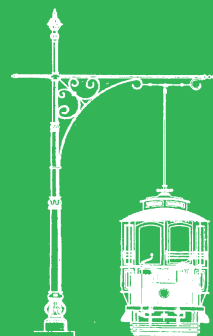


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- Remembering Tempe Tram Depot

TROLLEY WIRE

AUSTRALIA'S TRAMWAY MUSEUM
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Front Cover:

The Sydney Tramway Museum's H class No. 358 was trialled on the Royal National Park Line after being fitted with trolley poles. A stop for photographs was arranged during the trial run on 13 January 2007.

Martin Pinches



Adelaide H cars at the Australian Electric Transport Museum, St Kilda, South Australia. The line up of cars 360, 364 and 365 occurred whilst shunting 364 from the workshop and 360 to Road 7.

Ian Seymour

MELBOURNE'S ELECTRIC TRAMS

By Ross Willson

During 1890 and 1891 the Parliamentary Standing Committee on Public Works of the NSW legislature considered, in considerable depth, a proposal to construct a cable tramway from King Street wharf, via William Street, to Ocean Street, Edgecliff. In particular, the question of the possible adoption of electric traction was dealt with in much detail. This involved obtaining information on developments in Great Britain and America as well as Budapest.

In 1890, the Committee requested one of its 12 members, Jacob Garrard (1846-1931), to visit Sandhurst. He also visited Melbourne and so was able to inspect the nascent and pioneer electric tramways in these cities. His detailed and candid observations on the two lines follow. Particulars of Garrard's career and activities can be found at www.parliament.nsw.gov.au or in that volume of the *Australian Dictionary of Biography* covering the period from 1851 to 1890. Readers will recall his involvement as a member of the Balmain Municipal Council and as a member of the Legislative Assembly in the prolonged Balmain tramway saga.

An Order-in-Council made on 4 May 1891 under the Local Government Act 1890 altered the name of the City of Sandhurst to the City of Bendigo. The Victorian Railways effected the same change from 1 September 1891.

Bendigo

With regard to Bendigo, it is fortunate that Garrard inspected the electric system before its abandonment. Press reports indicate that a half-hourly service was started on 14 June 1890 between the Sandhurst station and Wattle Street and on 25 June extended to Ironbark Hill and subsequently to Eaglehawk. The trams ceased on 23 September 1890 because of the failure of the accumulator system.

Garrard reported as follows:

To the Chairman and Members of the Parliamentary Standing Committee on Public Works.
Sydney, 18 June, 1890

Gentlemen,

In accordance with your request, that I should visit and inspect the Electrical Tramway at Sandhurst, Victoria, I now have the honour to report that I arrived at Sandhurst on Monday, June 9th, and immediately interviewed the Town Clerk, W.D.C. Denovan, Esq.,

and his Worship the Mayor of Sandhurst, J.P. Carolin, Esq. Mr. Denovan kindly furnished me with a printed paper ... giving the following information concerning the Sandhurst tramways:

- 1st. Reference to Acts of Parliament and orders in Council.
- 2nd. Conditions under which tenders for concessions were invited.
- 3rd. Contract between the Councils of Sandhurst, Eaglehawk, and Marong, and Messrs. Booth, Ellson, and Co.
- 4th. Delegation of orders for construction of tramways from the Corporations aforesaid, to Messrs Booth, Ellson, and Co. (with consent of Governor in Council).
- 5th. Assignment of concessions to construct tramways from Messrs. Booth, Ellson, and Co., to the Sandhurst and Eaglehawk Electric Tramway Company (Limited) with consent of the Councils of Sandhurst, Eaglehawk, and Marong.
- 6th. Tenders marked A and B.

Briefly the facts shown are, that, by the powers vested in the City Council of Sandhurst, the Borough Council of Eaglehawk, and the Shire Council of Marong, these Councils agreed to grant certain concessions to Messrs. Booth, Ellson, and Co., electrical engineers of Melbourne, in consideration of their constructing, maintaining, and working certain electrical tramways, viz., No. 1, from Sandhurst Railway Station to Eaglehawk Town Hall; No. 2, from Kangaroo Flat to the White Hills. The Eaglehawk line to be completed within two years, and the Kangaroo Flat line within four years, the concession to be for thirty years, the Councils to have the right to purchase at any time, by paying the total capital expended with interest at the rate of 10 per cent. per annum to the end of the thirty years, if right of purchase not exercised until expiry of thirty years. Then, permanent way to become property of Councils, and plant to be taken at a valuation. In the event of the Councils desiring other lines of tramway to be constructed, Messrs. Booth, Ellson, & Co. to have prior right to construct and work the same. Messrs. Booth, Ellson, & Co. to pay the Councils from the date of signing the contract, and until the completion of the Eaglehawk line, a rent equal to £100 per annum, and when completed and in running order, a rent equal to £500 per annum, and one-fourth of the net profits over 10 per cent. over annum, speed to be not less than 7 and not more than 10 miles per hour – a ten-minutes' service – and a bond of £1,000 for due fulfilment of contract.

These rights were subsequently transferred to the Sandhurst and Eaglehawk Electric Tramway Company (Limited), Messrs Booth, Ellson, & Co. acting as engineers to the Company.

With Mr. Carolin I next visited the Company's offices, car-shed, and power station, which is situated in Mollison-street, near the corner of Williamson-street and about 300 yards from the Sandhurst Railway Station. The buildings are one storey and built of brick and iron (upon leasehold land), and there are three sets of rails running in from the street.

Mr. P.E.S. Cooper, the Secretary of the Company, furnished me with certain information, and arranged for a more complete inspection on the next day. On the following morning (Tuesday) I met Messrs. Booth and Cooper at the Company's works and made a close inspection of the whole of the machinery and plant, Mr. Booth freely and fully explaining all details.

The generating plant consists of three of Babcock and Wilcox's patent boilers, supplying steam to three pair of 30 h.p. vertical compound engines driving three large dynamos. The plant appeared to be fitted with all the usual electrical appliances, such as switches, &c., with connections to the car-shed where the cells or accumulators are charged, loaded, and unloaded from the cars. It is estimated that the engines and dynamos are capable of developing at least 30 per cent more power than will be required for the running plant, which will consist of eight cars, similar in construction to those used on the Melbourne cable tramways, seating about twenty-two passengers, and each with its accumulators and electromotors complete, weighing about 5 tons; six of these cars have been delivered, several of which have been out on trial trips, with results more or less satisfactory. There are fifty-six storage cells or accumulators arranged on six separate trays under the seats of each car, these can be expeditiously loaded or unloaded through the doors at the side of the car, on to the charging tables on each side, and they automatically connect into electric circuit, either to the electromotor under the car, or with the main generating dynamos.

It is estimated that each car has sufficient storage-power to run 30 miles, but in actual work it is intended to recharge the cells after every second round trip, viz., about 18 miles.

The generating plant and seven of the cars, with their accumulators and electromotors, were supplied by the Anglo-American Brush Company, of London.

There is one car known as No. 1, by a different maker (Stevens, Smith, & Co., London) which has eighty cells on two trays, loaded and unloaded from the end of the car, and it has two motors, in place of one, on each of the other cars.

I understand that, so far as the trials have gone, the best results have been obtained from the Anglo-American Brush Company's cars.

The total distance from Sandhurst Railway Station to Eaglehawk Town Hall is 4¼ miles, but there are 5 miles 43 chains of actual track, which includes the loops on single track for passing trams, the branch line from car-shed to railway station, and 70 chains of double track from the station along Mitchell-street, to the corner of View and Barnard streets, at which point the sharpest curve occurs, the others being very slight. The grades on the line after crossing the main street in main street in Sandhurst (Pall Mall) are, with the exception of one run of about 400 yards, on the Mount Korong-road, rather severe, reaching 1 in 16½, and crossing the valleys known as Ironbark, Long California, and Job's Gullies, terminating near the Town Hall, Eaglehawk, the height at each terminal point being within a few feet of the same.

