilometres. The story of how this came to pass goes back many years, with a gathering momentum since late 2003.

Mikael Lund first came to my attention some ten years ago when long time shipping identity, Jim Israel, provided advice and assistance with the shipping of the Berlin cars to Sydney. Jim asked if I had met the 'Great Dane' as Mikael was nicknamed when he was working for a time in Australia with P&O during the early 1970s. Hence Mikael has long held an interest in Australian trams as well as those of his native Denmark.

Soon after Greg Sutherland visited DTM in 2003, and knowing of Sydney Tramway Museum's (STM) success in transporting several cars to Australia, Mikael sought our advice to assist DTM in their quest to obtain and exhibit a suitable Australian car and help find sponsors for transport to Denmark.

DTM indicated a preference for a pre-war car with varnished interior. This was narrowed down to a Melbourne W2 or W5 variant, as a non operational Sydney R car would, as with most museums, only add to the list of restoration works already in the pipeline.

With its destination blind set to 'Denmark', car 965 is adorned with the Danish and Victorian flags and a banner from Maersk Sealand to mark the handover ceremony on 10 November 2005.

Howard Clark





Car 965 is prepared for loading onto the Tokyo Maersk at East Swanston Dock on 5 January 2006.
Maersk Australia

965 is hoisted aboard the Tokyo Maersk and will occupy a position at the stern of the vessel.
Maersk Australia



A W2 became the target vehicle, although after a short while Mikael accepted the non-availability of any in reasonable condition and a strategy for obtaining a later series W became the focus of attention.

The cultural gift of SW6 930 to Edmonton at the end of 2003 caused us to raise with Mike Ryan, Heritage Co-ordinator with the Victorian Department of Infrastructure (DOI), the idea of a similar gift to Denmark. The cultural links seemed more compelling given the impending marriage of an Australian to the Crown Prince of Denmark.

Sponsorship was the other question. With dwindling numbers of shipping lines servicing the European trade we advised DTM to seek a sponsor at their end. With Maersk being Danish and one of the largest container lines in the world, and other Scandinavian lines in the car carrying trade, opportunity seemed to be in Mikael's backyard. Before pressing the proposal too hard at our end, it was stressed that at least in-principle support to cover transport costs was needed before any formal approach would be made to the Government on behalf of DTM.



965 on the dock at Yokohama during trans-shipping operations on 17-18 February 2006. The tram was loaded onto the Gudrun Maersk during the night of 18-19 February.

A.P. Møller-Maersk

Mikael seized upon the royal connection with vigour, and using the historic precedent of Thai elephants being gifted to the Royal household and housed in the Copenhagen zoo, sought the support of the Royal household in accepting a possible gift of a tram from Australia for safekeeping at DTM. Thus obtaining a Royal tram became a goal!

Following the Royal marriage in May 2004, and after DTM had provided assurances in relation to shipping costs, STM in June formally wrote to Mike Ryan at DOI seeking the gift of a suitable car on behalf of DTM. We pointed out that both Crown Prince Frederik and Crown Princess Mary had spent time in Melbourne, and would be requested to receive such a gift on behalf of DTM.

News of a planned Royal visit to Australia in March 2005 had filtered through by late 2004. Howard Clark

and Greg Sutherland held briefing meetings in Sydney with the Royal Danish Consul-General, Mr. Jørgen Møllegaard Kristensen and his staff, to advise on proposals being developed between the two museums. Jørgen Møllegaard responded with great enthusiasm.

Advice came in due course to the effect that the Royal household would approve of a possible gift so long as the museums ensured it came with no strings attached and costs being borne by other parties. All agreed this was no barrier as sponsorship for the project appeared close. At around this time at DOI Mike Ryan had been working away in Melbourne and had secured encouraging signals from senior staff in the office of the Victorian Transport Minister, the Hon. Peter Batchelor, without any hint of formal approval.

With the Royal visit approaching the proposed itinerary revealed that the Royal couple would be

Looming through the fog, the Gudrun Maersk is aided by a tug as it approaches the APL container terminal in Aarhus on 18 February 2006. The tram, now exposed after containers were unloaded at previous ports of call, can be glimpsed towards the bow of the ship.





Another view showing the tram on its flatrack as the Gudrun Maersk berths in Aarhus.

Niels Åge Skovbo

spending most of their time in Sydney, with unfortunately just a few hours in Melbourne en route to family time in Tasmania. Two possible dates for a 'symbolic handover of keys' by Minister Batchelor at receptions in Sydney were discounted as such protocols in another State were inappropriate.

Meanwhile with no official word on the proposals, the ever enthusiastic Mikael was prompted to write "You Aussies are certainly keeping us Danes so many miles away in real suspense". On this and subsequent occasions he was advised to be 'patient and persistent' which in reality was a ringing endorsement of the achievements of DTM over many years (e.g. the return of ex-Copenhagen cars from Egypt to DTM), and a reminder to him of the three tiers of government in Australia.

Soon before the Royal visit Mike Ryan advised of in-principle support from the protocol people in the Department of Premier and Cabinet, and hopes were raised that the tram might rate a mention during the welcome address in Federation Square. Unfortunately the Transport Minister would be overseas at that time,



Although now exposed, the tram was well protected by containers during the long sea voyage.

Niels Åge Skovbo



Its official position on board was '1-07-86' which translates to third row from the bow, third layer and fourth position on the right-hand side of the centre. A flatrack was used for transport as the tram exceeded the length and width of a standard forty-foot container.

Niels Åge Skovbo



Unloading took place around noon, with No. 965 being landed in Denmark.

Niels Åge Skovbo

Once off the ship, 965 was taken to a quiet corner of the terminal for unloading from the flatrack and loading onto road transport for the journey to the museum.

Niels Åge Skovbo



A mobile container crane was used to lift 965 from the flatrack and onto the road trailer. The whole operation took just 90 minutes.

Niels Åge Skovbo



so again in Danish eyes the project received another setback.

It was suggested that the Royal Danish Consul-General write direct to the Minister, which he duly did on 23 March 2005. By this time A.P. Moller-Maersk had confirmed their agreement to transport a tram and a container of spares from Melbourne to Denmark, without cost to the Royal household or the Victorian Government.

The project received continued support from COTMA representatives at regular DOI meetings, and both Mike Ryan and Ian Cordwell from Victrack supported the proposals, having checked the bona fides of DTM as a worthy custodian of a Melbourne tram. Briefing notes had been provided to the Minister. Indeed DTM is one of the finest tramway museums in the world.



A two-hour stop-over was made in the Aarhus city centre where the tram was on display, the city's citizens being the first to view the royal gift.

Niels Åge Skovbo

Finally in late June 2005, formal approval was given by the Minister for Transport for a suitable Melbourne tram to be made available as a gift to the Royal couple. The letter to Mr. Jørgen Møllegaard stated in part "I am pleased to advise that the Victorian Government agrees to the donation of a tram in recognition of the growing ties between Melbourne and Copenhagen. You can be assured the tram will be a fitting reminder of Melbourne's tramway heritage and will give the Danish Tramway Museum and its visitors much enjoyment over the years.....I trust the W class tram will be warmly received by the Royal Couple and the people of Copenhagen."

Now we were cooking with gas!

The next question was the selection of a suitable tram. By this time Mikael had accepted that an SW5 with its timber windows would not be sufficiently robust in the Danish climate and an SW6 or similar car would be preferable. The guru on W series trams, Mal Ashworth from Yarra Trams, was asked by DOI to

identify a tram in suitable condition from the reserve fleet. Mal nominated 965 at Preston as the preferred car, noting however the poor condition of its trucks. To enable a truck exchange to occur, Mal and Ian Cordwell visited Newport workshops and selected SW5 809 as the donor car, and it was duly transported to Preston.

United Group Rail - Preston Service Unit (the former MMTB Preston Workshops, renamed from Alstom Preston Service Centre following the purchase of Alstom's Australian transport business by United) was contracted to carry out suitable refurbishment works on the car. These works included:

- a repaint of the car, including drivers' cabins
- an internal clean, replacement of any damaged seat cushions, and floor repairs as required
- a technical assessment of the electrical and mechanical components
- a bogie exchange using serviceable bogies with good wheels from donor car 809

965 is on display in Banegårdspladsen near the main railway station in Aarhus.

Morten E. Storgaard



Filmed by a TV cameraman, 965 departs Aarhus for the 250km journey to the museum.

Asger Christiansen



En route from Aarhus to the Danish Tramway Museum at Skjoldenæsholm.

Morten E. Storgaard

- tests on motors and checks/replacement of bearings as necessary and replacement of pole carbons
- operational testing and brake charting.

Our car 965 was stored off track in the plate shop at Preston, parallel to the one operating road. Thus with little effort 965 was moved to operating rails and transferred to the paint shop alongside Sydney 1808 and two trams (856 and 862) then in undercoat for repainting as Christmas trams for City Circle service.

The works as planned would ensure 965 would give pleasure to anyone with a Viking heritage, be the envy of tramway museums everywhere and indeed be more than fit for Royal patronage! Given that more than 170 similar trams remain stored with an uncertain future, amid a general attitude of apathy, we can only marvel in these times when disaster and death seem to dictate our media, that a good news story and a positive diplomatic activity enhancing cultural links and tourism between countries, can create a sense of relief and cause a positive stir in emotions not envisaged by any of those close to the project. Indeed we could

possibly claim that 965 has received more and enduring media coverage than any other tram!

Credit must be given to all the staff of United Group Rail – Preston Service Unit, particularly Sam Assetta, Kelman Baum, Barry Evans and George Parker for their sterling efforts in the refurbishment of 965. Progress was swift, and Mike Ryan advised that 965 should be ready for handover in late October/early November, subject to usual protocols.

At this stage the project with 965 had not received media attention. However by mid October, *The Age* newspaper became aware of the story. With impeccable timing, a public announcement was made and the paper was given access to the tram and published the details under the heading 'W-class tram for the Royal garage' in the issue of 15 October 2005.

Here we must revert to Mikael who reported to his museum members, "But while the Victorians may not have been quick enough off the mark in March, they did manage to choose exactly the right moment to announce the gift the second time around, namely on 15 October – the exact date (several hours later Danish



A test run was made on 19 February along the museum's 3km line with snow on the ground. Morten E. Storgaard

time) when Crown Princess Mary gave birth to the new heir to the Danish throne on the other side of the earth. They must have had a good crystal ball in Melbourne. The perfect timing also meant that the gift was given publicity in all major Danish media."

