

# TROLLEY WIRE

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# TROLLEY WIRE

AUSTRALIA'S TRAMWAY MUSEUM  
MAGAZINE

MAY/JUNE 2006

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*The Sydney Tramway Museum's Melbourne Z2 class  
car 111 undergoing refurbishment. Bill Parkinson is  
removing the roof gutter for cutting back to its original  
profile on 29 March 2006.*

Martin Pinches

## Front Cover:

*Portland Cable Tram's cable car set skirts the Portland waterfront on its way to the RSL Lookout in the old water  
tower. While passengers visit the lookout, the tram will negotiate the terminus triangle before commencing the  
return journey.*

Keith Packenham



## FLAGS AND MORE FLAGS

### A Right Royal Tram Welcomed in a New Home

By Howard R. Clark

The Danish Tramway Museum is situated at Jystrup, some 65 km south west from Copenhagen, between the towns of Ringsted and Roskilde, a favourite tourist destination with both a Cathedral where Danish Kings and Queens are buried, and the famous Viking museum.

The 'Great Day' for the handover of 'The Royal Tram', Melbourne SW6 965, on Tuesday, 23 May 2006, to Crown Prince Frederik and Crown Princess Mary, had finally arrived and the Australian contingent had joined the 10:04 train for the 40 minute trip to Borup station where the museum bus was to meet the train. It was, we learned, an 'untypical day' for this time of year, which unlike Melbourne, seemed capable of producing four seasons in an hour, let alone in a day!

The drafts in the carriage prompted a game of 'spot the tram enthusiast' which proved correct as we reached our destination and headed for the waiting bus. It was here that we realised we had overlooked a number of middle aged women who took up seats in the bus separate from the men and who proceeded to chatter amongst themselves and unfurl miniature Danish and Australian flags. These represented just a small number of a loyal band of 'Royal Watchers', who a couple of hours later had risen in number to several hundred.

The weather continued to fluctuate, which prompted a hasty decision to hold the ceremony indoors, which denied the official guests the opportunity to see the Royal arrival and most of the 'Watchers' and the large press contingent the chance to witness the handover and welcome ceremony.

The events leading to the arrival of Melbourne SW6 965 at the Danish Tramway Museum on 18 February, 2006 were covered in the previous issue of *Trolley Wire* and in the February and April 2006 issues of *BYtrafik*, the Danish counterpart. After a short period of testing the car was declared ready for use.

Much correspondence ensued from the Museum's Chairman, Mikael Lund, to Mike Ryan at the Victorian Department of Infrastructure and others, including COTMA representatives Rod Atkins, Craig Tooke and Warren Doubleday, relative to operational, accreditation matters and spares. Apart from these matters, comment was also passed on 'the unexpected freezing weather' in almost mid-March, with much snow and ice over the rails, keeping 965 'tucked away', which prompted Mike to note that 'the poor tram must be feeling the cold'! At this time Mike also sent a reverser key which had been 'polished and varnished to a high standard' suitable for Royal use. A replacement door release key was also sent from Melbourne to replace an incorrect one sent with the car.

With the arrival of 965, Mikael and his team also began a period of frantic planning steeped in protocols, tradition, communications and security for the Royal event for an as then unspecified date late in May. Some 25 to 30 members formed part of this effort during April and May working on grounds, street paving and display aspects with a hard core of around ten on most days.

Mr Jorgen Møllegaard, The Royal Danish Consul General in Australia, on 4 April 2006, sent the

*The crowd is gathering and the royal convoy is ready. Kobenhavn 50 and trailer 78 will carry media representatives and Melbourne 965 will carry the Royal party and invited guests on its first journey under Royal ownership.*

Howard Clark



*Metre gauge Aarhus car 3 is running the shuttle service from the car park. It is crossing the lead to the standard gauge loop as it arrives at the depot.*

Howard Clark



following letter to Marina and me:

"Finally has the date been fixed for the handover of the Australian tram to the Crown Prince couple of Denmark. The great event will take place at Skjoldenaesholm Manor, outside Copenhagen, on May 23, at 12:30. The 17 tons heavy gift from the Government of Victoria to the couple has arrived in Denmark and is ready for all the attention of all the guests, the press, etc.

"I hope that you will both be able to participate. Without your eager interest this event would never have been possible, so you certainly deserve the Royal thank you. Let me add that I have also invited the Minister for Transport from Victoria, and I will also be there.

"Please do not hesitate to contact me for further information or assistance to organise your trip. Look forward to hearing from you."

Despite the distance this was a compelling invitation and one could hardly not make the effort to participate. This was made easier by introduction to a specialist Danish travel agent and a hotel booking with a room overlooking the City Square.

With the anticipation of the event and more than a day to enjoy traditional Danish hospitality after a 26 hour trip, we were ready for the big day. Greg Sutherland had joined us from Hamburg, having extended a European trip.

Emerging from the chatter on the bus near the Museum entrance car park, it was difficult to imagine what lay beyond. Stairs from the car park lead up a wooded section over what was once an old rail embankment to the entry point, where polite museum staff in neat grey uniforms dispensed tickets and greeted visitors to crowd aboard metre

gauge single truck Aarhus tram 3 of 1945 standing at the platform for the short trip to the museum proper.

The grounds of the museum form part of a former large country estate, where the original estate house is now a convention centre/hotel, neighbouring a golf club with a traditional 18 hole course and another 9 hole short par 3 course. Despite the climate in that region the fields and woodland adjacent to the museum right of way are being developed into another 18 hole golf course, as farming in this area has become uneconomic. In due course the museum will see golf paths crossing their track and no doubt trams will face the added risk of stray golf balls!

Upon leaving the tram one is almost overwhelmed by a scene encompassing two large rectangular depot and display buildings separated by two outbound operating tracks and one inbound track. One building is an original Copenhagen depot building of 1900 and re-erected on the site about ten years ago. The whole area is neatly paved with traditional stone cobbled sets with the standard gauge balloon loop terminal intersecting with the metre gauge track, which occupies one road of the depot/workshop building. Construction is underway on a metre gauge balloon loop from the display hall track to the depot building.

The museum, which opened at the site in 1978, is home to some 80 trams, 25 buses and three trolley buses, from the Danish cities of Copenhagen, Odense and Aarhus along with some 13 European cities, and now joined by 965, the first car from outside Europe apart from two ex-Copenhagen articulated cars retrieved from Alexandria in Egypt five years ago. The collection now encompasses the original Kobenhavns Sporveje collection of 35 units which later came under municipal control and was entrusted to the Museum for ongoing care in 2003.



The first section of the main line tramway over about 350 metres is double track whilst the remaining section of over about 1.2 kilometres is single track protected by traditional colour light signals, with a central passing loop. Stops are staggered with outbound cars using different platforms to inbound cars.

The terminal is another balloon loop surrounding a section of straight siding and eclipsing a picnic area and with a re-erected waiting shelter from Odense.

The star attraction of the day, pending the arrival of the Royal couple, was 965 which was parked in the roped off area looking suitably resplendent, particularly in the fleeting sunlight against a threatening sky. The polished brass plaque on the car side had obviously lost some of the lustre during the long sea voyage – but a replacement has now been received.

The whole tramway was adorned with large steel flagpoles, flying Danish flags, which had been lent by the City and erected by museum members for the occasion. The local newspaper in Ringsted ran stories of the event over a consecutive three day period and all other mainstream papers also focused on the event.

The severe winds on the day displayed the flags to their fullest and every tram was adorned with Danish and Australian flags on the roof at both ends. It was a real flag waving day as most visitors were waving both flags whilst they were entertained by a large uniformed band in the blustery conditions. As with the ceremony at Preston in November the children seemed to be the most eager to collect and wave the flags, although here they had competition from an older age group!

The large display hall former depot building includes various themes, including displays of historical relevance by individual line, by era and by facet of operation. There is even a panel and wood carving dedicated to a depot cat under the heading 'Remisekatten', which includes a story and photos with the depot cleaners. The building presents a light and spacious appearance with shiny white painted floors and ceilings and abundant external light from upper windows.

Once vacuuming of the red carpet was completed, 955 official guests, headed by the five Australians, were instructed to stand in line at its edge ready for the formal introductions, upon the arrival of the Royal party. As we were inside we all faced what seemed an age of fidgeting waiting for some signal of movement. It was then realised with the last minute changes that official photos may not occur so frantic efforts were made to secure a photo or two from another source from the eager crowd behind the public area. The President of The Danish Church in Australia, together with his 91-year-old fellow Danish Australian, who had made the trip to present a Christening gift, offered to assist as did one of the Royal Watchers from the bus.

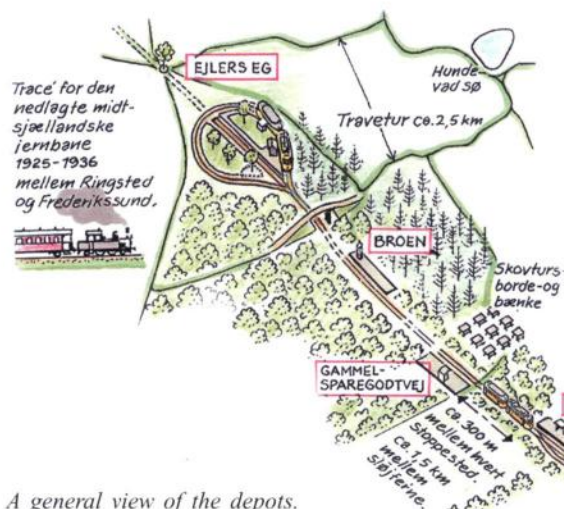
Finally the noise outside and the increased pitch of the band signalled the arrival of the Royal couple, led in by Mikael Lund, who commenced the introductions, first to Mr David Buckingham, Agent General for Victoria, based in London, and Mrs Susan Allen, First Secretary to the Australian Consulate in Denmark, followed by the rest of the invited guests.

Regrettably The Royal Danish Consul General, Jorgen Møllegaard missed the event due to being summoned for Government duty elsewhere in Denmark

*Mikael Lund (left) introduces the Royal Couple to the Australian contingent, from the right: Mr David Buckingham, Agent General for Victoria; Mrs Sue Allen, First Secretary to the Australian Consulate; Mr Howard Clark, Chairman Sydney Tramway Museum; Mrs Marina Clark and Mr Greg Sutherland.*

Taken for Howard Clark





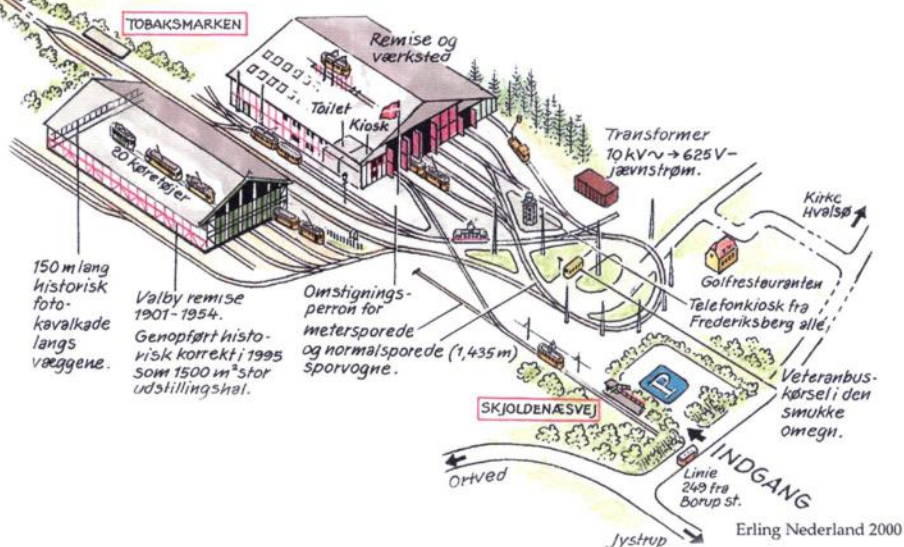
965 has moved to the centre siding and the Crown Prince and Crown Princess are inspecting car 50 during the stop at Eilers Eg. Car 50 became a museum exhibit in 1933 and received its Frederikberg red colours in 1959. Howard Clark

Howard Clark



*A general view of the depots. The main display is in Valby Depot (1901-1954) which was dismantled and re-erected at the museum in 1995.*

Howard Clark





*On return to the museum, Mikael Lund accompanied the Royal Couple on an inspection of the exhibits in Valby Depot. Executive Vice President of A.P. Møller Mærsk, Lars-Erik Brenøe, (left) and the Mayor of Ringsted Municipality wearing his chains of office, look on.*

Howard Clark



that day. Mikael then made his speech of welcome which was well received by all as non-Danish speakers had been given an English translation to follow.