The gauge of the track is the standard, 4 feet 8½ inches.

The rail is the usual girder tram rail, 45lbs. per yard, on transverse red gum sleepers, 2 feet 5 inches apart, packed on broken metal, and the surface of the road well-rolled macadam. There is considerable vehicular traffic on the road which causes a quantity of mud in wet and dust in dry weather to accumulate on the rails, which must prove detrimental to smooth or economical running.

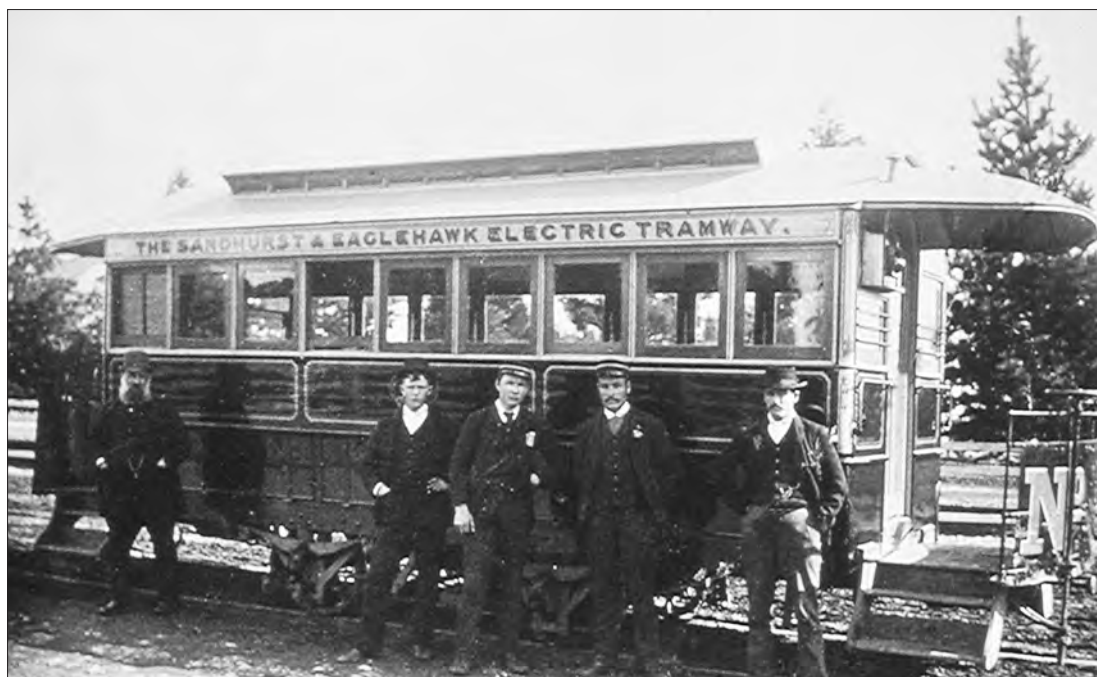
Mr. Booth having kindly promised to try and have a run out with one of the cars in the afternoon, I made use of the interval by going out to Eaglehawk, in the usual conveyance, a one-horse waggone, licensed to carry eight passengers.

The service is every 10 minutes, and the time of the journey 40 minutes, fare 6d. It started from opposite the Sandhurst Post Office (a little over half a mile from the railway station), the Town Hall, Eaglehawk, being the other terminal point.

On my outward trip there were two through and three short journey passengers, on the return there was one short journey passenger, and I was the only through fare, the weather being exceedingly boisterous and wet. I was informed that in fine weather the average number of passengers each trip was equal to four or five through fares.

Subsequently I again attended at the works and found that they had not been able to get one of the Anglo-American Brush cars ready, but that No. 1 was.

In company with Messrs Booth and Cooper, a representative of one of the local newspapers, and the



An Anglo-American Brush car, pictured here, was not available for Jacob Garrard's ride to Eaglehawk and car 1 was used. No photographs are known to exist of car 1.
Dennis O'Hoy collection

driver of the car, we left the workshop about 2:20 p.m., ran up to the railway station, where we were detained for a few minutes, owing to the heavy rush of rain water having washed stones into and blocked the points; this was cleared, and we proceeded down Mitchell-street as far as Pall Mall, at a speed of about 6 miles an hour, then ascending View-street at about 5 miles an hour, grade 1 in 19, round the sharpest curve, at the corner of View and Barnard streets, along the latter street, and then up the Mount Korong-road, to the crest of the hill (the severest grade on the line), 1 in 16 1/2, and about 1 3/4 miles from the starting point. We then returned at a speed of at least 9 miles an hour, principally down hill, until we reached Pall Mall, when it was found that one of the soldered connections of the wire had broken, thereby disconnecting the power from the cells to the motors.

This trial was made with the least efficient car, and under very trying circumstances: it was raining hard, filling the groove of the rail with mud, and thereby retarding the progress of the tram. Mr. Booth has had many and varied difficulties to contend with, which he has met in a determined and patient manner, deserving of success. He expects within the next few weeks to have the trams running for the public use.

I would recommend that after these trams have been running regularly, for (say) four or five weeks, one or

more members of this Committee should visit Sandhurst, with a view of reporting on the actual running work of the trams. I am much indebted to the Mayor, the Council Clerk, and Messrs. Booth and Cooper, for the information supplied, and would suggest that the thanks of the Committee be tendered to them.

Box Hill to Doncaster

Readers will be aware of the subsequent history of the ill-starred Box Hill venture of 1889-1896.

Garrard reported as follows:

Although not included within my instructions, yet I thought it well, while in Melbourne, on the 7th and 12th instant, to visit the Box Hill to Doncaster electric tramway, overhead system.

Box Hill is a comparatively new suburb, 9 1/4 miles north-east from Melbourne, and reached by train from Princes' Bridge Station.

The terminus of the tramway is about 200 yards from the Box Hill Railway Station, at the intersection of Cotham-road with Station-street, and the line runs along Station-street, with two or three curves, to Doncaster, a distance of 2 miles. At Box Hill it starts from the crest of a hill, and after descending and

ascending three other hills, with grades up to 1 in 16, it ascends to the other terminal points at Doncaster, which is higher than the Box Hill terminus.

The gauge of the tramway is 4 feet 8 1/2 inches, the ordinary T rail, about 35lb. to the yard is used, without guard rail except at curves, and spiked to transverse sleepers, about 2 feet 6 inches apart. There are two wires for the return current, running along the whole of the track, at some parts between the rails, and at others outside, each rail on the western side is connected by short wires to this main return current wire.

There appears to be very little vehicular traffic on the road; if it were otherwise the rails would be dangerous, as in many places they are much higher than the road level.

For two-thirds of the distance, where the rails are in the centre of the street, the main overhead wire is suspended from cross wires carried on poles, about 18 feet above the road, the poles being on each of the kerb lines, and about 160 feet apart; for the remainder of the distance the line is taken to the side of the road, and single poles with brackets are used.

The generating station is an iron building at the foot of the second hill, and about midway between the

terminal points. The plant consists of the usual, boiler, engine, and dynamo, capable of working up to 48 h.p. There is only one open car, having six cross seats, capable of seating thirty-six passengers, and it is lit with eight incandescent electric lights. The motor (Thomson Houston) is under the car, and is estimated to be equal to 15 h.p.