In Australia the gift of the tram outweighed the gift by the Tasmanian government of a pair of Tasmanian devils and prompted a marvellous cartoon in the freely distributed newspaper, *MX*. Other States failed to do little more than send best wishes. Never has a tramcar received such positive and ongoing publicity. So it has been since. We understand enquiries for trams have outweighed interest from the Moscow and other zoos in Tasmanian devils!

The Managing Director of Maersk Australia, Mr. Soren Houman and his National Operations Manager, Captain Sharad Bhashin, gave their enthusiastic support for the project. Captain Bhashin and Howard Clark met in Sydney on a couple of occasions and COTMA representative Rod Atkins, a senior executive with competitor company, Evergreen, provided valuable advice and technical assistance on the peculiarities of transporting tramcars.

Mikael Lund travelled to Australia for the handover ceremony. Because of the timing, Jørgen Møllegaard, Mikael, Greg Sutherland and I travelled to Melbourne the previous day and joined COTMA representative, Rod Atkins and local tram historian, Paul Nicholson. All six of us had a very enjoyable pre-ceremony welcome and dinner aboard Melbourne Tramcar Restaurant W2 car 442. At the least this gave Mikael his chance to relive his nostalgia for W2 cars and he was not disappointed!

The formal handover ceremony at Preston Workshops was arranged by DOI and Victrack for 10 November 2005. At 11:00am Minister Batchelor presented the magnificently refurbished tramcar to the Royal Danish Consul-General, Mr. Jørgen Møllegaard Kristensen in front of invited guests, members of the local Danish community and media.

The ceremony was an enjoyable event with speeches by the key parties and the formal handover of the controller handles by Minister Batchelor to Jørgen Møllegaard was followed by a short drive under the watchful eye of Kelman Baum.

For posterity a magnificent brass plaque was mounted on the drop centre panel, giving clear details of the gift by the Victorian Government. The wording on the plaque was carefully agreed between the parties in the weeks before the presentation. The event was followed by refreshments. Afterwards a number of us, including Mikael, Greg Sutherland, Mike Ryan and Ian Cordwell were guests at lunch hosted by Mr. Jan Ravnholt, the honorary Consul-General for Victoria.

With the ceremonies over, Ian Cordwell and Mike Ryan set about co-ordinating transport arrangements for 965 to ensure that departure from Preston with Arthur's Transport went smoothly on 19 December 2005. The spare parts would have to wait until the new year.

965 left Melbourne on *Maersk Tokyo* for Yokohama via Brisbane on 5 January 2006. There it was transhipped to the *Gudrun Maersk*, which sailed from Yokohama on 19 January and called into Yantian, Hong Kong and Tanjung Pelepas in Malaysia. It

The test run in progress on 19 February 2006. The only problem encountered was the height of the overhead which, at 6 metres, is designed for double-deck trams.

Morten E. Storgaard



The brass plaque attached to the side of 965 records the presentation of the gift to the Royal couple to be operated at the Danish Tramway Museum.

Howard Clark

arrived at Felixstowe on 11 February, then called at Rotterdam, Bremerhaven, Gothenburg and finally the new container terminal at Aarhus.

Because of snowy conditions and intense fog it arrived a few hours late on 18 February 2006. The tram was unloaded at noon. Within 90 minutes the car was on the move for a two hour stopover at Banegårdsplassen in the city of Aarhus, which lost its trams in 1971. It then made the five hour 250 km road trip to DTM at Skjoldenaesholm near Jystup, between Ringsted and Roskilde in Mid-Sealand. It was unloaded using a portable ramp from the trailer at 9:00pm the same day.

Following a precedent set by 930 in 2004 in Canada, car 965 was also sitting on unfamiliar snow-covered tracks. It was ready for a test run at noon the following day. We understand all went well with the test which revealed the only problem to be overcome was because the overhead is higher than in Melbourne so as to

This location was the scene for the photographs appearing in the Australian press. The signs on the dash and side of 965 are of magnetic material designed to not damage the tram's paint.

Morten E. Storgaard





Car 965 waits in Hawthorn Road for 1037 to depart from East Brighton terminus, 1 December 1984.

David Keenan

965 runs along Truganini Road towards Carnegie terminus on 3 December 1983.

David Keenan



Car 965 in the leafy surrounds of St Kilda Road operating a Malvern-Burke Road service on 12 October 1996.

Jeffrey Bounds



965 carrying its first advertising livery for Maxwell Computer Centre – St Kilda Road, 26 November 1988.

Ken Craven

At the intersection of Flinders and Swanston Streets and advertising channel 7's Home and Away program.

David Keenan



accommodate double deck cars. The media coverage of this event was widespread on both sides of the world with photos in several mainstream newspapers.

For all of those involved, the project has resulted in strengthening close relations between the various COTMA museum groups in Australia and our counterparts in Europe. Mikael Lund created much goodwill during his short visit, and afterwards on his brief return to Sydney he even managed to fit in an overnight stay at Kurrajong with his old friend Jim Israel before a quick pub lunch in the Lord Nelson at The Rocks, then to STM for the Sunday afternoon before flying to Auckland later that day.

Thanks are due to Mikael for his infectious enthusiasm, patience and persistence with us; to Transport Minister Batchelor for his support; and in particular to Mike Ryan and Ian Cordwell.

The enthusiasm from the outset on the part of the Royal Danish Consul-General, Jørgen Møllegaard was a pleasure for all who dealt with him. One cannot forget the shipping line Maersk for their sponsoring the transport of 965. This follows the long standing tradition amongst shipping lines serving Australia over the years such as Maersk and P&O, recently absorbed into Maersk, of assisting with the provision of available space support to charitable, volunteer or sporting bodies to help with their objectives.

965 freshly painted and photographed in its neat Bushells Tea advertising at Preston Workshops. Buspak



965 in Swanston Street at Bourke Street in an advertising livery for Daimaru, a Japanese-owned department store at Melbourne Central, September 1991. Ray Marsh

965 turns from Bourke Street into Spring Street bound for Victoria Parade and Brunswick Street where it will terminate and return to St Kilda Beach, 25 September 1992.

Ray Marsh



The final word in this chapter must go to Mikael for his comment "Meanwhile from our side we want to say a warm thank you to all our partners in this whole project for the dedicated effort to make this a success beyond all expectations."

A formal Royal handover ceremony is planned at the Danish Tramway Museum in May or June 2006.

The historical data set out below and photos of 965 over the years, have come from a number of people



965 in St Kilda Road on a St Kilda Beach service on 27 March 1993. It is advertising Australia Post's 'Express Post' Next Day Delivery.

Ken Craven

965 in Australian Air Express 'Next Flight' livery, turns from Gisborne Street into Victoria Parade and follows 1018 in September 1993. Ray Marsh



including Rod Atkins, Lindsay Bounds, Ken Craven, Graham Jones, David Keenan, Keith Kings, Robert Lilburn, Ray Marsh, Paul Nicholson and Ross Willson to whom we owe thanks.

Car 965 was one of ten cars built in the 1950/1951 financial year by the MMTB at Preston Workshops. It left the blacksmiths shop on 3/3/1950, moved into the body shop on 7/3/1950, to the paint shop on 23/6/1950 and was released for service on 23/10/1950 to Glenhuntly depot. When delivered 965 had dash canopy lighting which was replaced with standard headlights in February 1954. It received an O1 overhaul in 9/1966, O2 overhauls in 4/1958 and 10/1987, and O3s at least in 2/1962 and 2/1964. Marker lights were fitted in 7/1971. The roof was recanvassed with fibreglass sealing in 10/1987 and the car was fitted with aluminium-framed sliding doors in place of the timber-framed ones.

The car became an all-over advertising car in September 1988. It remained allocated to Glenhuntly depot before transfer to Malvern in the intervening period, before transfer to Brunswick (8/1993) and East Preston in early 1994, returning to Malvern (5/1996) after it returned to service in traditional colours. The car also was noted at South Melbourne depot before being recorded as stored at Preston in June 1999, although dates of the repaint and this last allocation are not known.

During the period between 1987 and 1996 when 965 was in all-over advertising, it appeared in at least the following schemes: Channel 7, Maxwell Computer Centre, Bushells Tea, Daimaru Department Store, Michels, Novotel, Express Post, and Australian Air Express.

ADELAIDE'S NEW TRAMS

Adelaide's first Flexity trams arrive

Adelaide's first Flexity trams were unloaded at Outer Harbour on 15 November 2005. One of the three cars in the first shipment, No. 103, was damaged in a storm when machinery shifted on board the ship and it was delivered to Bombardier's plant at Dandenong, near Melbourne on 19 November 2005 for evaluation.

The two undamaged Flexity cars were unloaded at Victoria Square on 22 November after the last service car had departed. The first tram to arrive was 102 at around 12:30am. It ran under its own power to Glengowrie Depot and arrived at the depot around

3:30am. At 4:45am the second tram, 101 arrived from Outer Harbour and was slowly lowered onto the track after a few minor hiccups, including a slight derailment when it was coming down the ramp.

Notices were put up at the stops announcing that the new trams would be doing training runs early in the morning. Local residents received letters warning of a two-week period of testing between midnight and 5:00am that finished in the first week of December. Some daytime testing followed. The drivers said they were very happy with the new trams.



The overhead was raised before unloading. Tram 102 on its trailer is flanked by a tower wagon and bucket truck.

Trevor Triplow



Car 102 ready to be rolled onto the track at Victoria Square.

Trevor Triplow



On 5 January 2006, the new trams were available to the travelling public. Adelaide's third Flexity arrived at Outer Harbour on 6 January. It was transported to Victoria Square in the early hours of 9 January. The convoy set out from Outer Harbour at midnight and 104 was on the rails in Victoria Square around 2:15am. Some modifications to the ramps were made at the last minute using an oxy torch. 104 then made its way off the trailer, being restrained by straps attached to a truck which travelled next to the tram.

Volunteers test new Adelaide trams

TransAdelaide invited volunteers to come to Victoria Square at 11:30pm on 20 December to load-test a new Flexity car. The Internet soon spread the word. Passengers, who had to pre-book, were given a token on arrival for two free cups of coffee at Shunters coffee shop at Adelaide Railway Station or at Blackwood; the token also served as their ticket.

The load of passengers was used to measure the extent of deflection of a fully-loaded car against the surface level of the platforms. Car 101 was used for the test. The height of the unladen tram was measured in Victoria Square, then about 150 passengers were weighed one-by-one to determine the mass of the total load. Several wheelchair passengers were included in



A passenger is weighed before boarding the test tram at Victoria Square on 20 December 2005.

John Radcliffe

Bombardier staff check the controls of 102 before it is driven to Glengowrie Depot under its own power.