*Your Royal Highnesses, distinguished guests – Ladies and Gentlemen!*

*Velkommen til Sporvejsmuseet Skjoldenæsholm – Welcome to the Danish Tramway Museum.*

*In Denmark, we usually 'say it with flowers'. I am sure that this is also normal in Australia, but in connection with Prince Christian's birth and christening, they certainly showed some special creativity 'down under'. The official Australian gift was the four Tasmanian devils which can now be seen in Copenhagen Zoo – 'look but don't touch!' – while the state of Victoria chose to give something of its own soul from the city of Melbourne, namely one of its classic green trams. These trams enjoy almost iconic status there and are synonymous with the city of Melbourne – a city which continues to place its faith in trams as its main form of public transport. Although new and more modern trams have been introduced in the city over the past twenty years, the classic Melbourne tram, of which around 750 were built in the years 1923 to 1955 – and to which number 965 belongs – can still be seen there, and I am almost certain that the Crown Princess must have travelled on them many times in the years in which she lived in Melbourne.*

*And it is precisely a tram of this classic type, with its characteristic green colour, which now, after completing a voyage of 32,000 kilometres, is here with us at the Danish Tramway Museum at*

*Skjoldenæsholm, as the official gift from the state of Victoria to the Crown Prince, the Crown Princess and Prince Christian. The Australian gift givers, represented here today by Agent General David Buckingham and Mrs Susan Allen, Australia's First Secretary in Denmark, must be congratulated on their innovative thinking, but naturally it pleases us just as much that the Crown Prince and Princess have accepted the gift without, it seems, much concern – at least as far as we know! Though to judge from the cartoons published in the newspapers, there may have been some discussion of exactly how to place a 17-ton, 2.73 metre wide and more than 14-metre long tram in the royal chambers!*

*Our Australian partners, the Sydney Tramway Museum, represented here today by its chairman, Mr Howard Clark, and vice chairman Mr Greg Sutherland, have played a considerable role in developing the gift idea in Australia, just as the shipping company A.P. Møller Mærsk – represented today by its Executive Vice President, Lars-Erik Brenøe – have from the start treated this as a very special transport task which perfectly matched the company's attitude to all its transport work: delivery on time and with 'constant care'. As an added refinement, they even assigned the task of transporting the tram on the final long leg of its voyage from the reloading port of Yokohama to Aarhus to the Gudrun Maersk, a vessel which the Crown Princess herself named at the Lindø shipyard a year ago.*

*At the gift-giving ceremony in Melbourne on 10 November 2005, Consul-General Jørgen Mollegaard Kristensen accepted the tram on behalf of*

*Crown Princess Mary is introduced to Jorgen Krog, museum workshop manager, and Morten Storgaard assistant workshop manager, their driver instructors for the day before setting off to the outer terminus.*

Taken for Howard Clark



*Crown Princess Mary speaks with David Buckingham in 1965 with Mikael Lund leading the Royal couple through the crowd at the outer terminus.*

Howard Clark

*The press congregated on the rear platform of trailer 78 and on the top deck of car 50 for the 1.5km journey along the museum's line to the terminus loop at Eilers Eg.*

Howard Clark





the Crown Prince and Princess from Victoria's Minister of Transport, Mr Peter Batchelor. Both are unfortunately unable to attend today, but they send their greetings. Jørgen Møllegaard, in particular, would very much like to have been present to personally pass the big green parcel to its new owners.

Here at the Danish Tramway Museum at Skjoldenæsholm, we are naturally proud to be able to give a home to the royal tram, and thereby help to fulfil the wish of the Australian givers for the tram to be used in a way which will benefit the whole Danish population, as a testament to the cordial relations between Australia and Denmark.

The museum is mainly concerned with trams and elderly buses from the three former Danish tramway cities of Copenhagen, Aarhus and Odense, but it has also chosen from the start to have an international focus. This is a museum which is considered to be among the top five of its type in the world, and which enjoys broad national and international recognition; a museum which furthermore is under continual extension and development, and whose members, on an entirely voluntary, unpaid and idealistic basis – but with great passion and commitment – help to safeguard the cultural history of public transport and

present it in a way which ensures that the museum's many visitors are given an exciting experience. It is consequently a particular pleasure for the museum's numerous staff members that the Crown Prince and Princess decided to say "yes, thank you" to this unusual Australian gift and store it here at the museum, where it will come into regular operation.

I also know that Ringsted Municipality, of which both the mayor and a large part of the council are here today, value and support the many initiatives that occur here at the museum, and which help to put Skjoldenæsholm and Ringsted on the map.

In a moment we will present the tram and ask the Crown Prince and Princess themselves – in turn – to take the controls and drive the tram down the museum track. There is no cause for concern – I can assure you that it is not very difficult to drive, and there will be expert assistance on hand. Here I have the special reversing key required. It is a particularly fine example, embossed with the royal monogram, which we will keep in special storage here at the museum, so that it will always be available, should the Crown Prince and Princess suddenly decide to drop in and take a trip on their own tram!

As a special memento of the day I would like to present the Crown Prince and Princess with this wooden model of the tram – 'Handcrafted in Australia' – which I hope will be a fun toy for Prince Christian and remind him and his parents that you do not need to go halfway around the world to experience 'the real thing' – you can do this just 80 kilometres from Fredensborg. And I might mention that the museum and the trams can make the perfect venue for children's birthdays and other special occasions. So in due course Prince Christian will have the unusual privilege of being able to invite his friends to a birthday party in his own tram!!

Here you are! And with that, I suggest we take a closer look at the tram."

The Royal couple were then invited to inspect 965 and, following introductions to the crew, were escorted to the drivers cabin for photos and a brief instruction in driving techniques. Once invited guests had crowded on board, and following a shaky start, we set off smoothly under the firm hand of Crown Princess Mary toward the outer terminus running behind double deck car 50 (built in 1915) and open ended trailer 78 (1913) with the rear platform crawling with paparazzi photographers.

Time for some driving instruction on Copenhagen car 100 before the return journey commences. Car 100 dates from 1901.

Howard Clark



*Nearing the end of the double track at Tobaksmarken 965 passes set 470 +1065 in a field setting soon to become a new golf course.* Howard Clark



About halfway, a changeover stop occurred smoothly and the tram proceeded to the outer terminus, now under the control of Crown Prince Frederik. At the terminus it was like a Melbourne peak hour tram as the Royal couple made their way through the crowd in the tram to disembark.

Inspection of the half open, half closed upper deck of car 50 followed, before Mikael escorted the distinguished guests to Copenhagen single truck car 100 of 1901 and trailer 1253 (1909) for further tuition for the return trip under Royal control. This set had been placed behind the paparazzi tram.

As a remote reminder of photo stops on tram tours an unfortunate photographer, assigned by the museum to record the event, suffered abuse, including a rather loud 'Get out of the way' from a Cockney accented photographer, who missed his shot of Princess Mary boarding the car.

Meanwhile the Vice President of the shipping sponsors, A.P. Møller Maersk, Lars-Erik Brenoe, was given the honour of driving 965 in the convoy back to the Museum, where the Royal couple and invited guests were given a guided tour of the display building. For the day the immaculately presented privately owned 1932-built Cadillac which had belonged to Prince Frederik's great-grandfather was on display as well. Mikael then invited all guests to participate in refreshments, which were magnificently catered for solely by museum family members. He particularly pointed out that the wines were Australian, including Tasmanian varieties, whilst of course the beer was Danish, but with a tramway museum label!

The Royal couple mingled with the guests for some time and obviously enjoyed their visit as they stayed some 25 minutes longer than expected.

With the departure of the Royal couple the museum



*Surrounded by Spring greenery, 965 pauses at Gammel-Sparegodtvej, a picnicking area, on its return journey to the museum.* Howard Clark



965 stands on road C between the depots as 470 + 1065 (1945 + 1947) and 327 of 1912 await their departure time on road A. The rear of single-ended Rheinische 2412 of 1957 is on road B. Howard Clark



A visitor reads the plaque on 965 during the layover at Eilesr Eg terminus. Howard Clark

continued in a carnival like state for several more hours, with a large variety of cars in operation to cater for the visitors. 965 was the most popular car on the day. It was a pleasure to see the car in action and to hear the smooth hum of the motors.

Later in the day and in the members' canteen away from the cold we enjoyed traditional Danish hospitality, before later being hosted by Mikael back in Copenhagen for a relaxing evening meal reflecting on the events of the day.

A couple of minor glitches with the car were noted of which the most irritating when travelling inside, was the continuous hissing from an air leak relative to the sliding doors. The compressor seemed to be working overtime and, because of the high overhead required for double-deck cars, the poles are in places almost vertical and dewirements near the outer terminus were noted, suggesting longer poles are necessary. Bendigo Tramways kindly donated a welcome number of

carbon inserts and two new ones were installed before the day commenced. One of the original mirror brackets had fallen off and repairs were required to a timber pillar where a grab rail had parted company in the hands of the driver. The sharp outer terminal loop causes 965 to squeal significantly and will no doubt result in wheel wear as the car runs in a continuous loop so as to ensure the brass plaque is visible to boarding passengers at the museum.

Thursday, 25 May was the Ascension Day public holiday in Denmark and elsewhere in Europe. The Museum was open and after visiting the Viking museum and Cathedral in nearby Roskilde it was back for a more detailed inspection that afternoon. On arrival it was noted that a group was working underneath and around a rather derelict looking Hamburg trailer car which two days earlier was hidden away on an open siding next to the display building. This car was in stark contrast to the immaculate matching motor car and, without enquiry, it seemed



Melbourne 965 pauses on its journey around the terminal loop at Eilers Eg, a popular picnic and refreshment spot for museum visitors. Note the angle of the trolley pole at this location. Howard Clark



Single-ended Rostock trailer 974 serves as a mobile refreshment room and is taken to the Eilers Eg terminus each operating day. It is coupled to Rostock 'Rekowagen' motor car 797 which supplies the lighting and heating during the day. Howard Clark



An interior view of Rostock trailer 974 fitted out for refreshment use.

Howard Clark





*Kobenhavn double-deck car 22 of 1900 is undergoing restoration in the museum's workshop.*  
Howard Clark

that the trailer had been put aside as an unwanted car. Not so.

The six or seven workers were German members who were taking advantage of a four day break to make inroads on the restoration. On closer inspection, apart from the stepwells and the weathered interior, the car was in sound condition. The all-aluminium body had enabled it to survive outdoors at the large Hannover museum for almost thirty years before being transferred to Denmark a couple of years ago.

The above illustrates a rather unique feature of the DTM. Apart from Denmark, active members also come from neighbouring Sweden, Germany and Holland. They were present two days earlier and the museum has set up dormitory facilities to accommodate them, although these are to be expanded to cater for increasing numbers. Another pleasant revelation was the age and gender spread of members. Indeed this is a happy sign for the future of the museum, unlike many other similar museums faced with an aging and shrinking workforce. Co-operation between the various European museums seems to be high, as illustrated by the planned one week loan in June of a motor and trailer set to Amsterdam for special celebrations there.

The Thursday crowds at the museum were again around the 600 mark and trams were running at frequent intervals to the outer terminus, where the

double-ended Rostock Reko car and single-ended Gotha trailer were parked.