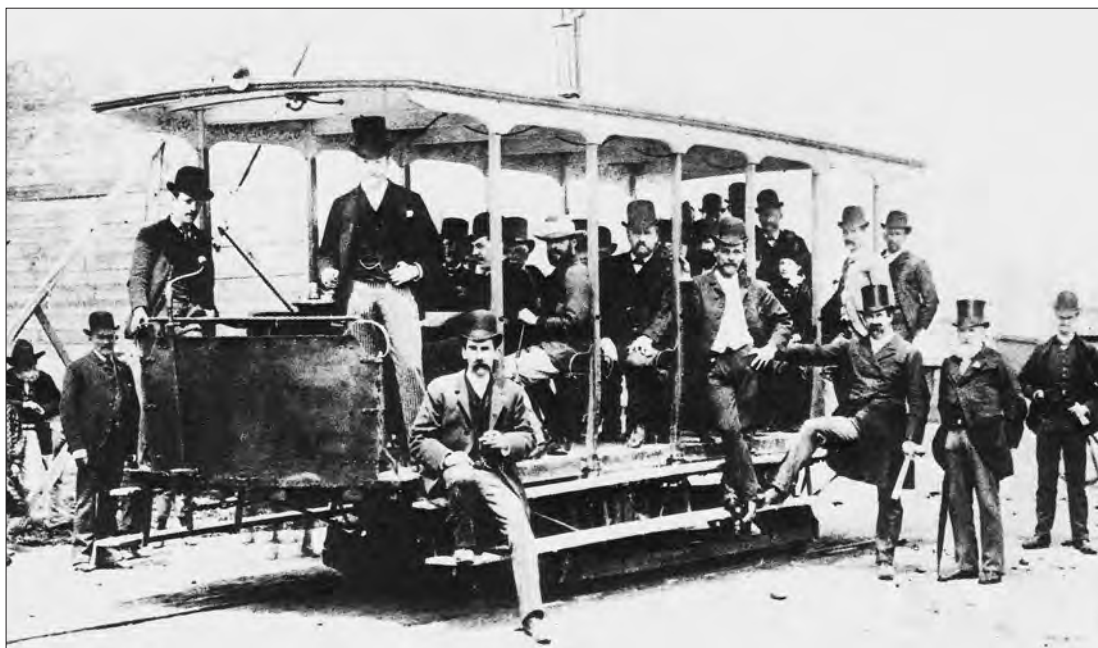
On the 7th I made one round trip by this car, fare 1s. There were nine passengers outward, and twelve inward, with five stoppages, en route, to pick up and set down passengers. It took 33 minutes to do the journey of 4 1/4 miles, nearly 9 miles an hour.

On the 12th, when I again visited Box Hill, I found, that the car was not in use, owing to its undergoing certain repairs; subsequently, on interviewing the Secretary of the Company, Mr. Robert F. Gow, of No. 8 William-street, Melbourne, he informed me that he expected the tram would be running again on the following day, also that the Company had ordered from Thomson, Houston; & Co., a motor car of 30 h.p., double the power of the car at present in use.

In conclusion I would suggest that if the recommendation made in the former part of this report, concerning a further inspection of the Sandhurst Tramway, be carried out, the inspection of

The single-track open tramcar 'of colonial make' on which Jacob Garrard rode to Doncaster. This photo was taken on the line's opening day, 14 October 1889, eight months before Garrard's visit.

Doncaster-Templestowe Historical Society



the new motor for the Box Hill [tramway] might be included.

I have, &c.,
J. GARRARD

On 1 April 1890 the Secretary to the Railway Commissioners furnished the Public Works Committee with a report furnished by D.H. Neale, the NSW's Mechanical Engineer. The descriptive material contained in his report follows:

I CAREFULLY inspected an electric tramway between Box Hill and Doncaster, near Melbourne. The tramway is 2 miles long, very roughly laid down, and is worked at present by one four-wheeled car, of colonial make, the electric motor being placed underneath the car, and driving one of the wheels by a train of spur gearing. The electric motor is of 16 horse-power, and takes up little space being about the size and shape of a large writing-desk or despatch-box. The whole affair can be enclosed to prevent the entrance of dust and mud.

The dynamo is placed in a driving-station about midway on the line, presumably because water is there most easily accessible. The dynamo, of the Thomson-Houston type, is driven by a small horizontal engine, made by the Ball Engine Company of Syracuse, N.Y., U.S.A. One man fires the boiler, drives the engine, and attends to the dynamo. The driver on the car is a lad, about 16 or 17 years of age. His duties are very light, notwithstanding the heavy gradients and sharp curves on the line. He has simply to manipulate in all three handles.

One is an ordinary car brake. One varies the amount of current used, and, consequently, the amount of power used to propel the car. This gives a very ready and effective means of varying the speed of the car. The third handle reverses the direction in which the car

travels, and need only be used at the end of a journey, or in cases of emergency.

The fares are collected by another youth of apparently similar age.

The gradients are as steep as 1-16, and are very frequent, no part of the line being approximately level. The line, at the time of my visit had only been open for a fortnight, and the permanent way was in an unfinished state, not being properly lined or surfaced. The curves consequently gave some trouble, but when put into a proper state by the men then working on the line I see no reason why the curves should give any trouble.

The appliance for connecting the car and electric motor with the overhead wire is very simple, and, in my judgment, not likely to give trouble, or get out of order.

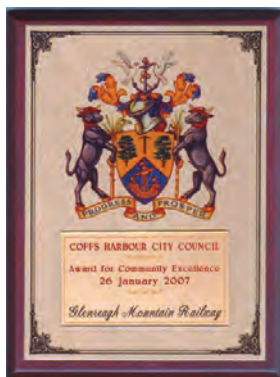
The representative of the makers informed me that the motor was not of so great a power as they would have preferred for the gradients, and that the strength of current, 400 volts, was considered not fatal to human beings. The man driving the dynamo informed me that he had plenty of current for three such cars and motors.

The speed on the worst gradients was about 5 miles per hour, but, I believe, could be materially increased were a more powerful motor employed.

The Manager of the company owning the company is David Gow, Esq., Gray's Buildings, William-street, Melbourne. He expressed himself as much pleased with the results so far, and said the working expenses were half those of a similar horse tramway of which he also had the management.

Late News

Glenreagh Mountain Railway was nominated for a Voluntary Organisation Award for Community Excellence in recognition of their outstanding achievement and contribution to the City of Coffs Harbour. The award, consisting of a plaque and two certificates, was presented to the GMR by Cr Keith Rhoades AFSM, Mayor and Chairperson of the Australia Day Committee.



REMEMBERING TEMPE TRAM DEPOT

Merv Johnson takes us down memory lane

By John Godl

Few members of the Historic Commercial Vehicle Association were more respected than the late Merv Johnson, born Mervyn Allan Johnson on 22 March 1927 in Blakehurst, Sydney. He was one of three sons and two daughters born to bus driver Allan Johnson and his wife Winnie. A member of the HCVA and volunteer at the Sydney Bus Museum since 1991, his friendly face was often to be found behind the counter of the gift shop. An important person behind the scenes, he held many positions of trust and was on the board of directors for several years. Merv was the only member to have worked at Tempe both during the tram era and after its conversion to a bus depot.

Construction of Tempe depot began in 1911. It was a major public work which involved the construction of a massive brown brick tramshed with 18 roads that could accommodate 86 O class cars. The standard of brickwork and mortar used in its construction was first class, and the iron girders imported from Britain to support the roof were of the highest quality. There were no half measures and the building was designed to last. The northern area of the depot had small foreman's offices, workshop stores, a change room and a sand bin. Although it is no longer operative, the building is equipped with a Grinnell sprinkler system. This was connected to a cast iron water tank on a tower located on the south side of the facility.

Built in the heart of a growing suburb, Tempe depot was designed to be attractive. Bricks were laid to form stylish patterns and the building itself was crowned with elegant battlements which make it resemble a castle from a distance. The structure was a public works design from an era when aesthetics were considered important to a project. Architectural elegance was not confined to the tram shed. It is also apparent in the two-storey depot building to the east of the tramshed, with its slate roof and tiled verandah. This building housed the traffic offices, revenue room and staff amenities. The depot was opened on 15 September 1912.