Trevor Tripflow



the load. They entered the tram using a ramp that can be flipped over from the floor of the car to the platform.

The tram was then driven to Glenelg with stops made at about six stations. The level of the loaded car floor with doors open was measured against the level of the platforms. After a short break at Moseley Square at 1:00am, the car returned to the city at 1:30am after checking several platforms on the 'up' trip.

New trams make maiden run

The new trams commenced service on 9 January 2006 between Adelaide and Glenelg. The first tram departed from Victoria Square at 6.35am. The new German-built trams, which seat 64 people, were criticised during trials for not having enough seats.

All three new trams were taken out of service on 21 January as the weekend's heatwave proved too much for the cars' air conditioning system. Transport Minister Conlon said despite ordering bigger and more powerful air-conditioning units than those used on trams in Melbourne, air-flow hot spots were detected on 20 January when Adelaide's temperature exceeded 40 degrees. The trams' cooling systems disperse air along the sides of the car, and not in the middle. This means the air-conditioner, designed for European climates, is not directing air from above on to passengers.



Measuring the distance between the height of the floor and the tram stop platform at Brighton Road.

John Radcliffe

One of the new trams was back in service on 26 January to see if it could cope with scorching heat that was predicted to reach 39 degrees. Mr Conlon said that the opportunity was taken in the hot weather to test some air-flow improvements made by Bombardier and TransAdelaide. Changes to airflow using the electronic controls proved unsuccessful. Minor engineering changes were made and these appeared to be effective. The modifications would be made to the other tram in service. At this stage the third car was still undergoing acceptance trials.

The H class trams did not have air-conditioning. However, unlike the old trams, the new cars do not have opening windows.

Extension planned

The government announced in October 2005 the Glenelg line is to be extended 1.2km to the Adelaide Railway Station, at a cost of \$21 million, with extensions to North Adelaide, Port Adelaide and the West End being considered.

VIPs met at Victoria Square on 28 December to sample a ride on 102. The Premier, Mike Rann, Governor Marjorie Jackson-Nelson, Transport Minister Patrick Conlon and Lord Mayor Michael Harbison pose for the media before departure.

Ian MacCowan



TRAMCAR-CARRYING TRAILER - A POSTSCRIPT

From the Archives

Readers will recall that an article appeared in the November 2002 issue of *Trolley Wire* on the trailer constructed for the Sydney Tramway system by Messrs R.A. Dyson & Co. of Liverpool UK, and placed in service in 1937.

Information has now come to light on the subsequent disposal of the trailer.

Following the completion in August 1958 of the transfer of trams from North Sydney Depot, the trailer was no longer needed for the purpose for which it was built. It was advertised for sale in September 1959. An offer was received from E.A. Marr (Contracting) Pty Ltd for £505. However the Chief Engineer of the Department of Government Transport requested that the unit be withdrawn from sale and re-advertised when the date for the cessation of tramway services could be more accurately determined.

The trailer was again advertised for sale in August 1960 resulting in two offers to purchase, one from Albert G. Sims for £60 and one from Isas (NSW) Limited for £48/10/0. These tenders were not accepted. The Controller of Stores in a submission to the Commissioner for Government Transport dated 6 September 1960 recommended that:

1. The tyres and tubes be removed and placed into stock for reissue within the Department;
2. The wheel discs and brake drums be removed and sold;

3. The remaining steel structure be disposed of as scrap.

However, it was decided to take no action at that time. An offer of the unit to the Museum of Applied Arts and Sciences (now the Powerhouse Museum) was declined.

Further tenders for purchase of the unit were invited, which closed on 1 June 1961, with tender forms being forwarded to likely purchasers and advertisements being placed in the *Sydney Morning Herald* and Master Carriers' Association of New South Wales Journal. No offers were received. The Controller of Stores in his submission of 7 June 1961 felt that as no offers were received and there was little likelihood of the trailer being disposed of as a complete unit, his previous recommendation be approved. This action was approved by the Commissioner on 14 June 1961.

The Controller of Stores in a report to the Commissioner dated 7 December 1961, advised that the 16 tyres and tubes had been placed into stock, and the steel structure sold for scrap.

No offers were received for the wheel discs and brake drums and he therefore recommended that these be sold as scrap. This was approved by the Commissioner on 12 December 1961.

Reference: SRNSW: CGS4499 (12/8290).



The last duty for the trailer was the transfer of trams to the main system after closure of the North Sydney lines in June 1958. Trams were placed on the trailer at Victoria Cross, North Sydney, and unloaded in College Street in the city. The transfer of rolling stock from North Sydney was completed on 8 August 1958. This photo shows an O class car on the trailer ready to leave Victoria Cross.

Barry Tooker

HERE AND THERE

AUSTRALIAN AND OVERSEAS NEWS

Melbourne - Flinders Street flyover

On 22 November 1959 trams commenced using a new flyover in Flinders Street over King Street. Forty-six years later, the flyover has been removed, and on 22 November 2005 trams commenced using street level track in Flinders Street crossing King Street again.

The last run of the temporary route 13, which ran from Flinders Street to the Docklands during

demolition of the flyover, was the 7:30pm from Flinders Street Extension and the 8:00pm from Market Street on 18 November 2005. The last route 13 tram was operated by No. 279 with about 15 enthusiasts aboard, plus four other passengers.

Tram-O-Tel rolls into a new era

It is the end of an era for one of Lightning Ridge's unique landmarks. After serving travellers for over



The view along Flinders Street has changed considerably since removal of the King Street flyover. A1 class 242 approaches the stop at Spencer Street in January 2005

SW6 909 in a livery comprising a stylised treatment of the Australian flag for Australia Day, 26 January. It was launched on 10 January 2006.

Adam Chandler



Nos. 368 and 369 have changed ends at South Terrace and are about to reverse into the platform to load passengers after the Pageant. Single car 364 is at the rear

John Radcliffe



years, most of the trams at the Tram-O-Tel in Morilla Street are about to move on to their final destination.

Sydney R cars 1773, 1800, 1869 and 1908 came to the motel at Lightning Ridge at the time of final closure of the Sydney system. They were brought to the town by Harold Hodges to provide visitors and miners with affordable and comfortable accommodation. Miners traded their opal in the front tram (R 1908) for many years. Melbourne W2 372 arrived in November 1967 to replace car 1773 after it was destroyed by fire.

The new owners, Sandra Scott and Ian Boadle, have re-named the business 'Chasin' the Tram', and plan to replace the trams used for accommodation with self-contained cabins over the next 18 months. Ms Scott said travellers now look for better accommodation, and the cost of renovating the trams would be excessive. The front tram was scheduled to reopen in mid-January 2006 and serve as a reception office and showroom.

Final Adelaide Christmas pageant day using only H class trams

TransAdelaide fielded only 11 H class trams for the 2005 Adelaide Christmas Pageant on 12 November 2005. The trams comprised five coupled sets (Nos. 357-358, 361-373, 368-369, 371-372 and chopper set 367-370); together with No. 364, which operated as a single car. In addition, an articulated bus was hired to assist in carrying people to the city.

In recent years, 16 trams have usually been provided in connection with the Pageant. Trams were turned back at the South Terrace crossover because the Pageant assembled in South Terrace and proceeded down King William Street to the northern end of the city. In total, there were 6 motormen, 11 conductors, 3 track workers for the crossover, 2 despatchers (to use

the old parlance) and 2 security guards who supervised passengers onto the platform at South Terrace after the event.

Just before the fourth coupled set was due to arrive 30 minutes after the pageant had left South Terrace, there were over 130 people standing on the platform with another 500 queued up along South Terrace. Waiting passengers with small children made good use of the portaloos put there for crews. Crowds were cleared by 1:00pm when trams resumed running to Victoria Square.

New home for 906 in Auckland

Melbourne SW6 car 906 has gone to the Museum of Transport and Technology (MOTAT) in Auckland. The car was placed on a MAFI trailer at Webb Dock on 15 February and was loaded aboard the *Don Quijote* which sailed from Melbourne on 19 February. It arrived in Auckland at 4:00am on 26 February.

The tram was trucked to MOTAT on 1 March where it was unloaded by two heavy duty forklifts onto the Lower Barn Road and run under power to the Mechanical Workshops and over the pit for checking and servicing.

MOTAT has been getting increasing numbers of visits by school groups and it was recognised that the relatively small New Zealand trams cannot seat an entire school group, while the bulkheads and open doors on their W2 are also not desirable for transporting such groups. With the tramway likely to be extended to the Museum's Aviation, Military and Rail collections site (known as MOTAT 2), the opportunity to get a high capacity W series type tram was seen as a quick solution. School groups will soon be able to visit MOTAT then be taken in one group by tram to visit MOTAT 2, then return to MOTAT to board their buses.



SW6 car 906 is being prepared for shipping at Webb Dock on 15 February 2006.

Ian Menzies

906 travelled to MOTAT via central Auckland and is shown turning into Queen Street from Customs Street on 1 March 2006.

David Pitt



Unloading at MOTAT used two heavy-duty forklifts. The road trailer is being driven away and the tram will be lowered onto the rails.

David Pitt

Last minute news

Melbourne's new restaurant car 938 entered service on 7 March 2006. It replaces former W2 No. 442 which was expected to be withdrawn by the end of the month.

The Commonwealth Games Queen's Baton was carried on Victor Harbor horse tram No. 1 on 13 February, a Portland cable tram on 5 March and on Ballarat tram 671 on 9 March.

Streetcars roll again in New Orleans

The famous St. Charles streetcars are rolling again in New Orleans, but not on the usual route. The city's streetcars were a victim of Hurricane Katrina. The old green cars that have plied the 170-year-old Uptown route along St Charles Avenue survived. Katrina brought down towering oaks and other trees onto the overhead system along St. Charles Avenue. The hurricane toppled, broke or bent poles that supported the wiring and damaged feeder cables. No date has been set for rebuilding the overhead system.

The 24 near-new apple-red streetcars were assembled by the New Orleans Regional Transit Authority (RTA) artisans as part of a \$161 million project that restored rail service to Canal Street after an absence of nearly 40 years. The streetcars were stored at the A. Philip Randolph Operations Facility in the 2800 block of Canal as Hurricane Katrina approached the Louisiana coast. All 24 Canal Street cars, which made their debuts with considerable fanfare in April 2004, and six of the seven riverfront cars, were submerged in floodwaters. Each car may require up to \$1 million in repairs. Fortunately, the track was not damaged and the power system for the Riverfront line

and part of the Canal line was relatively undamaged.