The Danes are certainly a hardy lot, as despite the variations in the weather, many were using the picnic area, hiking or using the café style interior of the trailer car to enjoy pastries, ice creams and freshly brewed coffee, delivered in urns from the depot on rotation by conductors.

Many of the trams were parked outside the buildings to give the experience of a working depot and ideal for photos. All cars were still carrying both Danish and Australian flags.

Inside the workshop, works were nearing completion on restoration of double deck car 22 with open sided upper deck longitudinal seating. In the paint bay was the rebuilt front half body shell of Duwag articulated car 890, which along with 815, had been repatriated from Alexandria, Egypt to preserve examples of the newest type of car used in Copenhagen before abandonment in the late 1960s. The bodies of similar cars acquired from Duisburg, Dusseldorf and Mülheim stored outside were used as a source of the articulation equipment and trucks for this major rebuilding plan.

Examples of 'summer cottage' car bodies rescued over the years, including a double-decker still with staircase attached, were tucked away pending future



*Hamburg 3675 and Kobenhavn trailer 1253 stand at the entrance to the main depot and workshop. Double deck cars 50 and 22 can be seen inside the building. The turnout in the foreground is the metre gauge line serving the car park.*

Howard Clark



*The former Valby Depot of 1900 from Kobenhavn is the main display building, and looks like an operating depot with trams parked outside. A metre gauge balloon loop is being constructed at the extreme left of this scene.*

Howard Clark

restoration, just to give a touch of commonality with other tramway museums.

Special thanks are due to Mikael Lund for his traditional hospitality and to all the others at the DTM, particularly Malmo member Anders Silfverling for making the visit so enjoyable.

Overall the Danish Tramway Museum must rate as one of the best in the world and it is a truly fitting and proud home for 965. After my one last round trip, before departing for the airport, it was a sentimental moment to reflect upon how this all transpired and to see 965 quietly slip away from the museum with another load of visitors along the green bordered right of way just out of sight, and to take away from that scene just a lingering sound in the afternoon stillness of the motors humming smoothly into the distance.

(The Danish Tramway Museum's web site is <http://www.sporvejsmuseet.dk/>)

### Corrections

Errors crept into two photo captions in our February-March 2006 issue.

- Kelman Baum's name was incorrectly spelt in the photo caption on page 2. Our apologies Kelman.
- The date of the Yokohama transfer in the photo caption on page 5 should be January, not February as shown. A.P.Møeller Maesk are good but even they cannot move a tram from Japan to Denmark in 24 hours!



## ISTANBUL TRAMS – A TURKISH DELIGHT

By Ian A. Dunn

The city of Istanbul in Turkey has a history stretching back over two millennia. The old city, on the shores of the Bosphorus and the southern side of the Golden Horn, was, as Constantinople, the capital from 330AD of the Roman Empire and from 1453 of the Ottoman Empire. In 1924 the new Turkish Republic moved the capital to Ankara and the old capital was renamed Istanbul. North of the Golden Horn, on a steep sided peninsula, there grew from the 15th century Galata and Pera, European enclaves specialising in financial affairs. The Galata district became an important cultural centre for the local people of the city, especially the foreign residents, with beautiful old houses and commercial buildings, cafes

and restaurants. In the 19th century, the Grand Rue de Pera became a shopping centre second only to the Grand Bazaar in Constantinople. For most of the 20th century, the Beyoglu area, as it was now known, became seriously decayed, and it was not until an urban renewal program in the 1980s and 90s that the intrinsic value of the environment was recognised and a serious effort was made to arrest decline and re-invigorate the area. Today many of the fine old buildings have been restored and the street is an excellent example of fine urban planning.

Istanbul's street transport began with metre-gauge horse tramways in 1871, as part of a four-line



*Brill-trucked IETT 47 runs around the balloon loop at Taksim Square in bright sunshine. An original bow collector adorns the roof, while varnished droplights set off the crimson and white livery.*

Ian Dunn

*Brass fittings, leather straps, blue glass and globe lights betoken another era in this interior shot of IETT 47. The seating is of a later type, and would originally have consisted of longitudinal benches.*

Ian Dunn





*Heading from Tünel to Taksim Square, IETT 223 rounds the curve into Galatsaray Square on 10 April 2006.* Ian Dunn

concession to 'La Société des Tramways de Constantinople'. The network was quickly expanded by British and French concessionaires to cover most of Constantinople, including the suburbs north of the Golden Horn, across the Galata Bridge. The tram network was electrified on 2 February 1914, and at its maximum extent the system attained 130km. Istanbul's public transport was nationalised in 1939, and a new company, Istanbul Elektrik, Tramway ve Tünel İşletmeleri (IETT) took over. Little was done in the way of improvement, and the 1914 cars ran until the closure of the system between 1958 and 12 August 1961.

As in many other cities, the decision to close was regretted within a few years, and from the 1980s efforts have been made to reintroduce rail street transport. A new standard gauge tramway commenced operation in 1992 through the narrowest streets of the old city. The line was extended in March 1994 and April 1996, and on 30 January 2005 it was extended again, crossing the Golden Horn once more after a 44-year hiatus. Most of this tramway follows the route of the metre gauge system of old. Motor traffic has largely been banned from the narrow streets and the trams move with zest through the old quarters of the city. The 14km line has 24 stations, with

*Southbound 47, heading for Tünel, starts away from Galatsaray Square loop, midway along İstiklal Caddesi. Northbound 223 will make its gentle way to Taksim Square shortly.* Ian Dunn





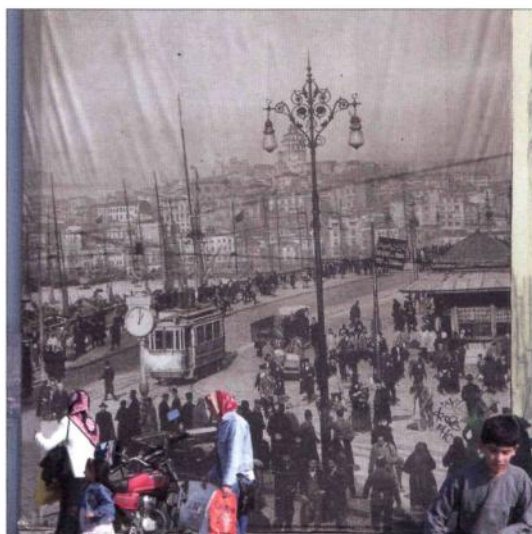
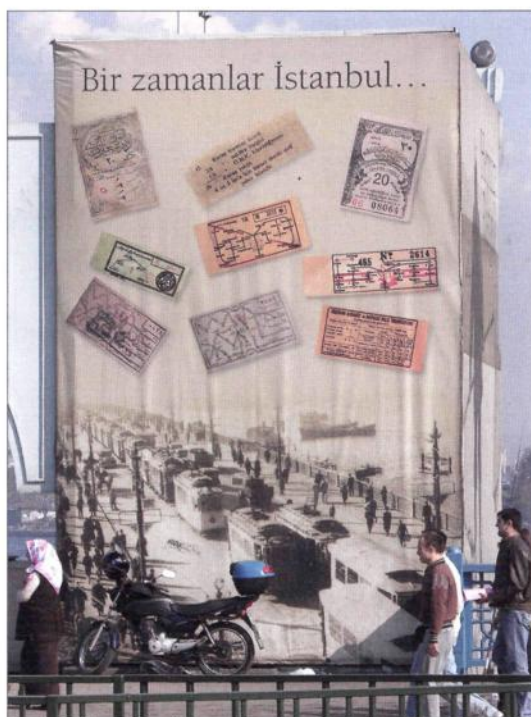


Trailers 411 and 418 inside the Taksim Square workshop and depot.  
Ian Dunn

Below: Overhauling the truck of IETT 117 in the Taksim depot on 10 April 2006. Work undertaken included remounting the motor bearings and rewinding the armature.  
Ian Dunn

Below and below right: Two of several large posters celebrating the 2005 extension of Istanbul's LRV across the Galata Bridge to the northern suburbs over the Golden Horn. A lone four-wheel tram adorns the poster at right while the poster at left shows a peak hour scene in the 1920s, with a wide variety of four-wheel trams, some with trailers. A selection of tickets is also featured.

Both Ian Dunn



*LRVs 724-725 pull away from the central platform in Kemeralti Cadessi with a service to Kabatas on trackage opened in 2005. At the Kabatas terminus, connection will soon be made to a new funicular to Taksim Square and the Taksim-Levent Metro.* Ian Dunn



55 Bombardier Flexity cars running in coupled pairs. Daily capacity is 155,000 passengers and the cost has been \$US110 million.

In 1990, as part of the Beyoglu urban renewal program in the north of Istanbul, the city pedestrianised the former Grande Rue de Pera, now named Istiklal Caddesi (Republic Street) and laid a single track, metre-gauge tramway along its 1.6km length, from Taksim Square to Tünel Square. Tünel is the site of the world's second-oldest underground railway, a short funicular which links the Galata shore of the Golden Horn with the heights of Pera. At the

Tünel terminus of the tramway, there is a run-around loop and mid-way up Istiklal Caddesi there is a passing loop. At the Taksim terminal there is a balloon loop. Just behind Taksim Square, on a short spur, a two-road, concrete framed workshop and car barn was constructed. Three former Istanbul single-track motor cars (Nos. 47, 117 and 223) and two trailers (Nos. 411 and 418) have been obtained and restored, and these are maintained in the car barn by skilled staff, who perform complete overhauls on the vintage machines. The cars are French in appearance, with bow collectors, but the powered trucks are by J.G. Brill of Philadelphia. While this tramway was instigated as a

*Coupled Bombardier Flexity cars 752 and 753 surge up the hill from the Topkapi Palace Gardens, en route to Sultahmet and the west of the city on 11 April 2006.* Ian Dunn







*On an extension opened in 2005, LRVs 710-711, on their reserved centre-of-road track, sweep past the chronic traffic jams on Kemeralti Cadessi as they head for the Galata Bridge and the old city of Istanbul.*

Ian Dunn



*A postwar ex-German single trucker, now No.201 in the service of the IETT, sets off from Kadiköy terminus of Istanbul's Asian heritage tramway on 12 April 2006.*

Ian Dunn

tourist attraction, in conjunction with the gentrification of the Istiklal Cadessi precinct, it is noteworthy because of the contribution it makes to the local transport scene. The line operates on weekdays with motor-trailer sets which are packed with locals going about their affairs, rather than tourists. Over 6,000 passengers a day are carried and the little cars cover almost 24,000km a year.

In late 2003 another vintage tram line was reopened on the Asian side of the Bosphorus, between Kadiköy and Moda. It has 10 stations on a 2.6km route and is operated with second-hand German four-wheel stock.

According to German sources there are four cars in Istanbul:

- Car 201 ex-Jana 138, a Gotha T57 built as Halle 823 in 1968 and acquired by Jena in 1972. It was renumbered (2nd) 132 in 1978 and 6630/032 in 1981.
- Car 202 is ex-Jena 102, a Gotha T57 built in 1958.
- Car 203 is ex-Schöneiche 75, a 1957 TZ70/1 Rekowagen stored off site in Istanbul.
- Car 204 is ex-Schöneiche 77, a Gotha T57 built as Cottbus 48 in 1957, renumbered 91 in 1987 and acquired by Schöneiche in 1990. it is currently not in use.

# HERE AND THERE

## AUSTRALIAN AND OVERSEAS NEWS

### Adelaide news

The former tram depot and office complex in Angas Street near Victoria Square is being demolished and replaced with a \$100 million tower, as part of the biggest commercial venture undertaken by the Catholic Church in South Australia. Adelaide City Council's development assessment panel approved the tram depot demolition on 20 March, 20 years after the site was last used to house the city's trams.