Before his death in 2006, Merv reminisced about times past at Tempe. "I had many jobs before I became a tram conductor and driver", Merv told me. "I started working at 15 as a mailman in Blakehurst, making deliveries on horseback. I had a variety of other jobs in my early days. I was called up during the later part of World War II and was eager to go but they couldn't take me. I was working for Coldspot Refrigerators in

Kingsgrove at the time and, because we were making parts for Beaufort bombers, it was considered an essential industry to the war effort, and the recruitment sergeant said I was needed at home. After the war I worked as a storeman at Anthony Horderns. Having recently married, I needed more money and one of my mates who worked there casually was a tram conductor and recommended my becoming one as the money was good. I went off to the Department of Road Transport and Tramways and put in an application.

"Not long after I was called into their office and with a large group of other young hopefuls underwent an aptitude test. After this there was a medical examination; 20/20 eyesight was important in the job so they checked that thoroughly; also colour perception. After passing all that satisfactorily they offered me a job. I was then sent to an office on Harris Street, Ultimo, where I was measured by a tailor for my uniform. I was issued with a couple of pairs of trousers, shirts, overcoat and caps. The wet weather gear comprised black and foul smelling oilskins which were very uncomfortable to wear and always sticking. My training for the tram service was at Dowling Street depot. A trainer showed me the ropes; how depots functioned; what the daily routine was; how to read rosters; how to pay-in; and other basics of the job. After that, there was one week of on-the-job training and I started work as a tram conductor.

"After a stint at Dowling Street I transferred to Tempe depot, started working there in 1949, aged 22. At the time I lived in Allawah and commuted by train. Arriving for my shift I'd walk up Gannon Street and take a short cut across the western flank of the depot where a child care centre now stands. Then it was an open area used to park trams and had a wooden fence. It was a common short cut for workers. A lot of them lived on Gannon Street so it was more convenient than walking the full length of the street and up Princes Highway to the depot's main entrance to sign on. Tramway Street and the area around it were also popular with workers. However, they would walk up the old public lane which once ran from Tramway Street to Princes Highway.

"Tempe was a great little depot to work at. Everyone helped each other on the job and off. It wasn't a chore turning up for work in the morning, it was a place you were happy to be. There was a tennis, rugby and cricket club and our depot used to play others in



Tempe Depot was capable of housing 86 O class trams, some of which are visible in this view of the depot taken from the front entrance. Also visible are the C class breakdown car and an N class car. The war memorial, since relocated, takes pride of place in the well maintained garden.

V. Solomons collection

special competitions and road races. The Tempe [branch of the Tramway] Institute had billiards tables, a well stocked library and gymnasium. Near Gannon Street there was a tennis court where we played during breaks. Beside it stood a cricket pitch for bowling and batting practice.

“It was a hive of activity, shifts ran like clockwork and everyone knew what their job was and where their place was. If they didn’t stick to it, they were pulled up. A tram depot could be a dangerous place: fires and industrial accidents were not uncommon. In my day 140 or 144 people worked there any time - drivers, conductors, cleaners, pitmen, electricians, painters, coachbuilders, mechanical fitters and clerical officers. The meal room could sit only 60 people. I remember looking in the tramshed and always being amazed by the activity. There were no doors on it in those days. It was open to the elements, which would come as a surprise to those familiar with the massive iron doors now there. The place got hot because of the nature of the work and the number of people in there, so it needed ventilation. Huge glassless windows in the back of the sheds with iron grilles allowed air to flow through. The depot operated almost 24 hours a day except on Sundays. Trams came and went almost all day and night, and they were also constantly being worked on when stabled. You could see people in the pits beneath the roads, on top of roofs and inside trams at all hours. It was really interesting and I regret I never took photographs but you didn’t think of it back then - it was just your daily work.

“Besides the familiar passenger-carrying O, P and R class trams which operated out of the depot there was service stock such as the rail grinder, breakdown and ballast motor cars used to service tracks or tow trams when they broke down. They were driven by maintenance staff exclusively except for the ballast trucks which was used to collect a very fine sand from Rosebery, which was sprinkled on tracks to create traction. It was often driven by regular tram drivers.

“Tempe tram depot wasn’t an industrial blight on the landscape. Back in my day the staff took pride both in their work and their place of work. I volunteered to help with the garden for which the depot was famous. We all took turns, which included cleaning the War Memorial. We also ensured the tennis court and other amenities were clean. No one made us, we just took pride in the place. Tennis was the most popular sport at Tempe by far. Even locals would come in and play with us. I remember one called Tom Kenny who was at least 70 but an incredible player. He was tennis mad. He would find out who had time between or after shifts and go after them for a game. I always kept my gear in my locker, you’d always change in the gym which was located in the Tempe Institute. There is a small ‘tennis shed’ by the tennis court but it was not used for changing. It had a wood table and seats. It was where you relaxed and had tea and sandwiches between games.

Although Tempe tram depot was an all-male environment when Merv worked there it had a heart of

gold where children were concerned. "We had Christmas parties for the kids of employees every year", Merv continued. "We contributed money to a Christmas Club all year which enabled us to buy them presents. The meal room was decorated especially and the children were all given presents, things such as cricket bats, dolls, teddy bears, etc. It was a great thing for adults, too - a lot of fun."

Daily life

"As soon as you came in you went to the sign-on clerk who issued a journal and collected your ticket case. In the revenue room there was a timetable. You checked your duty number to find departure and arrival times, then reported to your supervisor. If you had time you had a cup of tea in the meal room. Everyone worked on a journal system. You handed the journal in each day to show what hours you had worked, etc. An average working day was eight hours but sometimes you could pull a 12 hour shift which was broken up. When trams stopped at places like Newtown depot, where crews were relieved, a fresh crew would take over and we would take a break in their meal room which wasn't as big or nice as Tempe's. Then after the break we would take another tram for the next part of the route. The main termination points were Newtown Bridge, Seymour's Corner and near Marrickville Road. Then you would wait at a tram stop with the general public for a tram to return to Tempe. You had to finish your shift at Tempe depot to put your journal in and 'bank' the money collected along the way."

Interesting encounters

"One day when I was a conductor, Bea Miles got on my tram. Even then she was the bane of public transport. I was wise enough not to ask her for her fare because I knew I wouldn't get it. Well, on this occasion

two inspectors happened to be on board and noticed I didn't ask her to buy a ticket. One asked why and I told him who she was and there was little point. He got indignant so I said, 'Here's my ticket book - you ask her' and they both promptly hopped off the tram! Bea was no fool, I remember on one occasion she asked to see my newspaper and when she gave it back a few minutes later had completed the crossword puzzle. But she was always a pain and when I became a tram driver and would see her heading towards a tram stop I'd accelerate to avoid her. She wasn't stupid and would scream abuse after me!"

Procedure for stabling a tram

"After a shift I'd drive the tram in the tramshed head first, entering the depot via Princes Highway. A light-duty man would be there and wave me in with a red flag. I'd stop the tram to allow the conductors and anyone else who happened to be on board off, then proceed slowly to the sheds at no more than 5mph. The procedure was to stop at the entrance, wait for the signal then drive the tram the full length of the road and stop. There was a narrow wood walkway alongside each road which the driver followed back out. We were not allowed to linger in the tramshed. You couldn't just go in there to have a chat with someone either; there was no socialising. Sheds were dangerous places and there was always work taking place under or on top of trams. They were also always coming and going so you had to avoid distractions. Linesmen, electricians and mechanics, etc, had lost hands and arms, sometimes their lives when distracted from their work. Tram wheels were sharp and could sever a limb in seconds. Electrocutions could also happen."

Amenities at Tempe tram depot

"There was a meal room in the depot but there were no canteen staff or cooked meals waiting for us. You



A view of the depot taken from the garden on the southern side of the property. P and O/P class cars are visible in the depot. The water tower and sports pavilion are just out of view to the left of this scene. The depot won the keenly contested garden competition in 1924.

V. Solomons collection

An early photo of the depot probably taken from a tower wagon. Cars of the O and N class are visible, together with a C class breakdown car.