At 10:00am on 12 December 2005, RTA workers towed one of the historic streetcars from the St Charles Avenue line from the Carrollton Barn at 8225 Willow Street to the foot of Canal Street near the Mississippi River with the aim of restoring some streetcar services. Because of their age, the Perley Thomas cars do not meet the requirements of the Americans With Disabilities Act. RTA had to obtain special permission to use the St. Charles cars which were built in 1923-24.

The successful test of a Perley Thomas car on the Canal Street and Riverfront lines enabled the RTA to bring forward the re-opening of the Riverfront line and a portion of the Canal line to 18 December 2005.

Eight of the 35 historic green streetcars launched the comeback. Car No. 930, festooned in garland and ribbon, was the first to re-enter service. Six cars are now running seven days a week. Two will be spare cars to cover breakdowns. The plan to restore streetcar services calls for the Riverfront route (the French Market to the Convention Center) to operate from 7:00am to 10:00pm each day.

A hybrid Canal route that runs from the French Market stop on the Riverfront route (where Esplanade Avenue meets the Mississippi River) to Crozat Street via the Krauss Building will operate from 6:30am to 10:00pm. This service will be free until March 2006.

Three cars will operate on the Riverfront line and another three on the hybrid Canal/Riverfront line. In the short term, the return of streetcars to Canal will go no farther than Crozat Street because of damage to the rectifiers that supply electricity to the tramway overhead system.



Vintage Perley Thomas car 961 at the corner of Canal and Peters Streets, New Orleans.

Peter Erhlich

With the agreement of the Federal Emergency Management Agency, the US Transportation Department's Federal Transit Administration is allowing RTA to use federal funds to operate the Riverfront and Canal/French Market streetcar lines.

The Department also deferred RTA's local match requirement for federal transit funds for five years. This means the Authority can buy supplies, repair trams, buses and equipment, and rebuild damaged lines using Federal transit money without having to first secure local funding.

Persuading conductors to return to New Orleans was a major problem for RTA. Many transit workers are still living on a cruise ship docked at the riverfront because their homes were destroyed by the hurricane. One man, a streetcar driver for 22 years, left his wife and daughter with family in Houston to return to his job.

Late news from New Orleans

Workers were expected to begin an \$11 million project to repair and upgrade the St Charles Avenue streetcar line on 9 January 2006. A 1.5-mile strip of the Central Business District portion of the streetcar line, from Canal to Calliope Streets, could become operational as early as October or as late as next December if neither hurricanes nor construction problems hinder progress. The first phase of the work will involve installing new overhead poles in the Central Business District.

The project combines repair work necessitated by Katrina with a \$10.75 million overhaul of the power grid and overhead system that was scheduled to begin in September 2005. This pre-Katrina plan, financed by a Federal Transit Administration grant of \$70 million,

was scheduled to be completed over two years.

The St. Charles line needed an upgrade because it is old. Also, the line's three 1940s-era substations, which supply 600 volt power to the overhead system, are all located together in the middle of the line. This happened to be where most of the Katrina damage occurred.

The overhaul includes installation of a substation at each end of the line and one in the middle. One will be near Calliope Street under the Pontchartrain Expressway, and another will be adjacent to Valence Street. The third will be in the RTA's Carrollton Barn facility. A spokesman said if the substations had been spaced out prior to Katrina, the RTA probably could operate streetcars now on each end of the line while repairing the middle. The RTA predicts the new arrangements will make the line less vulnerable. If one substation goes down, the other two can carry the load.

In early February 2006, it was announced that the Regional Transit Authority will borrow a 22-year-old portable electric substation from the Massachusetts Bay Transportation Authority (MBTA) in Boston for about a year while it continues to repair damaged infrastructure. The portable substation was last used by MBTA in 2004. It was scheduled for an overhaul when New Orleans requested it. The mobile power substation can be up and running in about two weeks subject to the overhead being operational. The borrowed equipment will allow the streetcars on the Canal line to operate from the Mississippi River to the cemeteries in Mid-City. Service will also resume from downtown to City Park. The extended service is expected to commence in mid March.

In the meantime, the green cars provide services on the Riverfront and lower Canal lines. Four or five cars



Melbourne traditionally paints two trams in festive livery for Christmas. Here SW6 856, one of the cars so treated in 2005, is in Flinders Street waiting for the lights to change at Swanston Street with the Federation Square Christmas tree in the background. Steven Altham

Melbourne's Kew Depot had the depot track fan replaced in January. Roads 1 to 6 are being asphalted while construction work is still under way on roads 7 to 12. The former overhead wiring was still in place when this view was taken on 11 January 2006.

Steven Altham



run the combined Riverfront/Canal service, with one car running every 45 minutes serving the 'upriver' end of the Riverfront line.

US railroad museum heads down new track

Trustees of the Ohio Railway Museum are changing the museum's focus to trolley cars. The trustees voted to make the change in December 2005. It had been considered for about three years, since a consultant recommended the 60-year-old museum accentuate the most significant part of its collection.

The Ohio Railway Museum is located at Worthington, a northern suburb of Columbus, Ohio. It was founded as a social group in 1945 and received its first trolley car in 1946. It was incorporated as a not-for-profit corporation in 1950 and electric operation began in 1956. Its right-of-way is part of a Columbus, Delaware and Marion line built in 1923 and closed in 1933. A major feature of the line is a steel bridge across Highway 161 which had been demolished and was replaced by the museum. Until now the museum has regarded itself as a rail transportation museum rather than simply a trolley museum.

One rail expert told the board; "You probably have the finest collection of interurban streetcars and trolleys in the [mid-west] US and you should concentrate your efforts in preserving and showing these items. There are relatively few museums that have trolley equipment and none that have the quality you have".

Since then, the 11-member board has been working to find buyers for the museum's rail collection. Some items will be scrapped, including two large cranes. New owners plan to restore others, including Norfolk & Western steam locomotive 578.

Book review

Penang Trams, Trolleybuses and Railways: Municipal Transport History 1880s-1963

by Ric Francis and Colin Ganley.

Published by Areca Books, Penang, Malaysia

111 pages, 20cm x 25.5cm, hard bound

With index and appendices

ISBN 983-42834-0-7

\$44.00 plus \$9.00 post/packing within Australia.

Available from R. Francis, 5/48 Shadwell Way, Morley WA 6062.

Oh, those days of steam trams, horse trams, electric trams and trolleybuses. These modes of public transport existed in Penang from the 1880s until, sadly, 1963 when the last trolleybus ceased to run. The early Penang planners were mindful of the fact that efficient transport for people and goods was essential for developing the economy. And over two centuries, the island developed from a trading post to a seaport and later an offshore manufacturing base for some of the world's technology giants.

The story of Penang's tramways, trolleybuses and railways is described by Dr Anwar Fazel, a former assistant city secretary for the City Council of George Town as a 'great one' in his foreword to the book *Penang Trams, Trolleybuses and Railways: Municipal Transport History 1880s-1963* by Ric Francis and Colin Ganley.

Ric Francis, an Australian transport historian, is no stranger to Penang's public transport system. He has authored books on the subject, including one on the Penang Hill funicular railway system.

Colin Ganley developed a keen interest in the local transport systems, notably the trolleybuses of George

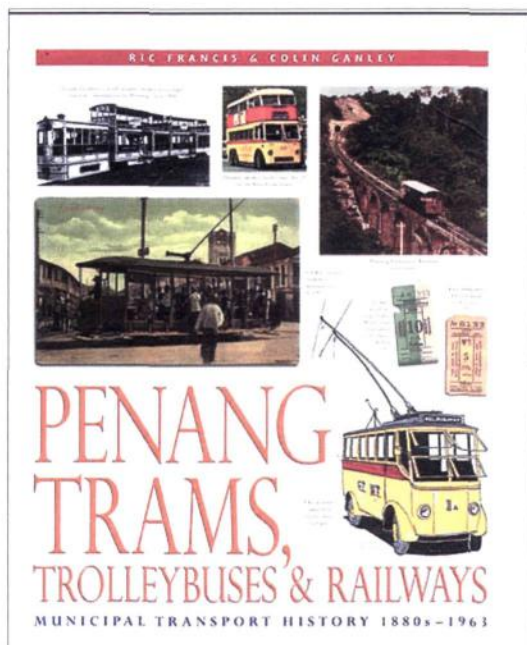
Town when he visited Penang between 1960 and 1963 during his school holidays. His father worked for the British Government in Singapore at that time.

In the 111-page book, whose publication has been supported by the Municipal Council of Penang Island, readers are given a pictorial history of the various forms of public transport used in George Town through more than 100 photographs, maps and illustrations.

The pivotal role played by the transports network in the growth of the island's economy, social and cultural life is showcased by the authors with great detail and painstaking research. They tell the tale of when the Municipal Commission established its own electricity supply, took over the tram service and started the electric trams in 1906. This service was said to provide excellent public transport around George Town, with one line going up to Ayer Itam town in the centre of the island. The late 1920s saw the municipality replace trams with trolleybuses, and even experiment with reconditioned double-deck buses from London Transport.

The municipality also operated two railways: the Penang Hill Railway, which was considered an engineering marvel when it was built, and the electric railway which transported supplies and tin ingots for Penang's foremost smelting plant, the Eastern Smelting Company. Located at the Datuk Keramai Road commercial area in the heart of George Town, the company was the country's largest and longest-running smelting plant. Eastern Smelting used the municipality's electric railway to bring tin ore for its smelting works and transport tin ingots to the harbour for export. The smelting plant closed down in 1998 because of a shortage of tin ore, high labour costs and the factory's location in the city centre.

Novices to public transport issues will find the book highly informative, particularly the chapter on the



Penang Hill funicular railway, the only one of its kind in southeast Asia.

An account of World War II from a public transport perspective, along with a chapter on the three local bus companies – Lim Seng Seng Bus Company Limited, Hin Company Limited and the Yellow Bus Service – are also interesting.

The book makes reference to the *Penang Information Guide 1951* which singles out the Lim Seng Seng bus service for offering 'every comfort to passengers'. 'Every bus is installed with a radio receiver and the seats are upholstered with Dunlopillo Cushions', the guide notes. 'The company also

Author Ric Francis speaks at the launch of his book in the new Penang Town Hall on January 2006. To his right is Dr Anwar Fazal, former Assistant Council Secretary; the Penang Council Secretary and Lady Salma Khoo Nasution, the book's publisher. The person at the far left of the photo is translating into Malaysian.

R. Francis Collection



employs a team of young, educated and polite conductresses.'

The new book was launched at the new town hall in

Penang by Datuk Ahmad Phesal Talib on 23 January 2006.