The church bought the tram site, which backs on to St Francis Xavier's Cathedral, from the State Government for \$5.5 million last year, and plans to build an 8-10 storey office building. Part of the building will be used to house the church's own administration, with the majority of space taken up as headquarters for SA Water. Under a contract won by the church in December 2005, about 800 SA Water staff will be relocated from suburban offices to the city, with the tower expected to be ready by September 2008.

The tram depot, which fronts Angas Street, was vacated in 1986. In 1989, Premier John Bannon said it would be demolished eventually and replaced with a government building. In the early 1990s, it was used as a temporary Magistrates Court while the existing court was being refurbished.

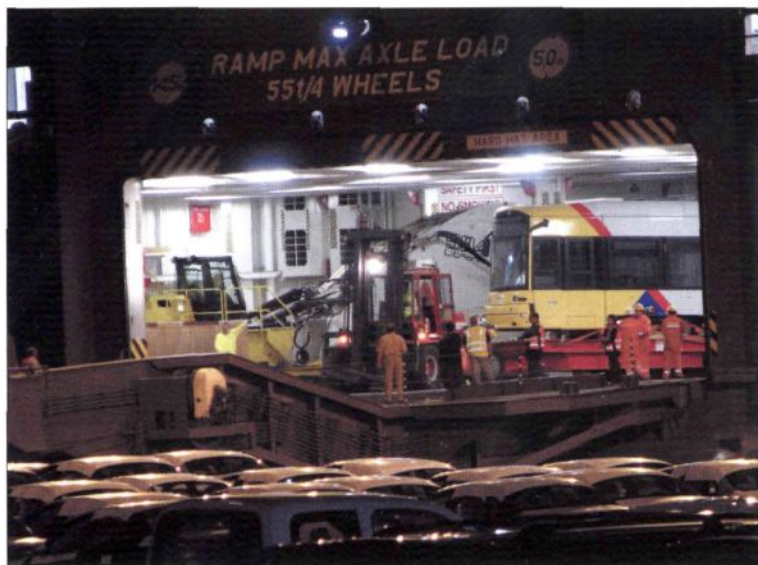
Turning to rolling stock, another of Adelaide's new trams, No. 104, entered passenger service on 24 April. It is understood there were some early problems with this tram. However these were resolved and testing was then carried out.

Flexity tram 105 has arrived and was unloaded from the car carrier *Hual America* on the evening of 2 April.

### The Queen's Baton Relay, Melbourne 2006 Commonwealth Games

The Relay traditionally begins with a commencement ceremony at Buckingham Palace, London, which coincides with the city's Commonwealth Day festivities. There the Queen entrusts the baton containing her 'message to the athletes' to the first honorary relay runner. The relay finishes at the Opening Ceremony when the final relay runner hands the baton back to the Queen, or her representative, and the message is read aloud. At that moment the Commonwealth Games begin.

The Melbourne 2006 Queen's baton travelled an epic journey of more than 180,000km in a year and a day, and visited all 71 nations of the Commonwealth. It was the world's longest, most inclusive relay. No other Commonwealth Games relay has visited all



*Adelaide Flexity 105 is about to be unloaded from the car carrier Hual America at Outer Harbour on the evening of 2 April 2006.*

Bill Drury





*A philatelic first day of issue cover depicting the Commonwealth Games opening ceremony flying tram on the postage stamp and the envelope cachet. R Merchant collection*

member nations. Only in Australia and New Zealand was the baton carried on trams.

Danyon Loader, an Olympic and Commonwealth gold medallist, and a swimming icon and a household name in New Zealand, was the first to carry the Queen's Baton Relay in New Zealand. He commenced the relay on Dunedin tram No. 11 along the Christchurch Tramway.

On 13 February (Day 20 of the Relay in Australia), Patrick Coghlan from Victor Harbor, South Australia, carried the baton on the top deck of horse-drawn tram No. 1 across the causeway from Granite Island.

On Day 40 (5 March), Lynn Murrell carried the baton on the cable tram in Portland, Victoria. The tram carried a Commonwealth Games flag across the front of the grip car.

Four days later in Ballarat, the first runner for the day, Ray Borner, took the baton in Wendouree Parade, Ballarat on Ballarat City liveried tram No. 661.

On the penultimate day, 14 March, the flag was carried on City Circle SW6 car 909 in Australia Day flag livery. The tram was driven by Margaret Drew, Southbank Depot's senior trainer. The baton was carried from Melbourne Zoo to Flemington Road. Later that day the Relay delayed trams in Swanston Street.

Well covered by the media was the star of the opening ceremony: a flying W series tram numbered 2006. The 1.5 tonne replica was constructed in Perth of plywood and steel and transported by road to Melbourne. The tram was based on an M&MTB plan of a W7 car signed by then Chief Engineer Frank Kirby in 1957. After the opening event it was placed on

*Melbourne Z car 81 was decorated in Pakistani bus style for the Games and it is seen in all its colourful glory at the Docklands on 23 March.*

Ray Marsh



display at the Museum of Victoria with accompanying interpretive panels.

Z1 car 81 was decorated for the Games by Pakistani Nusrat Iqbal and his team of bus decorators in the manner of a Karachi bus, the most famous of which run on route W-11. The elaborate hand-cut sticker collage also covered the interior of the tram complete with lights and tassels, and music that you would hear on a Karachi W-11 bus. It proved to be very popular when it entered service on the City Circle route following its launch at Dudley Street on 14 March. It was to have remained in service until 26 March but was extended for another week.

### Melbourne restaurant tram plan

Hawthorn businessman Paul Stephen-Daly, one of the founders of Melbourne's award-winning restaurant tram, has petitioned Victorian Premier Steve Bracks and Transport Minister Peter Batchelor to lease him decommissioned W series trams which he would re-fit as restaurants and ship overseas. Each tram would be fitted with a plaque that would briefly describe its historical significance and would promote Melbourne.

Mr Stephen-Daly is negotiating with 33 European transport authorities and local governments, including those in Berlin, Dublin, Milan, Moscow, Paris and Vienna.

Mr Stephen-Daly came up with the idea for Melbourne's first restaurant tram (W2 class 442) with his restaurateur partner, John Murphy, in 1980. After nearly three years of planning and red tape, and developing a system to obtain 240 volt AC power from the tram's 600 volt DC supply, car 442 made its first promotional run in November 1982. It took another six months and an Act of Parliament to allow liquor to be served legally before the commercial operation began in 1983. Mr Stephen-Daly sold his share of the business in 1984, and today the fleet of three restaurant trams is run by the Red Rock Leisure Group under the name Colonial Tramcar Restaurant.

No decision has yet been made on the proposal.

### Melbourne green and cream

The year 2006 marks 80 years since the Melbourne and Metropolitan Tramways Board adopted the green and cream livery for all new trams. In September that year, W class No. 380 and an unknown single truck car were painted in a trial green and cream livery, but were returned to chocolate and cream the next year. Green and cream colours appeared again in 1926 on ten X1 class Birney Safety Cars, followed in 1927 by Y class No. 469. Driver Instruction Car, Q class No. 190 was the last tram to run in the chocolate and cream colours. It was repainted in November 1949.



*The decorations on the front of Melbourne Z 81 included tassels, feathers and lights.* Ray Marsh

### Drag Racing by Tram!

Female tram driver Borbala Kiss Klonka of the Szeged Transport Company won the prestigious title of Hungary's quickest tram driver, beating all her 17 opponents in the country's first tram drag race in Szeged on 7 May 2006. But her male colleagues say they want a re-match to 'reclaim their dignity' in a profession that is traditionally dominated by men in the eastern European country.

The contestants and their yellow trams had to accelerate from standstill to cover the 100m distance on parallel straight tracks in the shortest possible time. As the trams are fitted with an electronic anti-wheel-spin device, they had to accelerate carefully so as not to lose precious seconds. The top racers clocked less than 10 seconds and sped over the finish line at a hair-raising speed of nearly 40 km/h.

There are four Hungarian cities with a tram service: Budapest, Debrecen, Miskolc and Szeged. The first line was opened on Budapest's Great Boulevard in 1887.





Our mystery tram. Where is it?  
Dale Budd

### Where is it?

Dale Budd has submitted the accompanying photograph of a tram ... somewhere! Sydney had double deck steam tram trailers with crossbench seating on the lower deck and longitudinal seating on the top deck and plans for a double deck trailer car with a crossbench lower deck based on an N car for use in Newcastle, but they were nothing like this delightful vehicle. Where is it? The only hint provided is that it is in the northern hemisphere.

### Book Review

#### *The Sydney Ferry Book*

Dale Budd and Randall Wilson

University of NSW Press, Sydney, April 2006

Paperback, 185mm x 185mm, ISBN 0-86840-9308, RRP \$24.95

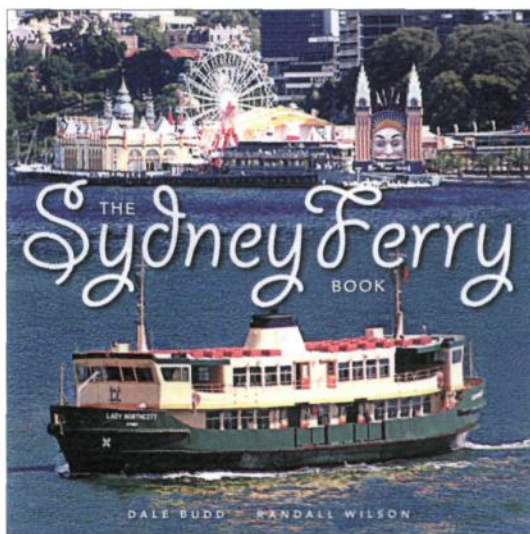
Sydney's ferries are an icon of the harbour city, loved by the locals and always a highlight for visitors. For many years there has been a need for a souvenir book for tourists to take home as a memento of their trip to the Zoo or Manly by ferry and *The Sydney Ferry Book* targets this market.

In the same format as the authors' previous publication, *The Melbourne Tram Book*, this 84 page booklet gives a broad overview of the harbour city's ferries. Starting with a summary of the fleet illustrated by John Mikita's excellent, but too small, line drawings and an illustrated harbour map showing ferry route and wharves; the book then takes the reader on a fascinating pictorial journey around the harbour with pictures from both the past and present. A superb feature is the inclusion of Harold Cazneaux's black and white photographs in particular *Do Not Spit* with its array of waxed moustaches and evocative pipe smoke. These are accompanied by an excellent selection of

paintings from Phil Belbin, Jeff Rigby and Arthur Streeton.

The photos and paintings are well captioned and make an easy to read history of the ferries, wharves and surrounds. Unfortunately in the production process some of the colour photographs, in particular the cover and frontispiece, appear to have been brightened too much leading to a loss of detail. The black and white photographs have been well reproduced showing how much times have changed; how long since naked boys could dive off the bow of a ferry for a swim? John Darroch's photographs of Manly ferries crossing the heads in rough seas will possibly bring back nauseous memories!

Whilst a historian might feel that mention should have been made of the companies that pioneered



Sydney's ferries such as the North Shore Ferry Company this is not going to detract from the souvenir value of the book. Perhaps the only additions could have been the locations of Cockatoo and Garden Islands on the map; the website of Sydney Ferries Corporation for service details and maybe the existence of the Australian Ferry Society.

Whilst not targeted at the enthusiast market this book is worth the \$24.95 cover price and will make an excellent gift to give visitors to remind them of the pleasure a Sydney Harbour ferry trip has given them.

Reviewed by Duncan MacAuslan

### Blackpool 48's last run at Lake Oswego

The citizens of Lake Oswego, Oregon have thrown a retirement party for a 104-year-old friend. For 17 years, this old friend's command performances drew tourists to town from all over the world. In the process, this friend definitely helped Lake Oswego reconnect with its past. The friend may also have offered the city some ideas for its future.

The friend is 1902-vintage Blackpool standard double-deck tram No. 48, for 17 years a featured attraction on the Willamette Shore Trolley line which runs along the west bank of the Willamette River between downtown Lake Oswego and Southwest Portland. The line features the 1,396-foot Elk Rock Tunnel with an 'S' curve between its portals, and several trestles including the 686-foot Riverwood Trestle.