Vic Solomons collection



had to bring your own in and prepare it yourself. There were great local shops in those days on Princes Highway. You'd go to the butcher shop which sold a mixed grill with sausages, steak and a chop for two bob (two shillings). In the nearby laneway there was a fruit barrow where you could buy a couple of onions and tomatoes. Up a bit further up there was a bakery where you'd buy some bread rolls before coming back and using the gas hot plate in the meal room to cook your breakfast, lunch or tea. But when you pulled night shift you had to bring it in from home, as the shops shut before your shift started."

The depot building

"The depot offices were rather bland inside. The walls were painted either green or white. The floors were exposed timber, unpolished, no lino or carpets on them. There were fireplaces and gas heaters in all the rooms. The staircase was also exposed wood. There were seven main rooms in the depot, running from the Princes Highway towards the tramshed. They functioned as the nerve centre of the place:

Pay Office: Three pay office staff generally worked on rotating shifts. All the furniture was wood. It had filing cabinets and typewriters, and the walls were painted green.

Depot Master's Office: The Depot Master worked alone; he didn't have a secretary. All the furniture was wood and the walls were painted green.

Shed Driver's Office: The Shed Driver was the overseer of all the tram drivers. All the furniture in his office was wood. It had typewriters and the walls were green.

Tempe Depot's war memorial was dedicated on 8 September 1918 and had pride of place in the entrance garden. The water tower for the fire sprinkler system can be seen near the southern boundary of the property.

Bob Merchant collection



Revenue Room: Four people worked there in rotating shifts, counting money by hand. Conductors would slide takings and ticket books through a window in the counter at the end of each shift. All the furniture was wood except a safe and filing cabinets. It had typewriters and adding machines. The walls were green and floors exposed timber. No money was kept on site for long. After being tallied up at the end of a work cycle, it was taken in a wood strong box to the St Peters branch of the Commonwealth Bank by revenue room staff on board an ordinary tram.

Store Room: A small room with stationery and essential spare parts.

Meal Room: The room was painted white, housed workers' lockers and had enough painted wooden chairs and tables to seat 60 people at any one time. It was gas heated, had cooking facilities and a notice board. There was also a portrait of King George VI on the wall.

Tempe Institute: The room was painted white and sported a billiards table and a library with a good collection of books. It also had shower and toilet facilities. On its white walls were framed photographs of members during or after sporting events, etc. It was overseen and run by the Institute Manager.

Gymnasium: Located in a first floor room above the main Tempe Institute room, it had a selection of exercise equipment including a rowing machine, dumbbells and weights. After working out you would go downstairs for a shower.

"The atmosphere at the depot was informal, unlike some depots. Anyone could visit the Depot Master at any hour and sit down to have a chat. Along one side of the depot building was a verandah which ran about half the building's length.

Skulduggery

If you look closely at the walls and other work areas in the tramshed you will find ancient graffiti, not sarcastic or amusing comments or initials but rather betting tips. The walls are covered with horse and greyhound names, race numbers and dates, betting tips left by one shift for another. There are hundreds of them dating back to the 1940s and 1950s, evidence of an entrenched gambling sub-culture which thrived at Tempe for many years, a culture Merv remembers well.

"Two of the conductors were SP bookies, they took bets from workers all over the depot and made more money at it sometimes than they were paid as conductors. It was not just a sackable offence but

illegal. Superiors knew what they were doing but could never catch them at it. They were very clever, and kept all betting slips and cash in a small tin concealed in cash and ticket case bags. If stopped by the police they could not have searched the bags without a warrant. They were popular at the depot, always paid up on bets, and there were all sorts of signals to warn them a superior was approaching. Sometimes they were so busy taking bets that following races they'd pay me or others £20 to do a shift for them. That was a lot of money in those days and it gives you an idea how much they were making".

Change in the wind

"When I heard rumours that they were going to phase trams out and close depots I decided to jump before being pushed. I contacted the Department of Government Transport when I heard they needed men to train as bus drivers. I left Tempe before the axe fell. We all thought it was wrong. They should have kept some routes complemented by buses because trams carried a lot more people than buses. They could move a lot more people from areas like Randwick Racecourse really fast, without the traffic congestion and pollution of fleets of buses.

"The transition from trams to buses wasn't traumatic really. Paperwork and operational procedures were more or less the same. After training, Pagewood was my first bus depot and I liked it, but I was happy to transfer back to Tempe when the bus depot opened. I always liked the place. There was always a good atmosphere there. When I returned to drive buses I was amazed the depot hadn't changed all that much. It still looked the same inside and the rooms were still used for the same purposes. The administrative staff were new, and there were very few tram era staff left. The tram tracks had gone of course, as had the water tower. The tramshed was greatly changed - the inside roads and electrical overhead wires had been torn out so the building could be used for light industrial purposes. Large steel doors were fitted to the sub-divided building. The pit we know today was newly installed for the maintenance of buses but that was the only part of the old tramshed we got, although two or three small Foremen's Offices were part of it. The doorway which connects the pit to the shed near the current public toilets was knocked through when the HCVA got control of the site. There was a wall there before, and that's where our jurisdiction ended".

I asked Merv which he thought was better: driving trams or buses. "I preferred driving a tram", he replied. "You had no worries steering them or collecting fares. They were easier to drive, had only three handles, a controller, a brake handle and a reverse handle. I was a bus driver until 1967, driving double deckers mostly.



The morning peak has emptied Tempe Depot leaving an N and an L/P class at the head of Road 1 and a P car in the right-hand side of the shed. O and N cars, and a ballast motor are in the sidings to the left of the depot building.

Vic Solomons collection

In 1967 I decided it was time for a change. I got a job with the PMG (now Australia Post) and was a driver for 18 months before I started climbing the ladder to become an overseer, working in mail centres at Redfern, Chippendale and Turrella. I never lost my love of trams and buses or ceased friendships with

mates at the depots. My dad was a bus driver too so it must be in the blood. I would never have dreamed 57 years ago when I first arrived at Tempe as a conductor that I would be there over half a century later trying to save it from the wrecking ball or helping to preserve that period of public transport history which was just part of our ordinary daily life. Who would have thought back then that people would be so fascinated by it, would love our old trams and buses like they do more than a generation later?"

Merv Johnson during his PMG days. John Graham



After 42 years as a tram depot (from 1912 to 1954), Tempe was reborn in a smaller capacity as a bus depot in 1957. In 1990 the State Transit Authority renovated the depot administration building, renewed the sewer, roof, guttering, down-pipes, and removed dry rot in the timber façade. Sadly, in 1992 Tempe bus depot itself closed after 35 years of service. The depot offices became redundant, were fenced off to avoid vandalism and used as an off-site store by the STA. However, its public transport life was extended a few years by the STA using it as an interchange and bus storage area. However this too is being scaled down and will soon be phased out.

The old tram depot was sub-divided but ownership was retained by the NSW Government. A petrol station was built on land once occupied by the garden on the corner of Gannon Street and Princes Highway, but this too has gone. The redundant water tower was dismantled and the interiors of the administration building familiar to Merv were torn out many years ago, then whitewashed and historically sterilised as part of the building's modernisation. The tramshed fared little better: the rails and overhead fittings used

by the trams were removed, with only small fragments of rail embedded deep in concrete remaining. The building was used for a variety of purposes when it was no longer required for bus parking. A concreter had a lease, as did a fibreglass company and smash repairer. The building, especially the roof, was sadly neglected when the HCVA was given tenure in 1986. Since then, the Association has striven to preserve the best remaining example of a tram depot in Sydney. Now approaching its centenary, the future of the old Tempe tram depot is far from secure. Its restoration would require millions of dollars – funds that the HCVA does not have and which the State Government is unwilling to spend.

Tempe depot today stands sub-divided and world weary. It represents, however, a chapter in Sydney's history that today's generation can look back on with a sense of respect and admiration. The memories of the dwindling few who remember it in its heyday bring life

to the buildings and grounds which retain so much history. A close inspection of the exterior of the old tramshed reveals initials and dates of workers who constructed it. Exterior drains also contain the initials and dates of workmen who cemented them in 1952, a testament to the pride they took in their work. The interior walls of the old tramshed are covered with graffiti scratched, painted and written on plaster and wooden surfaces by tramway workers as early as 1929. Although some believe the depot is haunted, it is simply alive with history. It has a fascinating story to tell those who seek it. It must be preserved for future generations.