By Marina Emmanuel, Penang

BALLARAT

BALLARAT TRAMWAY MUSEUM

PO Box 632, Ballarat, Victoria 3353

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

From Dave Macartney

After the celebrations of the centenary of electric traction in Ballarat, toastrack No. 17 was returned to Bendigo on 4 November. In its place X1 No. 466 arrived for a period of storage because of space constraints in Bendigo. It has been certified to run in Ballarat, but will only venture out very occasionally at the discretion of the owners. No. 17 had made one final trip in Ballarat other than its centenary commitments on 23 October for the Museum's AGM.

During November, the substation rebuilding took another step forward when the automatic circuit breakers were commissioned. For the first time in 30 years it is now possible to turn the power on and off without having to enter the substation to set the manual circuit breaker.

The Ballarat City Council has been very active over the past few months carrying out various projects in the Gardens area, after years of discussion and planning. The roadway past the front of the depot leading to the Prisoner of War Memorial was resurfaced in scoria during November, and looks very classy. More work in the Lake precinct will take place.

The annual Springfest celebrations took place on 20 November. For the first time in several years, the event took place in pleasant weather without excessive heat or torrential rain. The result was that only 227 passengers travelled, down on previous years. Springfest attracts a largely local crowd who do not ride the trams without a good reason.

Track work took place in Wendouree Parade during late October and early November. The original 1905 rail at the southern end of the line is very worn and causing concern. Two track joints were replaced and several others will receive attention at an early date. The track on the northern half of the line was relaid in the 1930s and has plenty of life left in it.

After construction of a mobile testing module, No. 40's rebuilt motor was tested satisfactorily on 3 December. This enabled the tram to be reunited with its trucks on 15 December. While it was without wheels, the opportunity was taken by judicious placement of the packing, to eliminate the bow in the body that has long been evident. Needless to say, as soon as the body was reunited with its trucks the bow returned. Work on final painting and testing will take place over the summer period.

Paid advertising is making a return to the fleet, with local firm Sovereign Caravans taking out four spaces, two on No. 661 and one each on Nos 18 and 33. Advertising had almost faded away over the past few years, but the income generated is always welcome.

The BTM Annual Report summarises activities in 2004-05. Passengers carried came to 16,261, ranging from 7,863 in March to nil in November when the substation was out of action. Ten trams ran during the year, Nos. 8, 13, 18, 26, 27, 28, 33, 45, 661 and 671. Yet again, No. 27 topped the chart, with 1,424 km.

BENDIGO

BENDIGO TRAMWAYS

1 Tramways Avenue, Bendigo, Victoria 3550

www.bendigotramways.com

From the Tramways Manager

Overhead repairs

The reinstatement of the overhead wires was completed just in the nick of time for Christmas, with scrubber 9W making the first trip in over three months to the mine at 1:30am on 22 December.

The City of Greater Bendigo arranged for the new overhead support poles to be delivered unpainted to allow them to arrive in time for their installation and for wires to be erected. Poles were erected over three days, with the bolted bases having been installed during November. Melbourne tramway overhead contractors, Sach Infrastructure, then carried out the installation of all spans and contact wires over three nights, with testing in the early hours of 22 December. This allowed full passenger services to resume from the first tram at 9:30am that morning.

The co-operation and support of all involved in the project, especially the City of Greater Bendigo, Powercor, Vicroads, and Sach Infrastructure, is greatly appreciated, and it is wonderful to be able to operate over the full length of line again.

As an offshoot to these works, Sach Infrastructure will return to Bendigo in late January to carry out

some maintenance work on the northern end of the line, as part of an arrangement for the hire of our scissor lift truck and driver during the works in High Street.

Track repairs

During November, the City of Greater Bendigo also arranged to have a number of broken joints repaired, predominantly on the section of track that was closed temporarily. However the opportunity was taken to repair a bad joint at the Chapel Street intersection. These works, together with other joints welded up by our own crews, have significantly improved the ride of the trams on the line.

Rolling stock

Bendigo No. 21 returned to service on 8 November 2005 at a launch which recognised the contribution of all of our work-for-the-dole participants. Since then, No. 21 has been in regular service, easing the workload on the other single truckers 15, 19, and 30. No. 21 has received much praise from passengers on the standard of workmanship of its restoration, as well as being liked by crews.

Bendigo No. 21 on completion of its restoration.

Bendigo Tramways



A contact wire being strung in High Street, between Don and Vine Streets.

Bendigo Tramways



A broken track joint being repaired at the Gold Mine terminus.

Bendigo Tramways



Scrubber 9W arrives at the Gold Mine just after 1.30 am on 22 December.

Bendigo Tramways



Toastrack No. 17 returned to Bendigo on 4 November after its brief visit to Ballarat. It now awaits fitting of the 12-volt equipment and completion of signwriting before it returns to regular service.

Earlier in the day, Newstead Tramcars' X1 466 was loaded and transported to Ballarat, its new home for the foreseeable future.

Although delayed by works on the overhead, all of the required mechanical work has now been completed

on No. 32 and it has been moved into the paintshop for completion of painting and signwriting. It is expected to be completed late in January 2006 after which it will be transported to Melbourne for display at Hawthorn Depot.

Work has progressed on No. 44, with the floor being removed in both saloons to allow strengthening work to be carried out on the chassis. Scraping and revarnishing of components is continuing together with preparation of the exterior surface for painting.

No. 17 being prepared for unloading at Bendigo.

Bendigo Tramways



Both GE 201 motors have been fully dismantled and overhauled, ready for refitting into the trucks, which are also being overhauled.

Between other jobs, Bendigo No. 18 has been given an O3 overhaul and emerged in its AAPT-sponsored livery on 24 December 2005.

Since returning from Ballarat and its Gold Tram duties there, No. 18 has been stored at the Depot. Sponsorship has allowed the tram to be refurbished internally and externally, and modifications to the lighting circuits and the 12-volt electrical system has also been carried out.

A small but interesting finishing touch is the installation of four newly-cast Brush builders plates on the Brush trucks under No. 18. Only one of the original plates had survived, and this was used as a pattern to cast a full set for No. 18, as well as sufficient extra plates for Nos. 5 and 44.

Annual cavalcade

This year's Annual Cavalcade on Saturday, 10 December 2005 featured 19 trams – Nos. 8, 16, 28, 19, 30, 5, 17, 35, 7, 9W, 976, 31, 36, 25, 15, 18, 33, 21, and 32, which were all lined up between Mundy Street and Mitchell Street. Good numbers of spectators again turned out for the event.



No. 21 alongside No. 17, at its launch on 8 November 2005.

Bendigo Tramways



X1 466 being loaded for transport to Ballarat.
Bendigo Tramways



The reassembled first motor of No. 44, and the armature awaiting varnishing from the second motor.
Bendigo Tramways

New faces

Welcome to Allan Birchmore, who has commenced volunteering as a Conductor and to Glenn Carter and Hugh Murdoch who have become regulars in our workshop.

Congratulations also to Luke Jenkins, our coachbuilder, who passed his assessment as a Tram Driver on the 10 December 2005.



The newly cast Brush builders plates on one of No. 18's trucks.
Bendigo Tramways



Bendigo No. 18, fresh from overhaul, in service in Pall Mall near the Visitor Information Centre.
Bendigo Tramways



The refurbished interior of No. 18. Bendigo Tramways

BYLANDS

TRAMWAY MUSEUM SOCIETY OF VICTORIA

38 Piccadilly Crescent, Keysborough Victoria 3137

www.tmsv.org.au

From Running Journal

Museum works to November

The last few months have seen some dramatic changes take place at Bylands. Restoration work continues on Q 199, Ballarat No 17 and tank car 7W, with good progress being made on all three. Tram maintenance also continues with 13 trams now being available for service. This includes W2 646 and Scrubber 10W which have both been accredited and available for use. Work continues slowly on Y1 612, but we hope it will not be long before it too is available for traffic.

Our Caretaker Corey Robertson has undertaken further remedial external works on the house. The old weatherboards on the entire north wall and a large section of the south wall have been replaced with new timber cladding. Because of deterioration, the window in the north wall has been removed during the course of this work. This window was not an original fitting, but was installed in the early 1970s by the then caretaker George Wilcox to compensate for the loss of light from the front window under the verandah. The front fence and most of the overgrown shrubs have

been removed, and a new fence with gates will be built shortly.

The most noticeable change was the removal of the last remaining cypress trees. All 12 trees have now been removed, many of which to our surprise were still able to stand despite their age and advanced deterioration. We are still trying to dispose of their remains as time and weather conditions permit.

Track work

With the removal of the trees complete, it was time to make a start on the depot fan layout for the Exhibition Shed. Careful planning and design culminated in the initial earthworks being undertaken early October. The track bed for A and B roads, as well as the ladder track to the east was excavated. A slight incline gradient to bring the ladder access track up to the level of the house access road and main line was also built. Only some minor drainage work is all that is required to complete the earthworks.

An order was placed with a local garden supplies for 150 second hand railway sleepers. A good price was obtained which included delivery. The quality of the sleepers delivered far exceeded our expectations, we believe that they have been made surplus, replaced with concrete ones for the Regional Fast Rail project. These sleepers have been spread out over the fan area, and the selected point castings, crossing pieces and lengths of 60 lb rail then placed on top. Initial spiking and gauging has commenced. Countless old bolts and the remains of the fishplates on the 60 lb rail have been oxy cut off, which will allow us to make new connecting rail joints with new bolts.

By January 2006, all the rail required for this project had been transferred to the site, with most of B road, some of which required some bending, now complete. Work on A road is almost complete and work has commenced on the ladder track.

Until now the bending of the rail has been done the hard manual way, that is with a Jim Crow, a long crowbar and plenty of muscle. This task has been made much easier following the loan of the small hydraulic (Buda) rail bender from the Puffing Billy Railway. We appreciate the efforts of member Don English who arranged the loan of this item, and to PB for making it available to us.

Once the major track layout is in position a large quantity of ballast will be needed to lift, pack and surface the whole area, similar to how C and D roads already look. To assist with the works, rail trolley T1 has been transferred to D road in the Exhibition Shed.

This is by far the biggest rail infrastructure project we have undertaken for many years. It requires the construction of many metres of track and at least six sets of points. The completion of this project will give us flexibility with our tram fleet and access to undercover storage. It will also alleviate the need, as we had to do earlier this year, to spend thousands of dollars moving trams in and out of the Exhibition Shed by crane.