Two years ago, however, the volunteers who run the tram withdrew it from service because of overall wear and tear. On Saturday, 6 May 2006, No. 48 returned to

the tracks to make its final run before retiring to the Oregon Electric Railway Museum in Brooks, Oregon, where it will join Sydney O class car 1187. Old No. 48, with its varnished hardwood trim and plush upholstery, was part of the original fleet when the Willamette Shore Trolley sprang to life in 1987 and began service. But it already had an interesting history.

The tram began life in 1902. It was one of 12 built by Hurst Nelson for the Blackpool & Fleetwood Tramroad as uncanopied bogie open-top vehicles with Tudor-arch windows and reversed maximum traction trucks. In 1928, the car was rebuilt, adding an upper deck, sides and roof from another tram built in 1912. It was also placed on Blackpool's standard type of bogies at that time.

In 1964, the Oregon Electric Railway Historical Society acquired the tram and shipped it to the United States. It was placed on display at the old Trolley Park in Glenwood Oregon. Twenty years later, opportunity knocked when the Southern Pacific Railroad received permission to abandon its Jefferson Street Line that ran from downtown Portland to Lake Oswego.

The right-of-way of the Willamette Shore Trolley was established between 1885 and 1887 as the Portland and Willamette Valley Railroad. The company commenced operations in July 1887, and was later purchased by the Southern Pacific Railroad.

The railroad had a major impact on the development of southwest Portland. Initially 14 trains operated each day between Portland and Oswego (as it then was known) and became the main transportation link for developing residential communities along the route. The line was electrified in 1914 and passenger traffic peaked in 1920 with the Southern Pacific Railroad

*Near its northern end, not far from Portland's central area, the Willamette Shore Trolley threads its way on a trestle past a recently-built commercial and residential development at Johns Landing. No. 48 poses at this spot during an Electric Railroaders Association convention in July 2002.*

Dale Budd





*Blackpool 48 in the depot at Lake Oswego where it had been stored for the last two years.*

Peter Erhlich



running 64 Red Electrics to and from Portland and Oswego each day. Passenger service ended on 5 October 1929, while freight service continued until 1983.

In August 1984, the Interstate Commerce Commission granted Southern Pacific permission to abandon the line. In November of that year, the Portland Friends of the Willamette River Greenway, a non-profit corporation, was asked to assist seven government entities to acquire the line, and to retain it for possible future use as a mass transit corridor. Continued use of the line was important as Oregon law requires abandoned railway rights of way to be returned to their former owners.

From September to December 1987, the Oregon Electric Railway Historical Society operated No. 48 on the line on a demonstration basis to determine the feasibility of such a service. Power was obtained from a diesel generator located on a trailer towed by the service tram.

Negotiations between Southern Pacific and the governmental entities continued until the six-mile line was purchased in June 1988. Subsequently, the City of Lake Oswego leased the rail line from the consortium. The Willamette Shore Trolley was seen as a practical way of using the line and to ensure retention of the right-of-way as a possible future rail corridor.

Trolley services began on a long-term basis in July 1990, with a new operator. Since then, the line has been extended half a mile south from its original southern terminus to downtown Lake Oswego. In 1995 the Oregon Electric Railway Historical Society again became the operator of the trolley service, in cooperation with the cities of Lake Oswego and

Portland, the counties of Clackamas and Multnomah, and Metro, a tri-county government transport agency.

The Lake Oswego end of the line features a two-track car barn where cars are housed and maintenance performed. All cars are operated using a tow-behind generator, and there are currently no plans to install overhead wire.

Different types of cars owned by the OERHS have operated on the Willamette Shore Trolley since its inception. These include No. 48 from Blackpool, a 1932 Brill 'Master Unit' which originally operated on both local and interurban routes of the Portland Traction Company and, for a brief period, Sydney O class car 1187.

The success of the excursions caught the attention of local officials who want to get more cars off busy Oregon Highway 43 while cutting air pollution. Lake Oswego Mayor Judie Hammerstad, who chairs the national Community Streetcar Coalition, said Metro is evaluating the feasibility of upgrading the tracks to handle the Portland Streetcar for regular weekday operation.

On Saturday, 6 May, No. 48 left downtown Lake Oswego at 7:00am and arrived at the Portland Terminal at Southwest Bancroft and Moody Streets by 8:00am. From there, it was hoisted by crane and loaded on a flatbed trailer for its ride to Brooks. Passengers were able to return to Lake Oswego on a 1932 Brill Master Unit car, the former Portland Traction Co's No. 813. Fares, which will help pay for the move, were \$50 per person upstairs, \$35 downstairs.

# COTMA

## COUNCIL OF TRAMWAY MUSEUMS OF AUSTRALASIA

Executive Officer, 158 Lorne Street, Fawkner, Victoria 3060

From Warren Doubleday

### November 2006 Conference

The second half of the program has been revised following receipt of comments. Bookings will be taken either over the Internet or by a printed booking form. A brochure containing preliminary costings, and seeking expressions of interest in receiving a printed booking form, was sent to past conference attendees and museums in March. It is proposed that bookings open in May with an early bird discount being offered. The COTMA web site [www.cotma.org.au](http://www.cotma.org.au), has the conference documents available on it.

### COTMA's Activities

The January-March 2006 News Update, also available on the website, describes some of the activities that have involved COTMA or its Executive Committee members.

These include:

- Providing comments on rail safety legislation including regulations and standards proposed for Australian tourist and heritage rail operators.
- Acquisition and transport to Adelaide of spare parts obtained for COTMA by the AETM.
- Development of COTMA's Achievement Awards program.
- Keeping the COTMA website up to date and improving the information it provides as well as its links to other resources described on the Internet.
- Assisting museum members and the Danish Transport Museum with the transport of trams or equipment. Rod Atkins, Assistant Executive Officer, handles most of the paperwork necessary to ensure that cargo gets off the wharf and onto a vessel. SW6 906 arrived in Auckland on 1 March 2006. After waiting a long time for various processes to be completed, a container with the rotary converter formerly at Glen Huntly Depot was delivered to the Tramway Historical Society at Christchurch. This donation by VicTrack and YarraTrams was facilitated by COTMA Executive Officer Craig Tooke. The converter will help the Society to construct a steam driven power station at Ferrymead.

- Assisting VicTrack to resolve the future of the trams stored at Newport, Victoria, including the provision of spare parts to member museums.
- The development of policy documents such as those relating to spare parts.
- Providing information to the Danish Tramway Museum about their new acquisition, Melbourne SW6 965.

### November 2006 COTMA CONFERENCE

Celebrating 100 years of  
Melbourne's Electric Trams

#### Proposed Program

**Friday, 17 November:** Registration and evening welcome function at the Conference Venue – Batman's Hill on Collins – corner Collins and Spencer Street. Optional workshops may be held on the management of museum collections during the day.

**Saturday, 18 November:** Conference opening and workshops at the conference venue followed by an informal dinner, museum brags, progress report presentation and the first of three quiz sessions.

**Sunday, 19 November:** Visit to the Melbourne Tramcar Preservation Association's museum at Haddon and the Ballarat Tramway Museum. Dinner will be in the Ballarat district with more museum brags and the second quiz session.

**Monday, 20 November:** Conference workshops in the morning, followed by visits to tramway centres of interest such as Hawthorn Depot, the home of Melbourne's historic tram fleet, or Southbank Depot or the Eastern Road Operations centre. Dinner will be held at the conference venue, followed by more brags and the third and final quiz session.

**Tuesday, 21 November:** The conference general meeting will be held in the morning. After lunch, there will be a trade afternoon with presentations by staff of Yarra Trams and industry suppliers. The conference dinner will be held at the Savoy hotel in the evening.



**Wednesday, 22 November:** Vintage tram tour of some of Melbourne's tram routes. We are planning to visit Essendon Depot (built 1906) and St. Kilda where the VR trams commenced running from the former St Kilda station in Fitzroy Street in 1906. After making our way to Camberwell Depot, we will transfer to more modern trams for a run out to the new Vermont South terminus. In the evening, dinner will be by own arrangements, though we plan to make a block booking for the tramcar restaurant for those interested.

**Thursday, 23 November:** Visit to the Tramway Museum Society's venue at Bylands and Bendigo Tramways, with the tour buses returning via the airport for those who wish to return home that evening.

**Friday 24 November / Saturday, 25 November:** An optional bus tour to visit Portland Cable Tramway

**Sunday, 26 November:** Up to you! Hawthorn Depot will be open.

## LOFTUS

### SOUTH PACIFIC ELECTRIC RAILWAY CO-OP SOCIETY

PO Box 103, Sutherland, NSW 1499

[www.sydneytramway.museum.com.au](http://www.sydneytramway.museum.com.au)

From Mike Giddey and Howard Clark

#### J 675 update

Work on the restoration in Bendigo has been gathering momentum in recent weeks with two coachbuilders, Luke Jenkins and Dennis Rodda, engaged on body works. All external side timbers have been installed and the three internal bulkheads have been fabricated and installed using Tasmanian Blackwood. Tie rods have been fitted and works are proceeding on fitting the remaining seat frames. Wayne Taylor has worked out the location of all underfloor equipment, with the air tank to be installed under one of the seats.

Arrangements have been made with United Group Rail at Preston for the wheels to be re-profiled early in May before fitting to the car.

Other works being carried out off-site by Geoff Spaulding and Howard Clark include the finishing of restoration work on the 16 doors for the car, which included dismantling, splicing of new timbers, replacement of some horizontal rails, sanding, re-assembly, fitting of wedges to the joints, removal of paint and rust from the steel door edges, priming and refitting to the doors. Solid Australian Cedar seat ends recovered from N cars have been repaired, sanded and varnished, together with internal electrical duct timbers. Ross Traeger has delivered the new seat bases he made last year and these are being varnished before being sent to Bendigo.

#### Royal National Park developments

Howard Clark has had meetings with Park management. Several new signs will be erected near

*Twenty years ago on 8 February 1986, Sydney K class car 1296 operated under power with the aid of a wandering lead, the first tram to operate at the new Loftus museum site. Recent shunting movements enabled K 1296 to recreate that occasion and it stands at the limit of that first run. It wasn't far, but it was a milestone!* Bill Parkinson



*R1 car 1979 returning from an afternoon group trip to the Royal National Park with Ron Ham at the controls.*

Martin Pinches



our terminus to better inform visitors of the location of walking tracks and amenities. These works will coincide with the clearing of dead wattle trees and scrub at the end of the old railway platform. We will be provided with a quantity of crushed sandstone and some bricks to enable us to improve our terminal area. Our need for access to the old shed for passive storage of non-operable reserve cars has also been favourably received and it is hoped that arrangements for occupancy can be formalised soon.

## R 1842

Member Chris O'Sullivan has had this car at his parents' Kingsford home for more than 30 years. Because of the sale of the property the tram was moved on 18 April. Chris generously donated a quantity of spare parts, including eight R car reversible seats. These and other parts were collected on the previous Saturday. Thanks Chris.

## Melbourne Z2 car 111

Melbourne Z2 111 has been moved to the workshop annex with a view to restoring the car to its original M&MTB orange colour scheme. The work commenced on 11 March and a team of several members are involved in the restoration of this tram.

Bill Parkinson removed non-original roof advertising blocks and gutter railing, and removed windows so that repairs to badly corroded pockets could be carried out. Some panel beating of minor dents was also undertaken and loose panels re-riveted. Frank McQuade did some oxy welding of rusted sheet metal around two window openings. Work is progressing on the filling, sanding and undercoating of the car. Ian Hanson is being assisted with preparation for painting and applying undercoat by junior members Josh Dreves, Mitchell Skillcorn, Sam McGuinness, Kaine Treleavan and Robert Norton.