Editor's note: an article recounting the same interview with Merv Johnson appeared in the March-April 2006 issue of *Australian Bus and Commercial Vehicle Heritage*. Merv passed away in August 2006.

HERE AND THERE

AUSTRALIAN AND OVERSEAS NEWS

A possible future tram for Melbourne

On 18 October 2006, Victoria's Minister for Transport, Peter Batchelor, unveiled the winning design for a Melbourne tram of the future in the Light Rail towards 2020 design competition. The competition was launched in March 2006. Victorian university design and engineering undergraduate students were invited to design a futuristic Citadis tram that would be suitable for use in Melbourne in about 2020.

The winning entry, called 'Vista', was designed by members of the Yokopano team who were industrial design students from Monash University in Melbourne. Featuring gel seats for improved passenger comfort, sophisticated on-board information systems and light projections for safer passenger exit, the Vista design included features that could be incorporated in future Melbourne tram designs.

The winning team will travel to France later this year to participate in a two-month internship at ALSTOM Transport's Design Studio in Paris where they will work with the company's internal design team.

The Vista design was selected from 28 entries submitted by industrial design and engineering

undergraduate students from Monash, RMIT and Swinburne universities. Students were asked to submit designs based on Melbourne's existing Citadis tram and the city's present tram infrastructure. They also had to consider environmental sustainability and social requirements such as improved access for elderly and disabled travellers.

Second prize in the competition was won by students from Swinburne University with their 'X-Posed' tram design. Third prize was won by Chili Hazard, another team from Monash University, with their 'Movito' design. These teams were awarded \$2,000 and \$1,000 respectively.

The judging panel for Light Rail Towards 2020 included Xavier Allard, Vice President of ALSTOM Transport Design and Styling, and Christophe Gourlay, Customer Director of ALSTOM Transport Australia.

Lisbon demonstrator arrives in Melbourne

A Lisbon four-module Combino Plus numbered C008 arrived in Melbourne on 2 January 2007 with assembly at Preston being completed the following day. The tram will likely enter service late in February. It is

expected to operate only on route 16 (Melbourne University to Kew-Cotham Road) for three months before returning to Portugal.

Independent study of light rail in Sydney's central business district

A light rail service in Sydney's central business district (CBD) would be viable and would provide a more viable option than more buses, according to an independent study considered by the Planning, Development and Transport Committee of City of Sydney Council.

The study by PricewaterhouseCoopers found that extending the city's existing light rail line along Castlereagh Street from Central to Circular Quay would provide a return on investment for the operator, provided tram services received the standard level of public transport subsidy from the NSW Government.

The City commissioned the study after a report to the NSW Government in 2005 showed that bus movements on George and Elizabeth Streets would reach saturation point by 2011.

Based on an expected 11 million passenger trips per year, the estimated level of subsidy for the proposed light rail service would be 99 cents per passenger compared with the current state Government payment of \$6.03 per heavy rail passenger and \$1.19 per bus passenger.

The PricewaterhouseCoopers study found that the light rail extension would be viable with a government subsidy of between \$4.4 million and \$12.9 million per year. Because there is scope for growth in passenger numbers, the subsidy could be expected to fall as patronage rose. It is likely that the level of subsidy would also fall if the light rail extension was connected to the existing line to Lilyfield or if it was extended to other parts of the city.

The cost of subsidising a light rail extension would be offset by the benefits from additional CBD transport capacity, reduced passenger congestion on Town Hall station and on City Circle services. There could also be savings to the state Government from changes to bus routes.

Adelaide tramway extension

Construction of the extension of the Glenelg tramline to the West Campus of the University of South Australia on North Terrace is expected to begin in April, according to Rod Hooke, executive director of the State Government Office of Major Projects and Infrastructure.

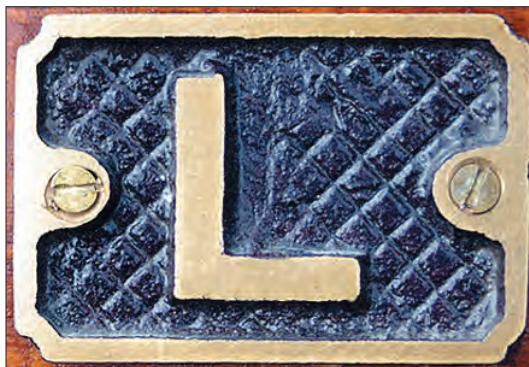
The project is likely to begin on North Terrace where most of the work could be undertaken either over the Easter long weekend or on two separate weekends. The extension is expected to be finished by August, and services are expected to commence by September. A new transformer substation would be installed under the Morphett Street bridge in June.

Sydney tram depot plates

Further information has been provided by Sydney Tramway Museum member Norman Chinn, concerning another unofficial depot plate that was cast from a pattern at Randwick Tramway Workshops in the early 1950s (see *Trolley Wire* November 2004).

It appears that when plans were being made to use the tram depot at Leichhardt as a running depot in the early 1920s, a request was made to the pattern shop at Randwick Workshops to fabricate a pattern for an 'L' (for Leichhardt) plate to be attached to trams allocated to the depot. The proposals for Leichhardt depot to become an operating depot were not approved and the pattern for the 'L' plate was not used. The depot was used to store various out-of-service trams between 1915 and 1937. It became a bus workshops until 1958 and is now serving as a bus depot.

The Cadet Engineer mentioned in the earlier article came upon this unused 'L' pattern in the foundry and had about one dozen cast unofficially. One of these is in Norman Chinn's collection and he has kindly made it available for a photograph to be taken.



The Leichhardt depot plate was never attached to any tram.
Martin Pinches

New Orleans update

The St. Charles Avenue streetcar returned to service on 19 December 2006, nearly 16 months after Hurricane Katrina hit New Orleans. A ceremony marked the return of daily service between Canal



New Orleans 947 running on Canal Street in December 2006.
Bill Volkmer

Street and Lee Circle for the streetcar line, which is listed on the National Register of Historic Places. The New Orleans Regional Transit Authority hopes to reopen the route between Lee Circle and Napoleon Avenue by mid-2007, with service from Napoleon Avenue to the end of the line at Carrollton Avenue following in the spring or early summer of 2008.

The Regional Transit Authority had planned to begin a gradual replacement of the tramway electrical system in September 2005. Hurricane Katrina hit on 29 August, ripping down the overhead lines and destroying the substation that supplied them.

Another model tram

The Melbourne firm, Cooe Concepts Pty Ltd under its Cooe Collectables label, has released a 1:76 diecast scale model of Melbourne restaurant car 939 to accompany its first tram model, W7 1027 (described as a W on the box). The new model maintains the standard set with their first model and comes with a fully detailed interior.

Both trams are available from Traffic Collectables, 11 Regent Street, Prahran Victoria 3181. Readers can visit from Monday to Thursday between 10:00am and 4:00pm. The price is \$89.95 plus postage. Both trams are also available through eBay, the internet auction site.

The two tram models are expected to be released in Britain under the Exclusive First Editions (EFE) banner. EFE are well known for their 1:76 scale model buses.

The restaurant tram model.

Coee Concepts



COTMA

COUNCIL OF TRAMWAY MUSEUMS OF AUSTRALASIA

PO Box 61, Carlton South, Victoria 3053

www.cotma.org.au

From Warren Doubleday

The 2006 COTMA conference in Melbourne, held from 17 to 25 November, was a great success. Just over 120 people registered for the various events, with about 95 attending on each of the first five days. The formal conference dinner was attended by 125 delegates and guests.

Conference papers and reports have been placed on the COTMA website, www.cotma.org.au, under the proceedings tab. Those attending the conference were photographed at the Melbourne Tramcar Preservation Association's museum at Haddon on 19 November. A copy of the photograph can be downloaded from the COTMA website.