Work on trams

Regular maintenance and restoration works continue on our tram fleet, as well as considerable progress now being made on our major project Q 199. Repairs were required to both lifeguards of X1 467, with the frame of one requiring dismantling and re-welding due to metal fatigue. A replacement lifeguard trip gate (ex W2 457) has replaced a broken one on W5 795. W3 667 has received its yearly inspection and service and is now back in traffic after a short break. W1 427 has been withdrawn from traffic because of a small defect.

The replacement of the five broken external windows, including the main door glass, and an internal bulkhead glass in SW6 887 has now been completed, the replacements being made available by the Department of Infrastructure from W6 999 at Newport. Further work on the car has seen all the shotgun pellets removed from the affected body timberwork areas including a sliding drop-centre door, roof and drip rail. The holes have been filled and sanded. The damaged metal window edges were stripped back to bare metal then primed. All repaired areas, together with some other sub-standard areas on this tram, have now been undercoated and the roof colour applied to the repaired area. The Met yellow colour has been matched with a product available commercially. Interestingly, it is the same manufacturer that makes the SEC green which we use and have recommended to others. The Met green is proving just a little more difficult at this time.

It is expected that Y1 612 will return to traffic shortly. All that is now required is the fitting of new wiper motors and destination boxes, followed by accreditation of the vehicle. A small modification is required to fit a standard destination box into these cars because of a minor height difference in the roof line. Following several requests to obtain assistance in cleaning and detailing the interior of this tram, members Geoff Burgoyne and John Walker undertook these tasks on 19 November.

Miscellaneous

Recently the Society accepted an offer from member Doug Prosser to remove the former AEC Mk VI meal bus (the orange one) from our property. The motor and gearbox from this vehicle was removed several years ago and are now fitted to our Mk VI bus 759.

In the first week of January it was necessary to have a crane on site at Bylands to undertake a specific task. With that job completed, good use was made of the remaining time available to move the rail required for the Exhibition Shed track work and to reposition or align some of the point work. The use of the crane saved many man hours and reduced the manual effort usually exerted in undertaking these tasks.

Every year we need to reduce fire risk by slashing grass on our property. In early December, our contractor was kept busy cutting large areas of grass. The difference is amazing. To make it much easier to clear larger areas that are not suitable for a motor mower, the Society purchased a small mechanical grass slasher. This two-wheeled unit is mounted on a frame with a small engine and the unit can be easily managed.

LOFTUS

SOUTH PACIFIC ELECTRIC RAILWAY CO-OP SOCIETY

PO Box 103, Sutherland, NSW 1499

www.sydneytramway.museum.com.au

By Mike Giddey and Howard Clark

Track work

Late last year speed restrictions were introduced on parts of the National Park line because of deterioration of sleeper condition, particularly on the main curves. A number of sleepers were replaced by the maintenance team, however this is an arduous task and with limited human resources the task was beyond us and we sought advice from alternative sources.

Track Australia was selected and advised that a major re-investment in infrastructure was required. A minimum of 1 in 6 sleepers needed replacement over the length of the track under a proposed two year programme, with an immediate need for 150 sleepers to be replaced in the priority area. Due to hot conditions on 15 January 2006, the track apparently spread beneath Z car 111 at another location on the line. It was necessary to hire a 55 tonne all-terrain crane to lift the tram onto the tracks, and an immediate suspension of all services on the line was enforced. The planned replacement of the 150 sleepers took place first, with the remaining works to complete the minimum 1 in 6 following shortly thereafter. These works would not have been possible without the generosity of three members who provided a total of \$60,000 to meet these costs.

The line was reopened in time for the special anniversary day on 25 February 2006. Speed restrictions over the entire line have been imposed until

a further 1 in 6 sleepers can be replaced during the next twelve months, for which additional funds of around \$65,000 need to be raised.

Workshop extension

In the workshop extension the floor on the western side of the through track was to be laid in three main slabs with three one metre wide strips along the wall.



Work is progressing on ballast motor 42s. It is being carried out by our Wednesday work team headed by Warren Howlett and Terry Thomas.

Bob Merchant



Men from Townsend Signs place the first of four replica hand-painted signs on the front of the YMCA façade on 9 January 2006. The original signs were destroyed at the developer's storage site but, fortunately, were photographed by Howard Clark.

Paul McDonald

Danny Adamopoulos screeds the newly poured concrete floor slab as Mike Giddey (far right) completes the north end strip on 14 January. Bob Merchant



These provided somewhere to stand while screeding the main slabs and the south end and middle ones were poured first. The south end main slab was poured on 5 November using about 4.6 metres of purchased concrete. A considerable amount of material was relocated to clear the way for the middle slab and for

Bill Parkinson reassembles the first of two motors being overhauled for Brisbane centre-aisle car 180. The overhead cranes come in useful for such work!

For Bill Parkinson



the narrow strip at the northern end. Excavation by hand followed and the 8.5 tonne transformer from the former Gray Street trolleybus substation at Kogarah was moved across to the other side of the track on 17 December. It was pulled with our 3 tonne capacity tree puller normally used to tension the overhead, with the transformer's wheels running on sleepers. This allowed further hand excavation to proceed. The middle main slab and the north end strip were poured on 14 January. The final pour was made on 18 February and the extension floor is now complete.

Pointwork

Two new left hand points are required for the proposed new trailing crossover to be located north of the Pitt Street level crossing. Work commenced early in October to assemble the first of these in the yard of the top shed using two ex-Melbourne cast point blade units, with the rest fabricated from 80lb. running rails and 60lb. check rails welded to upside-down lengths of rail used as sleepers. The blade units are connected to each other by steel sleepers but will not be welded to the rest of the pointwork until put into their final position. This is to keep the weight manageable and to facilitate handling. By mid January the first set was basically complete and the materials for the second unit were placed on top for assembly.

General works

There has been a fire hose reel on the western external wall of the workshop extension for many months. During December our CSO plumber extended a 25mm copper water pipe from the workshop toilets up the wall and across the northern wall above the roller doors and into the workshop extension to connect to the hose reel. This sounds relatively simple but mobile scaffolding had to be erected and a number of heavy work benches and other things had to be

One arrives... Melbourne W2 249 is driven from Mario's trailer at Loftus on 3 December 2005. An earth lead is attached to a rail and to the tram to ensure the electrical continuity. At the rear, Mario watches to ensure nothing is going to foul the tram as it moves off the trailer.

Bob Merchant



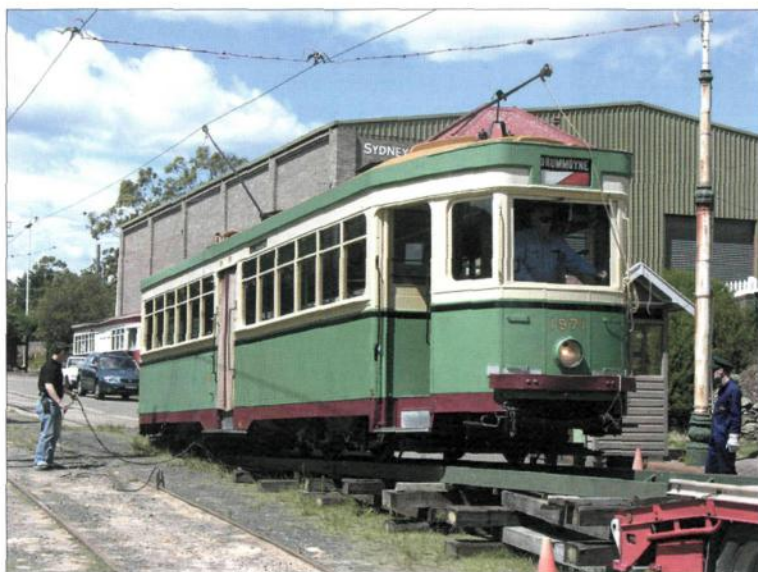
moved to allow the work to proceed. Then, of course, it all had to be returned to its proper place afterwards.

The ex-Randwick Workshops traverser ramp which we use in conjunction with our temporary tramcar loading/unloading ramp had a bar attached at one end that was found to foul the car lifeguards as the trams ascended the ramp. It has been modified to correct this problem.

Brisbane 180

The first of the two traction motors has been dismantled, thoroughly cleaned with electrical solvent,

the motor leads were re-insulated and the motor has been re-assembled. Mark Newton has been re-bushing worn brake rigging and has straightened and re-welded the cowcatcher. Both bogies have been fully dismantled in preparation for the wheel sets to be sent away for machining to correct worn flanges. Cleaning of decades of accumulated dirt and grease by the weekday crew is continuing. Dave Bennett has been doing a part re-wire on the car on Tuesday nights. Two unpowered W2 shop trucks were brought down from Loftus Junction and were placed under the car body on 4 January to make it mobile for some upcoming movements.



And one departs... Sydney R1 1971 is driven onto the trailer on 3 December 2005, the first step in its journey to South Australia.

Bob Merchant

Melbourne 249

Mario of Australian Train Movers transferred W2 249 on 17 October 2005 from Canberra to his property in western Sydney for temporary storage. On 3 December it was delivered to Loftus and was driven off Mario's truck down the ramp and onto the western track in the street. The car has since had several bad air leaks fixed.

Melbourne 111

The previously reported electrical fault cleared itself and has been put down to moisture on one of the Tramiac cards. The cards have been cleaned and sprayed with a moisture repellent to prevent a recurrence of the problem. We now have a spare set of cards from Melbourne for this car.

Nagasaki 1054

A door sensor problem was rectified on 31 December.

Sydney 42s

Both drivers platforms have been framed and planked and the apron framing and cab back panels have been erected. The hand brake gears, the gongs and angle iron supports for the coupler mountings have been fitted under the car.

Sydney 1951

R1 1951 was moved by Mario of Australian Train Movers from Bendigo to Newstead (about 55 km south of Bendigo) on 20 October 2005 for storage under heavy duty tarpaulins. Our sincere thanks are due to Len Millar for his kind gesture in making the space available.

Sydney 1971

Once car 249 was unloaded, R1 1971 made a final run to our north terminus, then was loaded for its journey to the Australian Electric Transport Museum at St. Kilda, SA.

The self lapping brake valves were altered on 26 November to apply to the right prior to the dispatch of the car to the AETM and Ian Seymour of the AETM was on hand on 26 November to carry out a test run to the Royal National Park.

Sydney 2001

This car has had its brake valves altered to the Sydney standard and gold numbers were placed over the dark blue sign-written ones which were only done that way as the transfers were not available in time for its display in Canberra.