*Mike Ward passes R1 2001 as he brings C 29 from the depot junction on 19 April 2006.*

Martin Pinches



*Our young members take time out for a photo. From the left are Robert Norton (rear), Mitchell Skillcorn, Joshua Dreves, Samuel McGuinness and Kane Treleven. Don Campbell*



Whilst it may have been simpler to repaint 111 in its MET green and yellow, the possibility of repainting it in the original colours was simply too good to overlook. Car 111 is being repainted in the original colours of Oriental Gold (roof colour), String (upper body panels), Marigold (lower panels) and Cocoa Brown (skirting and bogies). The original colour scheme embodying four different colours on the exterior was quite revolutionary for its time. In other words, 111 will be a mix of popular colours in vogue in the 1970s!

Locating the correct shades has been a long-winded process. A marine paint manufacturer supplied the museum with a factory made orange which was adjusted to match the original. Some old formulas from Dulux enabled other colours to be tinted and the TMSV assisted us with yet another colour!

## Works report

Our earthmoving contractor David Cannini commenced excavation of a trench along the footpath in front of the YMCA Building on 14 January in preparation for extending the underground power. He first removed the large cast iron base for a Sydney Municipal Council lamp standard and a redundant steel span pole. The trench was mostly in sandstone and progressed well until the rock breaker broke. We then used the backhoe on the machine to clear the broken rock out of the trench already dug and then excavated the clay bank near the Road 14 point lever. David returned the following Saturday to complete the first trench as far as the Miranda waiting shed. He then dug a trench under the depot access track near the

barbecues to extend underground power to a pole nearby. This allowed street lights mounted on two span poles along the access track to be brought into use. Geoff Olsen has run the conduits allowing the trenches to be backfilled. Greg Sutherland is relaying the brick footpath paving in front of the YMCA building and the running of wires through the conduits is progressing. A box has been mounted on a span pole near the site of the proposed Pitt Street crossover to provide power outlets for track welding purposes. It will be supplied by a mixture of underground and aerial wiring.

Further free concrete has been placed around the Road 14 point lever and a redundant timber pole is being removed near-by. The rock retaining wall is being reconstructed behind and near the point lever. Concrete has also been laid adjacent to the side roller door of the top shed.

Also on 14 January, 4.8 cubic metres of concrete was purchased and laid in the middle floor slab in the workshop extension on the western side of the track as well as the one metre wide strip along the wall at the northern end. This allowed the final floor slab to be poured on 11 February to complete the floor of the workshop extension.

It was not as straight forward as this might sound. The 8.5-tonne transformer from the Gray Street trolleybus substation had to be moved across the track to the east side and large amounts of accumulated junk had to be relocated before excavation by hand could take place for the floor slabs. The transformer was rolled across on its wheels pulled by our 3 tonne tree puller normally used to tension the overhead wiring.



*Bill Parkinson demonstrates to Sam McGuinness how to remove old adhesive with solvent and a scraper.*  
Martin Pinche

The first of the new left-hand points for the Pitt Street crossover was basically complete by late December and the second set is being assembled on top of the first one in the area in front of the top shed.

Temporary trolley wire was installed between Cross Street and the south end of the workshop extension over Road 4 on 19 April.

### **In the workshop**

Brisbane centre aisle car 180 was placed on a pair of un-motored W2 trucks on 4 January to make it mobile for forthcoming moves while its own trucks are dismantled. The four wheel sets from the car were taken to Zig Zag by Tom Tramby on 8 February for re-profiling to correct the worn flanges. These will be done as time permits.

Bill Parkinson dismantled the second traction motor and found that the ground fault was in defective insulation in the inter-pole connecting cables. These were replaced with new ones, the motor cleaned with solvent, revarnished and re-assembled.

Douglas Cowing arranged for new brake shoes to be cast for P class 1497 and C class 29 and the new shoes were fitted to 29 on 21 January.

New coupler sockets were cast for ballast motor 42s and new steel was purchased for the coupler shafts. Warren Howlett, Terry Thomas and the weekday crew have now fitted the new couplers, brake valves at both ends, one controller, the brake cylinder, air tank and the brake lever and rod to connect the cylinder to the existing brake rigging. This was to replace equipment

removed many years ago by the Railways as they only used the car's handbrakes as the service brake when it was in use as an overhead line car. An air hose has been used to successfully test the air brakes on the car. The milling machine was set up on 21 January by the weekday crew and has been used to modify an R1 brake lever for use on 42s.

The weekday crew have also repaired the damaged cast iron tramway signal column from King Street in the city. Two lengths of overhead troughing from Ultimo Depot have been cleaned and varnished in preparation for erection over Road 12 in the top shed. Two Melbourne No.15 trucks and one No.1A truck were taken into the workshop for testing and evaluation purposes. All are now outside again.

On 25 March, Brisbane 180 was moved into Road 6 in the display hall and ballast motor 93u was put in its place on Road 10 in the workshop after its deck was cleared of stored materials including two overhead inspection towers. Car 42s was moved out onto the traverser and Albion double deck bus 1615 was driven down from the top shed and reversed through the side door of the workshop. It was positioned on Road 9 and the two overhead cranes were used to lift the top deck off and place it on the deck of 93u. The now single deck 1615 was returned to the top shed. Craig Parkinson has been stripping the seats, lining and external sheeting in preparation for the deck removal. The bus was driven to Wollongong where Craig will renovate the bottom deck in the large shed behind his home. The bus left the museum around 4:00am on 20 April. Once completed, the top deck will follow for similar treatment.



# WHITEMAN PARK

**PERTH ELECTRIC TRAMWAY SOCIETY (INC)**

PO Box 257, Mount Lawley, Western Australia 6929

[www.pets.org.au](http://www.pets.org.au)

From Michael Stukely

## Traffic operations

With Perth having experienced its coldest December on record, and the coolest summer in 50 years, attendances at Whiteman Park were considerably higher than usual for this time of year. This was reflected in excellent patronage levels on the trams, especially during the summer school holidays.

A novel attraction for children, arranged by Park Management and run twice daily on weekdays during January, was The Great Rail Race. This involved a so-called race between the tram and the Bennett Brook Railway's diesel-hauled train, from Village Junction station to Mussel Pool. Crews were of course careful to travel at normal service speeds at all times.

Before the start, passengers were given information about the routes of the two lines, the distances to be covered, and the relative speeds of the tram and train. They then had to work out which form of transport should 'win'. Of course, the tram's top speed is well above that of the train, but the tram line covers twice the distance of the railway between the two points, and the tram must also travel through the 300m Village Mall.

The Race started with a count-down, and various distractions were used to delay one or the other and

even things up a little, such as the railway's locomotive departing with the carriages left standing at the platform and then having to return for them. On another occasion, the train departed in reverse towards Kangaroo Flats! And then there was the time the tram driver 'forgot' to raise the trolley pole, so there was a delay while the unexpected lack of power was investigated.

Overall, the scores were about even (and one race actually was a dead-heat). Was it rigged? Well, maybe. But the passengers had a great deal of fun – and so did the crews, we hear.

## WAGT tram No. 66

Frank Edwards and John Davies have continued with the exterior painting, completing the cream window frames of the motorman's cabs and the saloon. Work has also continued on the interior, with the glass of the upper-quadrant saloon windows receiving coats of green paint (facing out) and then Boston Tan (facing in), as was customary on Perth trams. The interior saloon walls have also been repainted below window level. Sanding and re-varnishing prior to re-installation of the interior timber battens surrounding the saloon windows, and the window sash frames, is progressing.

*The rail gauge of the pit was tested by pulling the Brussels truck over it. Noel Blackmore (kneeling) and John Azzaro are watching the operation.*

Kurt Gahler



New leather strap-hangers were made up by a harness maker, and have been hung on the two wooden rails now fixed to the saloon ceiling with the newly-chromed original metal brackets. John has completed cleaning and restoring the two controller covers, and Kurt Gahler has been working on the electrical components of the controllers themselves.

### Tram service pit

Following the concreting of the eastern approach road to the tram service pit in November, concrete was delivered and spread at the western end on 1 March. The area treated covers one metre inside and two metres outside the west doors of the Engineering Workshop, with heavy-duty plastic drains also being installed at these doors and connected to a soak-well. John Azzaro, Kurt Gahler, Jim Paton, Trevor Dennhardt, David Secker and Lindsay Richardson assisted with this task. Plans for concreting the main

workshop floor surrounding the pit were discussed with the contractor, and preparations including the excavation of sand for the deeper concrete at the lifting pads, and boxing out, were well advanced in early April. Noel Blackmore and Kurt completed the final laser levelling of the rails through the pit at the end of March.

In association with the pit works, Kurt has cut in the circuit breaker into the main electrical board for the power supply to the Engineering Workshop.

### General

Repairs to the canvas and resealing and painting on the roof of ex-Melbourne W7 No. 1017 were completed by Frank Edwards, Paul Pickett, John Davies and Shane Parsons. The finishing touches were applied and the destination boxes cleaned up by John and new member Les Hunt on 15 February. The tram now looks superb.



*Lindsay Richardson, Tony Grose and Les Hunt work the concrete poured at the western end of the shed.*  
Ric Francis



*The concreting work for the pit commenced at the eastern end, carbarn side, with John Azzaro in the pit, and from left, Noel Blackmore, Les Hunt and Lindsay Richardson ready for the concrete to pour.*

Kurt Gahler



*Lindsay Richardson, John Azzaro and Trevor Dennhardt unload the Brussels truck from Bendigo on 29 April 2006. Noel Blackmore is operating the crane.*

Ric Francis



*The freshly concreted section, with drains installed, at the western end of the Pit Road in the Engineering Workshop on 1 March. The concreting of the workshop floor around the pit now remains to be completed.*

Lindsay Richardson

W2 No. 441 has seen regular service during the summer, but has been dogged by motor problems with two having failed in a matter of weeks. Our tram motor refurbishment program has continued, with one unit completed in December and another two delivered for inspection and assessment. Those from 441 will now join the queue.

Our Toyota Land Cruiser finally reached the end of its useful life and was replaced with a second hand unit in excellent condition in March. This vehicle is essential to our operations, particularly for the track team, and should give many years of valuable service.

Track maintenance has continued, under the guidance of Lindsay Richardson and Trevor Dennhardt. Two rail joints at the eastern end of Camel Curve (at the far end of the paved Village Mall) were lifted, giving a greatly improved ride here. Four more steel sleepers were installed on Village Junction Curve



*Fremantle 29 waits in the passing loop north of Stockmans Triangle as W7 No. 1017 runs through on the main line on its way to Mussel Pool from the Village on 9 April.*

Michael Stukely



*Fremantle 29 passes the new rotunda outside the Park Administration building in the Village on 9 April.*

Michael Stukely

*Returning from Village Junction terminus, W7 No. 1017 runs up the gradient through the newly landscaped vehicle-turning circle at the northern end of the Village Mall on 9 April. Mature grasstrees and new lawns were planted in 2005 by Park Management to enhance the appearance of this area.*

Michael Stukely



in January. Kurt Gahler has made good progress with repairs to rail bonds, and their attachments are being modified as necessary to reduce damage to the tyres of our maintenance vehicles, as well as reducing the possibility of the bond being lifted onto the railhead and damaged by the wheels of passing trams.

Fourteen new concrete traction poles, rejected as 'seconds' from the Perth suburban railways because of minor defects, were inspected by Noel Blackmore and purchased from the manufacturer. They were delivered to the Park in February. These poles will be used to replace the rapidly deteriorating timber poles in wetter areas along the main line.

The Operations Group Committee has carried out an inventory of the tools and equipment available, and arranged the purchase of various items including a new engine for the rail saw. Measurements for replacement

overlay guttering for the central gutter of the Oketon Geddes Carbarn roof have been taken, and fabrication is being arranged by Ray Blackmore in order to carry out installation in time for winter. These original gutters have corroded badly, developing extensive leaks.

A trial extra workday on the first Thursday of each month has been started, to help advance or finish major tasks, allowing members the option of sleeping over after the regular Wednesday workday.