The Chief Executive Officer of Yarra Trams, Dennis Cliché, a major conference sponsor, spoke at the conference dinner about the future of Yarra Trams.

A feature of the dinner was the presentation of the COTMA achievement awards. These awards have been

made at the last four bi-annual conferences. The awards are not competitive. Rather, they recognise how high standards of achievement can be a source of great satisfaction for members and a source of inspiration to others. The Ballarat Tramway Museum received an Achievement Award for meeting two significant challenges: rebuilding the electrical sub-station and publishing *The Golden City and its Tramways*. The Wellington Cable Car Museum received an Achievement Award for its restoration and display of Cable Grip Car No. 3.

For the first time in 2006, an award for Excellence and Recognition was made to the organisation that the judges considered to have made the most significant achievement during the year. The award for 2006 was received by the Melbourne Tramcar Preservation Association for the preservation and restoration of VR No. 41. As part of the award, a \$500 cheque was presented. This was provided by Austbreck Pty Ltd, suppliers of tramway current collection equipment. The award consisted of a cap and cone tramway ear and a section of trolley wire mounted on polished timber.

Planning for the 2008 conference in Launceston has commenced. Registration of Interest can be made via COTMA's website under the conference tab.

Members attending the COTMA conference visited the Melbourne Tramcar Preservation Association's museum at Haddon on 19 November 2006.

Jeremy Honeyman



The Tramways Trust of Wanganui, New Zealand, was welcomed as a new associate member by the conference general meeting. The Spring 2006 issue of New Zealand's *Tramway Topics* provided an excellent description of heritage tramway work being undertaken in Wanganui by Dave Harre's team which has done an excellent job in rebuilding and restoring the body of Wanganui No. 12. A 21E truck acquired from a museum in Minnesota, early in 2005 will be fitted to the tram. COTMA has strongly supported the trust in acquiring electrical and mechanical equipment from Australia.

Discussions with the various Australian museum members revealed a lack of knowledge amongst rail safety regulators of electric street tramways, Victoria being the exception. The COTMA executive proposes to address this matter through various consultative forums.

The next meeting of the COTMA executive was scheduled to be held in Auckland late in January 2007. Planning of future activities of COTMA will be a major discussion item.

The executive members are:

Chairman: Warren Doubleday,
Ballarat Tramway Museum

Deputy Chairman: Henry Brittain,
Wellington Tramway Museum

Executive Officer: Craig Tooke,
Melbourne Tramcar Preservation
Association

Assistant Executive Officer:
Rod Atkins,
Tramway Museum Society of Victoria

Treasurer: Howard Clark,
Sydney Tramway Museum

Australian Museum Liaison Officer:
Ian Seymour,
Australian Electric Transport Museum,
Adelaide

New Zealand Museum Liaison Officer:
Clinton Pearce,
Western Springs Tramway,
MOTAT, Auckland

WHITEMAN PARK

PERTH ELECTRIC TRAMWAY SOCIETY (INC)

PO Box 257, Mount Lawley, Western Australia 6929

www.pets.org.au

From Mike Stukely

Wildfire in the Park

On Sunday, 3 December, a fire started at about 2:00pm in the extensive native bush area in Whiteman Park to the north of the Tramway and Railway Workshops complex. Fanned by strong south-westerly winds in very dry conditions, it spread rapidly towards the Village where several buildings were threatened. This required the immediate evacuation of four thousand people from the Park, including volunteers from all groups present. Fortunately, there were no injuries and the major structures were saved.

The fire crossed the tramway immediately south of the Tractor Museum on a 150m front stretching down the grade to the cattle grid. It then continued across to the eastern side of the Park, burning out some 500ha of bush and parkland before being brought under control by emergency services that night. The tram in service was held at the Mussel Pool East stop (in the green

lawn area) for a time after the alarm was raised by Motorman Scott Parker, a trained fire-fighter, who was commended also for his assistance in evacuating people from the Mussel Pool area. The tram was then returned safely to the carbarn.

The Park was closed to the public until the Wednesday as mopping-up operations continued and damage was assessed. Tram services were cancelled only for the rest of the Sunday and on the Tuesday. Fortunately, the tramway did not sustain major damage, with one timber traction pole and four sleepers needing replacement. The Wednesday team abandoned other plans and quickly replaced the damaged pole with a steel one. Replacement of the sleepers was completed on the Thursday, in time for our regular services to resume on the Friday.



John Azzaro (left), Noel Blackmore and Trevor Dennhardt inspect the fire-damaged traction pole on 6 December. It was badly burnt at the base after an earlier attack by termites.

Frank Edwards

Frank Edwards operates the post-hole auger in preparation for the installation of the new steel pole.

Frank Edwards



Looking down the hill towards the Triangle from near the Tractor Museum. The PETS crane is moved into position to install the new pole on 6 December. The fire jumped the tramway from right to left.

Frank Edwards

General

Patronage on the trams through spring was generally good, with the trams running seven days per week as usual. The October school holidays again brought high numbers to the Park. After the recent fire, numbers were lower than usual in the period leading up to Christmas. Fortunately, the most popular recreation areas at the Village and Mussel Pool were not damaged significantly by the fire, as they are grassed and can still be used fully.

Frank Edwards and John Davies continued restoring the body of WAGT E class car No. 66, with the installation and painting of the catwalk on the roof. The trolley bases have been dismantled, cleaned and painted. Destination boxes at both ends of the car have been fitted with blinds, and we are grateful to our neighbours, the Bus Preservation Society of WA, for their assistance in supplying parts for these.

The tram motor overhaul program has progressed, with work on two motors having been completed by our engineering contractor. The units have been

returned ready for installation. During the ongoing tram servicing program, 'safety yellow' strips have been painted, or repainted, on the edges of the steps of W4 No. 674, W2 No. 329 and W7 No. 1017 by Les Hunt. These do not detract significantly from the appearance of the trams, as had been feared by some, and have attracted favourable comment from passengers.

Noel Blackmore and the overhead team of Kurt Gahler and Tony Grose have continued the task of lifting the overhead between Mussel Pool East and the Bennett Brook south road crossing. A bracket arm near this crossing has been replaced with several pull-offs to give a greatly improved alignment through the curve. Noel and Duncan McVicar also raised the overhead on the Car barn fan by about half a metre to allow clearance for the arrival of Adelaide H class cars 371 and 372 in September.

The track team, led by Trevor Dennhardt and Lindsay Richardson, have replaced another five rotten timber sleepers with steel sleepers near the Bennett Brook south road crossing. Two rail crossing frogs that had been sent out for rebuilding of the flange-way ramps and plates have been completed and returned by the engineering company. The rail saw is again operational, following the refitting of the modified engine by John Azzaro, Kurt Gahler and Noel Blackmore. The track was sprayed by the Park contractor to control weeds on 27 September at no cost to the Society, and we thank them for this valuable assistance.

Our new Toyota developed an electrical fault and we record our thanks to Frank Edwards' brother, Michael, who came to the Park and repaired the fault at no cost on 27 September.

At our safety compliance audit earlier in 2006 the regulator requested that we prepare an Interface

Coordination Plan to cover relations between PETS and Whiteman Park and their contractors. This documentation was completed by Michael Stukely and Noel Blackmore, and agreement was reached with Park Management in December. This completes the requirements for the compliance of our Safety Management System with the new Australian Standard for Railway Safety Management, AS4292. 1-2006, and its implementation.

PETS was successful in securing a grant from LotteryWest for the printing and publication costs of a book written by member Ian Pleydell on the history of the Perth Electric Tramway system. The cheque was presented to the Society by the Member for Bassendean, Martin Whitely MP, on 9 August. The book should be published this year.

A group of PETS members attended the recent COTMA conference in Melbourne and found it well worthwhile and most enjoyable. We thank the organising committee for their hard work, and congratulate them on the success of the conference and its associated tours and events.