Sydney 675

By late January 2006 Luke Jenkins and Wayne Taylor in Bendigo have milled and fitted outer vertical timbers and sill rails to most of the car. The centre timbers were mostly retained as these were generally in good condition. This process differed from our original plan when re-use of the outer vertical timbers was contemplated. The change represents a final finish in accord with the original, whereas the alternative required extensive reworking of badly damaged routed mouldings and replacement with other moulded cover timber for attachment to timber in varying condition. The end result is stronger and more permanent and broadly matches conservation and restoration techniques followed by museums in the UK and Europe. The end panels at the drivers entry required heavier section timber which necessitated the additional lamination of timber to achieve the desired curvature and timber thickness.

Sydney J car 675 in Bendigo with its new vertical timbers on 25 January 2006. Wayne Taylor is working at the bench on the right.
Howard Clark





Santa Claus visited the museum for our Members and Friends family Christmas barbecue on 3 December 2005. He arrived in a decorated Birney car, much to the delight of the children.
Bob Merchant

Footboard step brackets have been cast and Wayne is due to commence fitting underfloor equipment to the car soon.

Meanwhile Geoff Spaulding continues to work offsite with the painstaking task of re-assembling the doors, shaping the newly spliced sections, then gluing and clamping each door.

Adelaide H cars

Our tender for these cars was successful and the two operational cars requested, 357 and 358, are expected to become available to us during 2006. At the moment they are still in service.

Vale Robert Cowing

We regret to advise that Robert Cowing passed away peacefully at Royal Prince Alfred Hospital on 23 December 2005 aged 60 years after losing his hard-fought battle with cancer.

His contribution to the museum is so immense and unparalleled that we may never again see anyone with the drive, energy, commitment and single minded focus upon the development and growth of the museum, particularly in the early stages when there was little to show outsiders except rubble associated with a building site.

Bob joined the museum in 1965 as shareholding member 143 and exercised his energies in the early days in construction activities at the museum's old site. Given the restrictions and constraints at that location, this was a particularly frustrating time and the real Bob only emerged with the new and daunting tasks which faced the organisation after the present Loftus site was

gazetted for museum purposes in our favour as trustee in the 1970s.

Bob was a pivotal person in all the development activities. His railways construction experience with men and machines left most of us breathless as we witnessed the transformation of the site and the erection of the first half of the display building.

He was always strong on correct procedure and to the frustration of some never allowed a task to overwhelm him. Railway contractors enjoyed working with Bob as he always ran a safe worksite and a number of rail bridges in the Sydney area bear Bob's construction imprint.

The successful demolition of the tramway waiting shed at Railway Square in 1979 was one of Bob's projects. Many years later it was he who had the patience, persistence and energy to put the jig saw back together as the key feature of our recreation area as it is today.

Until the late 1980s the museum site largely appeared as 'mud and muddle'. Undeterred, Bob forged on and over the years he was the driving force behind the design and construction of the display hall and top shed doors, laying rails and mass concreting those areas.

In the months leading to the opening of the museum's new site in March 1988, there were many activities occurring and Bob was in the thick of them all, taking leave to ensure daily continuity. Most were completed in the nick of time, including the excavation and laying of a 480 metre sewer line in blazing heat and supervising builders on the construction of the workshop building.



Robert William Cowing – 1945-2005

Bob never professed to be a numbers man, whether it be tram numbers or with financial matters. He would simply say, "have we got the money?" Guess what? The slightest hint any was available would see the job in hand.

Bob was also a great family man. He and his beloved wife, Kathy, were also an integral part of family activities at the museum with the annual members' Christmas day and fireworks nights with both Bob and Kathy the key people in providing salads and operating the barbecue.

Sadly Bob and his young family suffered a great loss when Kathy succumbed to cancer close to ten years ago. Single-mindedly, Bob then set about being the sole parent for each of his three children during their adolescent years.

When Bob learned of his illness more than 18 months ago he became more than ever determined to carry on with his mission at the museum and complete unfinished business. He had such a positive attitude to life and made it clear that he had no intention of fading away without a fight. Never once did he seem to complain about his circumstances and he had no time for those that expressed sorrow for his position.

Relentlessly Bob pursued the availability of surplus concrete and some twelve months ago he embarked on the task of completing the concreting of the depot yard and access to the top shed. This was achieved and there were times when Bob was exhausted by the effort and frustrated as he had to watch others finishing off the work.

Our museum will never be the same again without Bob. His legacy is all around us at the museum and we can take heart that his enormous efforts will never be forgotten.

Bob's funeral at Rookwood Crematorium on 30 December was attended by a huge overflow crowd with a large number of his work friends and sixty museum members and their wives present, the largest number of members ever to attend a funeral.

Our heartfelt condolences are extended to his children, Douglas, Luke and Jennifer at this sad time.

ST KILDA

AUSTRALIAN ELECTRIC TRANSPORT MUSEUM (SA) Inc

GPO Box 2012, Adelaide, South Australia 5001

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

from Colin Seymour

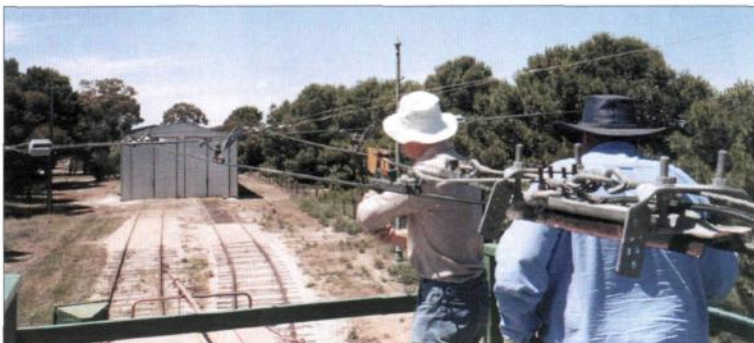
Salisbury Council assistance

Salisbury Council has shown its strong commitment to the Museum by becoming a corporate sponsor and converting the unused portion of their recent grant to the Museum for public liability cover as part payment in advance of a sponsorship sum based on \$5,000 a year for the next three years.

Council recently commissioned a Marketing Review and Proposal for the Museum. A detailed draft report has been received and is currently being studied by the Executive. The report indicates that Council can help the Museum in a number of ways to attract much needed additional income.

A bird's eye view of the overhead trolley wire for Road 10 of the Northern Depot being connected to the main line by Mike Bosworth and Kym Smith. Mike and Kym are standing on the roof mounted platform of works car W2 354. The shed in the background is the Southern Depot, the Northern Depot being out of site to the left.

Ian Seymour



Road 10 has overhead

As mentioned in the November 2005 issue of *Trolley Wire*, a recent bequest to the Museum together with members' donations has enabled Road 9 in the Northern Depot (and the aisle between Roads 9 and 10) to be concreted, enabling the whole of the Northern Depot to be open to the public.

Following on from this work, Kym Smith led a team which completed the overhead for Road 10 on 17 November 2005. There is now an overhead frog where Road 10 joins the main line. This will make the periodic shunting of trams to and from our operating depots much easier.

Glenelg trams

TransAdelaide called for tenders in August 2005 for the disposal of 10 operational and 5 non-operational H type trams and the restaurant tram (No. 378).

On 18 November we were advised that we were successful with our tender for car 364. This gives the Museum a comprehensive representation of the life of the 'H' cars:

- 360 – restored to circa 1929 original
- 362 – silver 1950s/1960s appearance
- 364 – 1980s style refurbishment

It also gives us consecutively even numbered cars.

COTMA successfully tendered for many of the spare parts. These will be stored at St Kilda pending requests from other tramway museums to COTMA.

Museum General Manager Ian Seymour has been busy liaising with the new owners of a number of the trams not going to museums in order to acquire spare parts still attached to these trams.

In somewhat unusual circumstances H 365, which is destined for a 'bed and breakfast' in the Adelaide



The flat roof of Adelaide dropcentre tram 282 proved useful in the erection of the overhead trolley wire for Road 10. Mike Bosworth, Kym Smith and John Pennack fix the trolley wire in the overhead troughing (ex City Depot).

Ian Seymour

The tractor, the cable drum and the works car all played an important role in the erection of the overhead trolley wire for Road 10. Silver cars 362 and 381 are on Road 9.

Ian Seymour



Hills, was delivered to the Museum on 20 December 2005. As car 365 is one of the operational trams being disposed of, an agreement was reached with the new owners to remove the operating equipment at St Kilda before the tram begins its new life.

Sydney R1 1971

An agreement has been reached with the Sydney Tramway Museum for one of their R1 trams, No. 1971, to be housed at St Kilda. The need to shift two of their trams from Canberra to Loftus has created space problems at Loftus. AETM offered to provide storage for 1971 at St Kilda.

The car arrived at St Kilda on 4 December 2005 attracting the interest of our Sunday visitors. It was unloaded onto the unwired Road 9 the following morning. The car ran a number of test trips that same day. The car remains the property of the Sydney Tramway Museum and is to be returned to them following an agreed amount of notice. The arrival of 1971 has been incorporated into Museum publicity to attract visitors over the holiday period. It will be in regular traffic at St Kilda on most operating days for several months.

Bib and Bub Project

Good progress continues to be made with the reconstruction of car 15 as part of our 'Bib & Bub' set – cars 14 and 15. The drop end roof which was removed from the body of A type car 17 earlier in the year has now been transplanted on to the roof of car 15. A rope pulley block attached to the Bodyshop roof was used to haul the roof end off the floor and suspend it while it was fitted to car 15. Five members of the 'Friday Gang' were involved in the roof transplant procedure. Other work done on car 15 (and car 14 where indicated) during 2005 included:

- Scraped down. All interior woodwork removed.
- No 1 cabin largely reinstated.
- All clerestory and saloon windows for 15 (and 14) made ready.
- Etched glass for doors of 14/15 procured and installed in 8 doors. Two held as spares.
- Saloon sides re-screwed.
- Most woodwork inside saloon refurbished and re-installed.
- No 1 driver's cabin now largely intact.

Sydney R1 1971 arrives in the car park at St Kilda on 4 December 2005.

Ian Seymour





John Pennack, Chris Summers and Peter Letheby check that the section of roof from car 17 is secured before being hauled onto the roof of car 15.

Ian Seymour

- Two uprights at no 2 end replaced by two uprights from a C car.
- Two sets of steps (from car 17) installed.
- Letter boards on 15 being installed.
- Further roof repairs being carried out.

Some woodwork for car 14 has also been refurbished and ready for installation.

W7 1013

Following completion of the Road 10 overhead, W7 1013 was temporarily relocated to Road 10 as it provided better light than the Workshop for those involved in repainting some of it. This gave members of the public an opportunity to view the tram on operations days.

History Trust Grant

A grant of \$4,000 has been received from the History Trust of SA to engage a consultant to develop a concept plan for the Museum site. This is a critical factor in maintaining our History Trust accreditation and will fit in nicely with the Salisbury Council's marketing review findings.