With the release in January of the new Australian Standard for Railway Safety Management, AS4292.1-2006, Michael Stukely and the Safety Management Committee have been hard at work revising our Rail Safety Management Plan to be compliant with the new Standard.



# PORTLAND

## PORTLAND CABLE TRAMS INC.

2a Bentinck Street, Portland Vic 3305

[www.portlandcabletrams.com.au](http://www.portlandcabletrams.com.au)

From Greg Robinson

A description of how Portland Cable Trams operates its tram has not previously appeared in these pages. Greg Robinson has provided the following description of the tram and its operation.

The grip car is powered with a 1600cc Nissan diesel engine that drives a hydrostatic pump which in turn drives two hydraulic motors connected in series. These chain-drive the axles. The control system is a bi-directional hydraulic control valve (forward = forward, backward = reverse). The vertical position (to which it returns) is Off. As it is a positive displacement system this also means Stop. This is used as a 'dead man's handle'. Speed is controlled with a separate throttle lever.

The tram is fitted with an original cable car bell, a car horn (when all else fails) and a reversing alarm. The saloon car can only be pulled in one direction as the dummy is essentially a single ended vehicle because of the placement of the driver's position and controls. The track has therefore been laid with a large turning loop at one end and a triangle at the other. There is also a passing loop about halfway along the

line adjacent to the Maritime Stop. However, as only one car is currently in service, this loop is not in use.

Points at the passing loop and the triangle are sprung for right turns so that passing and turning functions do not require point changing by the crew.

Because there are currently no signals to protect road crossings, the conductor acts as a flag person at the two busy crossings. At the five lightly trafficked crossings the cable car bell and a red flag held from on board are used to control and warn traffic.

Average speed is 7km/h or about a third of the speed at which trams travelled in regular service. The tram is accredited to travel at 10km/h with a maximum speed of 14km/h. There are 4km of track including the loop and terminus 'Y', giving an 8km return journey. The actual distance covered is 7.4km.

The return journey takes an hour, with a 15 minute stopover at the depot, shop, museum and model railway. The service frequency is 75 minutes or four or five trips per day.



*A rear view of the grip car showing the driver's position.*

Keith Packenham

*The cable car set uses a 'Y' or triangle to reverse at the RSL Lookout terminus.*

Keith Packenham



## ST KILDA

**AUSTRALIAN ELECTRIC TRANSPORT MUSEUM (SA) Inc**

GPO Box 2012, Adelaide, South Australia 5001

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

From Colin Seymour

### Glenelg trams

H 365, which is being stored at St Kilda for its owners, has undertaken a few runs on the line to give museum members experience with the operating systems fitted to refurbished H class cars. Existing Museum cars 360 and 362 never went through the refurbishment program started in 1986 with H 361. The owners of the car also had the opportunity to ride in the car from the museum to the crossing loop. They will eventually use the car as bedrooms on their property.

For these runs to take place, one slack adjuster, damaged during its last derailment in TransAdelaide service, was repaired. Two trolley poles and bases were also overhauled and installed on the car in the original position.

Two unpowered W2 trucks (ex car 434) which had been used by the Museum as a source of spares were supplied to Glossop High School near Berri in South Australia's Riverland. The school had tendered successfully for the body of H car 376 (COTMA having tendered successfully for the tram's bogies).



*Glenelg tram 365 on the depot fan after temporary re-installation of its trolley poles. The body will eventually be used as bedrooms on a property in the Adelaide Hills.*

Ian Seymour



The AETM supplied the ex W2 bogies in exchange for various parts from the car.

Many of the spare parts successfully tendered for by COTMA have been delivered to St Kilda for storage. These include 8 traction motors, with four still to come; PC5 controllers; cab units; and seats.

### Vehicle relocations

The body of A-type car 17 and the horsebox were moved to the Tram Storage Shed at the rear of the yard on 21 January 2006 as part of the re-shuffle to make room for car 365, and eventually car 364 when it arrives. Car 365 is currently parked on Road 5. This allows ready access to the car's battery box switch, part of the start up procedure on a 1980s refurbished Glenelg tram.



### Bib and Bub project

Car 15's saloon ceiling veneers have received their gold leaf line work and have been re-installed in the saloon, resulting in an impressive sight. One K35JJ controller has been refurbished ready for the western (St Kilda Beach) end of car 15. Only one controller will be installed in the car as it will form part of a permanently coupled set. The other controller will eventually be fitted to car 14.

### Other news

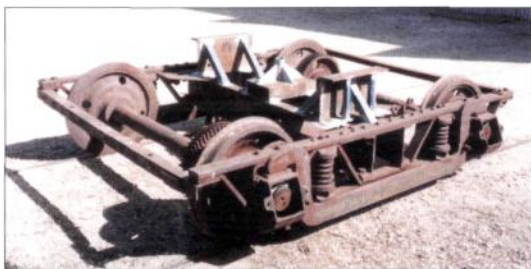
Sydney R1 1971 continues to be popular at St Kilda. The car is in service on most operating days because of publicity we have received in the local press and on radio. Its relatively open interior is well liked by our crews.

*A trolley pole replaces the pantograph on H 365.*

Ian Seymour

*Unmotored W2 trucks (ex car 434) will enable the body of H 376 to stand at the correct height at Glossop High School.*

Ian Seymour



*Spare H class traction motors owned by COTMA are delivered to Road 10 of the Northern Depot.*

Ian Seymour



An interesting display of green 'foreign' trams at St Kilda: Sydney R1 1971, Melbourne W2 294 and Ballarat 21. This is not a posed photo, just a coincidence during tram movements when the body of A-type 17 was relocated to the Tram Storage Shed.

Ian Seymour



A Ford car club visited the Museum on 2 April 2006. The cars make an interesting comparison with D 192 on Road 6.

Ian Seymour

The body of A class No. 17, which provided a roof portion for car 15, being shunted out the rear of Road 6 on its way to the Tram Storage Shed, 21 January 2006.

Ian Seymour





# FERNY GROVE

**BRISBANE TRAMWAY MUSEUM SOCIETY**

PO Box 94, Ferny Hills, Queensland 4055

[www.brisbanetramwaymuseum.org](http://www.brisbanetramwaymuseum.org)

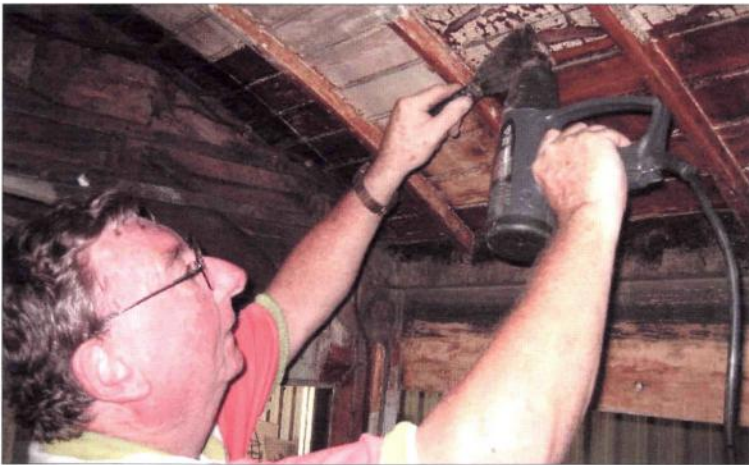
From Peter Hyde

The major recent event for the museum was the launch on 29 March of a book called *Slow at Frog - A Short History of the Brisbane Trolleybus System*. The book was launched by Lord Mayor of Brisbane, Cr Campbell Newman at an event hosted at City Hall by the Museum of Brisbane. Cr Newman impressed the gathering by his knowledge of the subject during his speech, and later mentioned casually that he had read the whole book the previous evening! The event was very well attended by civic leaders and members alike.

Back at the museum, work continues on the restoration of both Dreadnought No. 136 and prototype FM No. 400.



*Cr Campbell Newman and Peter Hyde hold aloft a 'Slow at Frog' sign from the museum's collection.*  
Ian Lynas



*Kevin Maizey applies the heat gun to the ceiling of Dreadnought No. 136 to bring it back to its original timber finish.*  
Pip Revis

*Moving a bogie from car 136. Participants from left are Noel West, Bevan Burns, Alex Taffe, John Hudson, all manually pushing with Steve Casey pushing by remote control at the rear.*  
Kevin Maizey



## BYLANDS

## TRAMWAY MUSEUM SOCIETY OF VICTORIA

38 Piccadilly Crescent, Kaysborough Victoria 3137

www.tmsv.org.au

## From Running Journal

**Adelaide H class trams**

It was expected that Adelaide H class No. 373 would be transferred to Bylands during February 2006, and before our Trams in the Twilight evening. Unfortunately, because of several problems in Adelaide, mainly associated with the introduction of the new Flexity trams, TransAdelaide advised at short notice that no vehicle would be released at that time.

Although arrangements had been made to collect the tram from Glengowrie Depot on 9 February, these had to be put off, much to the frustration of Deputy Chairman Andrew Hall and Secretary Graham Jordan, who had arranged to be in Adelaide for the loading. Andrew and Graham still went to Adelaide as planned, however, to meet representatives of TransAdelaide and to obtain information first hand on when our tram was likely to be available. Whilst in Adelaide, they enjoyed riding on both the new and old cars, including our car, No. 373.

TransAdelaide have advised it is highly unlikely that any H class tram will be released before mid June 2006 at the earliest. Even if No. 373 is available at that time, delivery to Bylands is subject to ground and weather conditions on site. It is now highly likely that 373 will not be at Bylands before the end of 2006.

**Trams in the Twilight**

This inaugural event took place on the evening of Saturday, 25 February 2006. Earlier in the day a working bee was held at Bylands and, as has often occurred in the past, the heavens opened. Nevertheless, the three downpours we received during the afternoon and early evening did not dampen the enthusiasm of the 40 plus people who attended, including our local State Member of Parliament, Ben Hardman and his family.

Over the course of the night, 10W, Ballarat No. 36, together with Nos. 427, 612, 644, 667, 467 and 795 were used. The sight of Bylands and the trams illuminated in the late evening surely makes for a different view of our operations. Many photographs were taken by our guests, and some wonderful and

encouraging responses have been received, some of which have been posted on various internet websites including TramsDownUnder. The only downside, apart from the weather, was the lack of support shown by most of our membership, something which is rather disappointing.

Despite the dismal weather, the evening was also successful financially. We thank all those who helped out. Society Director Michael Fedor was the originator of the idea, and as such was given the unglamorous honour of being the cook for the sausage sizzle on the night.

Organisation and planning was undertaken by William Fedor, Graham Jordan, Corey Robertson and Keith Kings. Others who assisted on the night were David Frost, Paul Greely, Charlie Huggard, Aileen Jordan, Russell Jones, Shane Moore and Tony Sell.

It was well after 10:00pm before the last tram was finally locked away, and we were all able to reflect on a wonderful event. We plan to have another similar evening early in 2007.

**Green Corps project**

The TMSV has teamed with WorkForce Plus to operate a Green Corps project at the museum. This project involves 10 young people working at Bylands for six months from early February. Most of the work concerns the restoration of Melbourne X2 680 in the Exhibition Shed. Other tasks include the possible erection of the Batman Avenue tram shelter, as well as performing some environmental improvements around the museum. The group will be working under the direction of a team leader from WorkForce Plus, with assistance from member Doug Prosser.

Work to be undertaken at Bylands will provide an opportunity for team members to gain skills in timber and metal work, panel beating, painting, varnishing and glazing. By laying down track, the team will experience the type of work done by Australia's early rail builders.



*Saturday, 25 February 2006: it is early evening at Bylands, the rain has stopped for the second time and the lights are on. Displayed on the depot fan, some of the Museum's unique vehicles wait their turn for the photographers. From left to right are X1 467; Scrubber 10W; Y1 612, with SW2 644 behind it), Z1 5; Ballarat No. 36; and SW6 902. The destination on Ballarat No. 36 (ex HTT No. 26 & MMTB No. 132) shows 'CAMBERWELL'.*

David Langley



The Society is proud to be associated with WorkForce Plus and Green Corps in running this community project which aims to draw attention to our natural and cultural heritage.