Other News

A roller shutter was recently fitted to the external window of the Museum Administration section in the Northern Depot in an effort to dissuade break-ins.

In accordance with Rail Safety regulations, the majority of our tram drivers completed their medical assessments by mid-December 2005 as required.



Mike Bosworth pulls the rope to haul the section of roof from car 17 onto the roof of car 15 assisted by Peter Letheby, Chris Summers and John Pennack.

Ian Seymour



The Melbourne contingent. With the works car being required for the erection of the overhead for Road 10, and other cars being temporarily dispersed, the opportunity was taken to photograph together our three Melbourne W series trams – W2s 294 and 354 and W7 1013.

Ian Seymour

WHITEMAN PARK

PERTH ELECTRIC TRAMWAY SOCIETY (INC)

PO Box 257, Mount Lawley, Western Australia 6929

www.pets.org.au

From Michael Stukely

Anniversary celebrations

The twentieth anniversary of the opening of the Society's tramway at Whiteman Park was marked with special events on 25 and 27 November 2005. These events and displays also commemorated the centenary of the opening of the Fremantle Municipal Tramways on 30 October 1905.

On 30 November 1985, the Society's tramway was declared open by the Chairman of the State Planning Commission, Mr Bill McKenzie. Ex-Melbourne trams W2 No. 368 and W4 No. 674, driven by Lindsay Richardson and Ric Francis respectively, then conveyed guests and members from the Car barn to the original Mussel Pool stop for refreshments. Visitors then enjoyed free rides on the two trams for several hours. Revenue services commenced the following day, and ran initially on Sundays only. The extended line from Mussel Pool via the Triangle to the Village and Lord Street was opened in September 1986.

The celebrations in 2005 began with a dinner on the Friday evening at The Pines Restaurant, at Rendezvous Observation City Hotel, Scarborough Beach. This proved very popular, with about 60 members and friends in attendance.

Sunday tram services on 27 November at the Park ran to a special format with each trip extending from Mussel Pool to the Car barn, enabling passengers to take a Car barn tour. Displays and a sausage sizzle were set up in the Oketon Geddes Car barn. Former WAGT E class tram No.66, undergoing restoration, was towed out onto the fan for viewing by visitors. Model tram and Perth trolleybus layouts built by members were also operating.

From 10:00am, a 30-minute service was provided with a different tram being used for each trip, and all-day tickets were issued. At 12:30pm, and again at 2:30pm, a cavalcade of all six available trams ran from the Car barn to the Village, with the leading trams continuing to the Village Junction Terminus. The cavalcades were led by W4 No. 674 (driven by Lindsay Richardson) and W2 No. 329 (driven by Ric Francis). These cars were followed by W7 No. 1017, W2 No. 441, SW2 No. 426, and Fremantle 29. They then returned in reverse order.

Acting President, David Brown, and Founding Member, Lindsay Richardson, spoke about the Society's development and progress. A message of congratulation from COTMA Chairman, Warren



Fremantle 29 on Road 3 of the car barn fan awaits the arrival of W4 No. 674 before departing with passengers for the Village. W7 No. 1017 is at left with W2 Nos 329 and 441 to the right, awaiting their next turn in traffic.

Tony Kelly

Doubleday, was delivered by Ballarat Tramway Museum President, Stephen Butler, and another from Wellington Tramway Museum in New Zealand was read. The opportunity was taken to present certificates of appreciation to all PETS members who have contributed time and effort to the Society since work began at Whiteman Park in the early 1980s. The three members who were honoured with Benefactor

Membership in 2005 – Ron Calley, Victor Sweetlove and Bruce Worthington – were especially recognised and these certificates were also presented to those able to attend.

There was a steady flow of visitors passing through on the Car barn tours and riding the trams, with many showing great interest in our activities. We welcomed several visitors from museums in the Eastern States, and some of them have since also joined PETS. There was also a very good turnout of PETS members, some of whom had not been seen for some time. Bob Pearce, Chairman of the Anniversary Committee, and Traffic Manager, Garry Barker, are to be congratulated for their smooth organisation of the day's activities and the special tram operations. The entire Wednesday Team are especially to be commended for their dedicated efforts that enabled No. 1017 to operate on the day, following a truck overhaul and exchange. The displays and sausage sizzle, run by John Stone, Tony and Beth Kelly, and Carol Edwards, were a great success. John Davies and the Restoration team managed to progress the painting and fitting out of WAGT No. 66 so that it presented very well for the occasion.

Bruce Worthington with his Benefactor Member award, 27 November.

Ric Francis



WAGT tram No. 66

With Frank Edwards away working, John Davies managed to maintain the momentum of work on the restoration of this car in October-November, with assistance from Andrew McCrorie, Shane Parsons, Darren Ward and Roy Winslow.

The final coats of green paint were applied to the exterior matchboard side cladding of the saloon and to the aprons and bumper-bars. After re-coating the red borders of the aprons, cream lining was applied between these borders and the green painted area of each apron. Recent research of 1950s colour photos in our archives showed that apparently only the trams repainted close to the 1958 tramways closure received

W4 No. 674 and W2 No. 329 reach the crest of the hill approaching the Village Mall as they lead the cavalcade from the carbarn. Nos 1017, 441 and 426 can be seen behind.

Terry Verney



Fremantle 29 leads the other five trams in the cavalcade (Nos 426, 441, 1017, 329 and 674) as they line up in the Village before returning to the carbarn.

Terry Verney

Inside the Oketon Geddes Carbarn, Carol Edwards (right) and Win Blackmore are busy preparing the sausage sizzle, while Beth Kelly (seated) and Tony Kelly make another sale of souvenirs to visitors. W2 No. 368 can be seen in the left background.

Terry Verney





*Pouring concrete on the pit approach road on 9 November.
Ric Francis*



*The screeding was carried out by a friend of John Azzario with a good finish being obtained.
Ric Francis*

this cream lining, with No. 66 definitely being one of them. Fleet numbers were then applied to the aprons and saloon sides.

Chromed pillar-style grab-rails were attached to the cab corner pillars, along with the distinctive curved, chromed grab-rails on the cab bulkheads over the steps. Entrance steps, and crew access steps to the roof were installed. Headlamps were painted and fitted with lenses and new reflectors. A destination box was fitted at one end inside the deeper, upper-quadrant window over the near-side windscreen. For its public appearance as part of the anniversary celebrations on 27 November, the destination roll was set to '18 Inglewood', the last surviving route of the Perth tramway system when it closed in July 1958.

Tram service pit

On completion of the final adjustments and packing of the newly-laid grooved rails on the pit approach road connecting the eastern end of the pit with the points on Road 4 of the Carbarn fan, the decision was taken to concrete the 12-metre track length. On Tuesday 8 November, site preparations including cutting and laying the reinforcing mesh were carried out by John Azzaro, Trevor Dennhardt and Lindsay Richardson. Then on the Wednesday, 7.2 cubic metres of concrete were delivered and laid. A grano-worker friend of John Azzaro assisted with the screeding and finishing (at no cost to the Society), and an excellent result was achieved.



The western end of Farmgate Curve after re-profiling on 3 November, with Noel Blackmore welding the rail joint where an insert was added. The imprint of the old position of the track can be seen on the ballast to the left of the rails. The last length of check-rail, seen here lying in the centre of the track, was installed in December.

Lindsay Richardson

Infrastructure and plant

The reconstruction of the track on most of Farmgate Curve was a major Special Project in early April 2005. In early November, a further 26-metre length including the troublesome joint towards the west end of the curve was re-profiled, giving a smooth curve leading into a straightened section of track heading towards Mussel Pool. Another length of check-rail was installed, continuing around the curve in a westerly direction from those installed earlier, and four more timber sleepers were replaced with steel. The whole project was then completed on 17 December with the installation of the last length of check-rail at the west end of the curve. Packing now only remains to be completed.

Further upgrading of the Village Junction Curve was carried out from September to give a ratio of one-in-two steel sleepers on the unchecked part of the curve, due to the rapid deterioration of the timber sleepers there. The 2005 winter was the wettest for several years, and this has exacerbated the problem. Eighteen steel sleepers were installed. Adjustments were made to the check-rail at the Village end of the curve, and new spacer blocks were installed.

A further eight steel sleepers and five timbers were installed at various locations in November, including crossing timbers at the Triangle East and Passing Loop South points.

Trevor Dennhardt has continued quietly carrying out preparation and support work for the track maintenance effort, such as digging out the ends of timber sleepers due for replacement, carting steel sleepers to the work site, and disposing of the old timber sleepers after removal. Trevor and Lindsay Richardson have been assisted on the track team by John Azzaro, Tony Grose, Kurt Gahler, Jim Paton, John Shaw, Terry Verney, Martin Grant, Gordon Blackmore, Shane Parsons, John Davies, Laurie Ahearn, Darren Ward and Michael Stukely. Regular greasing of the curves is now being done by John Shaw, resulting in very much improved riding quality of the trams.

A concrete traction pole was installed by the electrical team in early September following the collapse of a timber pole just east of the Car barn fan in a severe storm.

Cream coloured Insulpaint has been applied to the roof and exterior east and west walls and doors of the Engineering Shed, as well as to the Oketon Geddes Car barn (replacing the rather eye-catching lime green colour used there earlier). This has resulted in greatly improved working conditions in these buildings in hot weather.

Operations Group Committee (OGC)

This new Committee was formed on 12 October to manage the Society's day-to-day operations in the areas of maintenance of rolling stock, track and overhead, tram restoration, and new works. It reports to the Society's Council.

The OGC is chaired by Lindsay Richardson and comprises key operational supervisors and regular Wednesday Team members. This will enable on-site discussion of details of tasks and proposals by the people involved in carrying them out, giving them a more direct role in the decision-making process; at the same time, it correspondingly reduces the level of detail in operational matters that Council needs to discuss – a win-win situation. It is expected that this new structure will substantially improve the efficiency of managing our operations, and minimise delays in gaining approval for planned action. The formation of the OGC reflects the major shift in our work input from weekends to the Wednesday workdays in recent years.



Is it Sutherland? Is it National Park? No, it is the playground at St Kilda, S.A. Sydney R1 1971 is seen on one of its test runs on 19 December 2005.

Ian Seymour



WAGT E class tram No. 66, currently undergoing restoration, made an appearance on the car barn fan to show off its newly applied livery and fleet numbers. Major work on the interior is still required. The destination roll shows '18 Inglewood', to where it made its last service run in Perth as the official last tram on 19 July 1958.

Ric Francis