### Other museum works

Work on the depot fan for the Exhibition Shed continues to consume many hours of hard physical labour. The construction of the points to connect B and C roads is almost complete, as are the points to connect A-road with the future ladder track from the mainline.

Work now centres on the immediate sections of the ladder track that will connect all roads. Initial ballasting will soon be required and volunteers will be required to help with this task.

Several loose rail joints in the main-line have been repaired and a small number of old bolts have been replaced. Mention needs to be made here of the assistance of member Don English, whose experience in this field was invaluable. Also, because normal wear and tear, a number of loose dog spikes have required 're-hitting'. Several broken rail bonds have been



*A rare sight: with the last of the rain now passed, and with the glow of the lights in the night sky, SW2 644 and Y1 612 are at the southern terminus at Bylands during the Trams in the Twilight evening on 25 February 2006.*

Chris Gordon

re-welded and a start has been made on bonding the Pit Shed track.

Tram fleet works continue with the restoration of Q 199 in the Exhibition Shed. Work on Ballarat No. 17, tank car 7W and SW6 887 continues between other tasks. Two of our spare destination boxes required minor modification for fitting to Y1 612 as this car arrived from Melbourne without boxes. The clean-up and polishing of the exterior of 612 was completed in time for the Trams in the Twilight evening. Not only did it glisten in the night light, but it also repelled the rain!

Another task undertaken prior to the Twilight Evening was the installation of internal lighting along the entire length of No. 2 shed between Nos. 4 and 5 roads. Lighting will also be installed between Nos. 5 and 6 roads in the near future, and in the toilet block.

An observation arising from our recent Rail Safety Audit related to the fire hazard posed by long grass along the full length our main-line. Unfortunately our 0-4-0 grass munchers (sheep) cannot keep up because the local farmer has reduced the size of his flock! Work is under way to overcome this problem.

## BALLARAT

### BALLARAT TRAMWAY MUSEUM

PO Box 632, Ballarat, Victoria 3353

[www.btm.org.au](http://www.btm.org.au)

From Dave Macartney

The Museum was invited to participate in the Queen's Baton Relay leading up to the recent Commonwealth Games.

It was arranged that the baton would be carried by tram at the beginning of its day in Ballarat, on 9 March. The organisers selected No. 671, in Ballarat City Council colours to do the job, and local sporting celebrity, basketballer Ray Borner, to carry the baton. A test run took place a few days before the event. Ray

is a seven-footer and can barely stand upright in the drop centre, and the sight of him wedged into the driver's compartment for some press photos was something to see. The day's activities started with the tram ride, with the crew signing on at 5:58am in order to do a test run, and then be in position at St Aidans Drive for a 7:30 start. Stephen Butler and Peter Winspur officiated – two less sport-minded people it would be difficult to find – but they not only got through the Games business without any problems, but



*On 9 March 2006 the baton commenced its journey for the day travelling through the Ballarat Botanical Gardens on tram No. 671 and carried by local basketball celebrity Ray Borner. Alastair Reither*



*Newstead Tramcars No. 466 heads south in Wendouree Parade, on 26 February 2006.*

Peter Winspur



also managed a 15-minute radio interview as well. The 9th was also the first day of the Begonia Festival, so 671 was back on the road by 9:00am, continuing through until 6 in the evening. Apart from the Museum's involvement in Ballarat, member Dr Ian Campbell ran a leg of the relay in his home town of Horsham a few days earlier.

The Begonia Festival ran from Thursday, 9 March until Monday, 13 March. Like the past two years the

Begonia Festival organisation chartered the entire tramway for the five days, providing free travel within the Gardens area and access from the various car parks. Nos. 661 and 671 provided the basic service between 9:00am and 6:00pm, with Nos. 18 and 27 assisting during the busiest periods. As well as the regular crews, John Shaw and Lindsay Richardson from Perth and Bruce Worthington from Sydney spent the week helping out. Passenger figures came in at a little under 6,000, down on previous years, but still

*Another busy Begonia Festival: tram No. 671 pauses in Wendouree Parade at Depot Junction, Ballarat, on Saturday, 11 March 2006. Peter Winspur*



enough to test the endurance of the traffic staff. The Botswana men's gymnastics team were among the passengers, having a terrific time, and wanting to adopt conductor Neil Lardner as team mascot! They were on their way to Hamilton for a civic welcome. Apparently Hamilton is a twin city with the capital of Botswana. However, they were going to be very late by the time their driver had prised them off the tram. Needless to say, they did not feature in the medal race.

Around the shed, Nos. 18, 661 and 671 all had truck repaints in February, while work continued spasmodically on repainting No. 40. Some electrical

rewiring has to be completed before the final paint is applied. A new earth wire connecting the depot roads to the substation is nearing completion, replacing the original of many years ago, while overhead troughing is being installed over No. 7 road to finally complete the internal shed trolley wire. A couple of new tool cupboards have been commissioned in the workshop, enabling several smaller storages to be phased out.

The weekend of 25 and 26 March was used to mark the 50th anniversary of the Geelong tramway closure. No. 13, the only operable ex-Geelong car at the moment, provided the service.

## BENDIGO

### BENDIGO TRAMWAYS

1 Tramways Avenue, Bendigo, Victoria 3550

[www.bendigotramways.com](http://www.bendigotramways.com)

From Len Millar and Jodie Knight

#### Personnel

Kym Smith resigned from the position of Tramways Manager in January. We regret that Kym has left us, and note that he brought special gifts to the position that we will greatly miss.

Kym took our standard of restoration work to a new level and gamely interfaced with the large number of companies, government agencies and other organisation that a tourist tramway must deal with these days. He directed several major projects including tram restoration and re-painting (including cars 17, 18, 21 35 and 36), the relaying of Tramways Avenue with its transponder-controlled point-work, and the introduction of the Friends of the Bendigo Tramways support group.

We wish Kym, and Alison and Dana, all the very best for the future, and thank them very much for their contribution to the Talking Tram Tour business.

There have been some other comings and goings of late. Former Trainer Driver John Ritchie and former carpenter Dennis Rodda have appeared out of temporary retirement and are back with us.

Sydney people Bill Jolly and Terry Boardman have also been of tremendous help as drivers, Terry having qualified as a driver recently. Congratulations, Terry!

Darren Hutchesson, who has been appointed Tramways Superintendent, ventured south to Hobart in



*About to lose its Melbourne identity, car 918 stands at the depot gate before moving into the paint shop.*

Bendigo Tramways



February to meet the City Council's Leon Parker, and to measure the body of double-deck car 17 for eventual mating up with its Brill 21E truck that we are re-building.

Ex-Melbourne SW6 class car 918 was removed from storage at the Gasworks depot late in January. Victoria's Department of Sustainability and Environment wanted it painted in a special livery to promote the local community's wish to see Bendigo as a 'City in the Forest'. With a tight timeframe, the car, which is operable, had its seats removed and its internal and external paintwork sanded back. A very colourful product emerged from the Workshop in time for the handover on 10 March.

From a distance, the car looks like it has its old M&MTB colour scheme, apart from the addition of four roof-mounted advertising panels. However, closer inspection reveals a very bright lime green/yellow

roof, mid-green fascia above window level, and a Yarra River mud coloured stripe along the bottom of the panels and on the trucks. Independent door control equipment, turning and hazard indicators and the full sound system have been installed, and one would be hard put to see where the speakers are located. Come and have a look some time, and see if you can spy them!

Many hours were put in by staff and a large number of volunteers to finish the tram on time. All that remains is for the ultra deep flanges to be worn down a bit, to cut down on the squealing as it travels slowly along the 'shallow' track in Pall Mall.

Hawthorn Tramways Trust tram No. 32, a maximum traction car, began life in 1917, later becoming M&MTB P class No. 138. In 1945 it was shipped to the State Electricity Commission's Bendigo system where it became No. 24. In 1991, it was lent by the



*Bendigo 34 shows its new advertising livery whilst being shunted in the depot yard on 10 March 2006.*

Bendigo Tramways

*Z1 No. 74 stands outside the Gasworks, where it has been stored for some time. It was about to be moved to the depot for restoration.* Bill Parkinson



Trust to Melbourne to help celebrate the 75th Anniversary of the HTT's Wattle Park. No. 32 then spent several years in Melbourne after a mishap, before returning to Bendigo where it has been out of service for some time.

Recently, funding was received from the Victorian Government and Employment Plus to restore the tram to its original livery, albeit retaining its M&MTB destination boxes. Damien Steel supervised a Work for the Dole team and the tram slowly but surely returned to being an eye-catching exhibit.

The drooping drivers' cabins were lifted back into their proper alignment, worn floor slats were replaced and other items made good. The original grey, white and blue livery was placed where old photographs dictated, and a very stylish set of numerals applied to the aprons. 'HAWTHORN' in large, old-style characters was painted on to the foot of its destination curtains.

Participation by the Bendigo Trust's Marketing Officer, Carlie Bell, and by Employment Plus is gratefully acknowledged, together with assistance provided by Mike Ryan of the Department of Infrastructure. We also acknowledge with thanks the funding provided by the Victorian Government.

Car 32 was handed over to the State Government on time on 7 March. It will be transported to Hawthorn Depot where it will be placed on display shortly.

### Sydney J car 675

Wayne Taylor has resumed work on this four-wheeler, with the help of carpenter Luke Jenkins, and is attending to the door pillars and other intricate joinery work. It is simply amazing how nicely curved

door pillars appear out of straight pieces of timber. Dennis Rodda has also returned to our workshop team and the J class tram has moved along rapidly since his return.

Victorian Railways No. 53, a 'luxury car' built in 1942, arrived into the Workshops recently. The tram ran from 1942 on the VR's St Kilda to Brighton Beach line until it closed in 1959. No. 53 then came into the possession of the M&MTB which operated it mainly on the Footscray to Moonee Ponds route from 1960 to 1980. During this period, it was fitted with auxiliary apron lighting and wider drop-centre sliding doors.

Late in its career it was re-numbered 700 to prevent confusion with then new Z1 car No. 53. The car was preserved by the Australian Railway Historical Society under cover at its museum at North Williamstown.

With 2006 being the centenary year of the 'Railway trams', VicTrack generously funded the re-painting of No. 53 at Bendigo. The car was in remarkably good condition for one that has been out of service for a quarter of a century, testament to the ARHS's wisdom in putting a canvas-roofed car under cover.

We are looking forward to seeing the finished product.

New Trust CEO Tom Seddon initiated interest in the dormant Café Tram, No. 976, to the extent that it ran on the evening of St Valentine's Day with catering being provided by the Central Deborah Café. Shortly thereafter, the Trust Board and invitees dined on the car. Bookings are good for the tram's planned outing on Mother's Day, and this will be followed by one on Halloween night.



*Victorian Railways car 53 is unloaded in Tramways Avenue on 16 March. Hawthorn car 32 waits in the background and will provide a return loading to Melbourne.*

Bendigo Tramways



*Hawthorn Tramways Trust car No. 32 on a test run in Thunder Street on 11 March 2006.*  
Bendigo Tramways



*The cranes lift No. 32 on 16 March to enable a road trailer to be moved under it.*

Bill Parkinson

*HTT car 32 departed for Melbourne on 16 March, prior to its placement in the Hawthorn Tramway Museum.*  
Bendigo Tramways







*Royal Melbourne tram SW6 class 965, looking resplendent in bright sunlight against a threatening sky, awaits starter's orders for the next trip at the Danish Tramway Museum on 25 May 2006.*

Howard Clark



*The Sydney Tramway Museum's three operating Sydney corridor trams, 1979, 2001 and 1740 pose for a photo whilst returning from taking a group of 150 passengers to the Royal National Park on 19 April 2006.*

Martin Pinches