Vale – Martin Grant

It was with a sense of deep and profound shock that we learnt of the sudden passing of Martin during the morning on 17 December at his home. Martin was rostered as Motorman and park staff notified our Traffic Manager, Garry Barker that the tram had not entered service. Garry went to Martin's house and the unfortunate discovery was made after police were called.

Martin was a chef and after joining PETS in 1985, immediately became interested in members' welfare and their food intake on workdays. He set up and ran the refreshment section of the Society until his passing, and his pies and pasties, soups, and meals



The low-loaders carrying H class Nos. 371 and 372 wait on Workshops Road (parallel to the tramway along Swamp Straight) while the cranes are positioned for unloading at the Car barn, on 28 September. Dudley Dell

were legendary amongst our workday teams. He will be sadly missed by all the workday members.

Martin also joined the traffic crew as a Conductor and later as Motorman, eventually being nominated for and accepting the position of Traffic Manager, a position he held for many years. Martin was the liaison between PETS and Whiteman Park staff, and was the first contact when matters of ticketing, special functions (involving trams) or special events were being planned.

Martin took on the role of Treasurer and held the position for 12 years, a remarkable achievement for a man with no formal training in accounting. He ran the financial ship with a hand of steel in good years and lean, particularly when we were not able to operate because of the public liability insurance problems several years ago. Martin was often thought to have the blood and soul of a true shekel counter, as he was always very careful as to how, when and on what, we spent the Society dollars. Martin resigned as Treasurer

in 2006 but he stayed on the financial team as a guiding hand.

Martin was also the leader of our Publications and Souvenirs section. He was instrumental in setting up the souvenir tins in the trams, with souvenir sales always a great source of income to the Society. He was also Rolling Stock Supervisor, and kept the trams in tip-top condition. He arranged the fitting of extra rear view mirrors and also first aid boxes. He also ensured the souvenir tins were placed in safe but readily accessible positions inside the trams.

As well as being a member of PETS, Martin was a member and Vice President of 'Play Lovers', an amateur dramatic society. Not many would have been aware of his interest in acting. Martin had various singing and dancing roles, and even he was not aware that he had such a talent when he started on the boards.

We are positive Martin will be looking down on us from above making sure we don't run off the rails.

ST KILDA

AUSTRALIAN ELECTRIC TRANSPORT MUSEUM (SA) Inc

GPO Box 2012, Adelaide, South Australia 5001

www.railpage.org.au/aetmsa

From Colin Seymour

50th Anniversary celebration

The South Australian Branch of the Australian Electric Transport Museum was formed on 1 February 1957 when Mac Alexander and John Radcliffe were appointed as the State's representatives on the governing body of the AETM, which had been formed in Sydney in 1955.

Shortly after, the South Australian Branch obtained approval to borrow the MTT's scale model of dropcentre car 295 for use on an AETM stand at the 1957 Royal Adelaide Exhibition that was held at Wayville Showgrounds. The stand was prepared by Chris Steele and John Radcliffe, and was on display for several weeks. It resulted in 30 expressions of interest for Museum membership.

Fifty years later, five of those who were either involved or expressed interest in that stand are still active AETM members. They are John Radcliffe, Chris Steele, Mike Church, Paul Shillabeer and John Pennack. The model of dropcentre 295 eventually came to the Museum for display in 1998.

In 1959 and 1960 the preservation bodies in the two states were separated, with the formation in 1959 of the South Pacific Electric Railway (now trading as the Sydney Tramway Museum) in Sydney and the incorporation of the AETM in South Australia in its own right in 1960.

To celebrate the formation the AETM in South Australia, we are holding a special anniversary day for members on Saturday, 26 May, the date of our Annual General Meeting. Apart from conducting the formalities of our AGM, special tram rides and social activities will be held. Members of all COTMA museums are invited to this special event.

Enthusiasts' Day

A successful Enthusiasts' Day was held at St Kilda on 14 October 2006 from 11:00am to 5:00pm. It offered transport enthusiasts riding experiences and photographic opportunities not available on an ordinary operations day.

H car 364 arrives at the St Kilda Tramway Museum and is positioned ready for lowering onto its bogies. Chris Summers



H 364 after being re-united with its bogies. Chris Summers

Fourteen runs were made during the day. They included two convoys of three cars and seven crossing manoeuvres at Mangrove Loop. The first convoy consisted of single truck cars 42, 186 and 303; and the second consisted of green 'foreign' cars 294, 1013 and 1971. There were four photo stops on each convoy run. The return trip took nearly an hour and by all accounts made the photographers very happy.

The pre-loved book sale and sausage sizzle also proved a hit. A couple of well known TMSV and AETM members attended and gave the day their enthusiastic seal of approval. The day was well organised by Operations Manager, Ron White.

Bib and Bub car No. 15

Tram No. 15 has been lifted high on body jacks in preparation for placing it on one of the two Brill 21E

Mike Bosworth works on the headlight whilst the tram is lifted from its bogies. Ian Seymour



Mike Crabb helps Ian Seymour and Jack Pennack remove the pantograph from on 364.

Chris Summers



trucks that are being fabricated by Bendigo Tramway workshops. Melbourne W3 motors, axles and wheels have been chosen for use in the trucks because the wheel diameters closely match the originals. Attention is now being directed to completing the non-driving motorman's cabin. With the raising of the car, access to the underside of the body is now possible. Rewiring has commenced after a thorough underfloor clean and repaint. Repairs to the panels of leadlight have been completed and these are currently being reinstalled in the bulkheads.

Museum displays project

We have engaged a professional displays consultant to develop a formal plan for displays and signage used at the museum. Development of the plan is required by the History Trust of South Australia.

So far, the consultant has met our committee and the History Trust to determine the museum's requirements. A grant of \$9,000 from the Trust will

help the project along. This amount, together with \$4,000 received from the Trust last year, will enable a revamp of our displays to commence in the near future.

Other news

To make better use of our volunteers on operating days, we have combined the entrance gallery/bookshop and kiosk attendant roles for a trial period. These functions will now be provided in the entrance gallery.

21E truck arrives

The 21E truck for car 15 arrived at St Kilda from Bendigo on 19 December 2006, a wonderful Christmas present. We thank Darren Hutchesson and his team for the excellent rebuilding work, and Julie Cain who organised transport of the truck to St Kilda. The rebuilt truck uses the original frame from MTT 42 and was fitted with W3 wheel sets and motors. Work continues in Bendigo on the second truck for car 14.

Car 15 bulkhead in position with the new platform timber from Husnjak Joinery.

Ian Seymour





The new entrance gallery and kiosk.
Ian Seymour

Vale – Jim Burke

AETM Life Member, Jim Burke passed away on 29 October 2006 at the Star of the Sea Nursing Home at Wallaroo. He was 81.

Jim joined the Museum early in 1974, our first year of tramway operations. The family gave him his membership as a birthday present. Unlike most of our members who come from a wide variety of professions and trades, Jim was a real life tram driver. He initially worked for the Municipal Tramways Trust in the late 1940s and early 1950s. He returned to work with the Tramways Trust in the early 1970s.

Jim's love for trams was such that not only was he involved with the trams, but he also encouraged daughter Bev, her late husband Neville, and grandson Kym Smith, to become actively involved with the tramway museum – a rarity in our organisation.

Jim will be remembered for enthusiastically relating stories of his days as a tram conductor and driver to our customers. He also played Santa on our Santa tram on several occasions, a role to which he was well suited.

Jim was also very good with his hands. He constructed the new driver's cabins for our dropcentre tram 264 in the mid 1980s. This was the first tram in Australia to run again after spending many years as farm accommodation in the Clare Valley. Jim also did a lot of work on our Desert Gold tram 186 which had previously been a school playroom at Woodlands school at Glenelg. Jim was General Manager at the museum during this period.

Jim Burke was awarded life membership of the AETM on 28 May 1994 after he decided to take a less active role in museum activities. Jim was the first active member to receive this recognition which had been awarded previously only to several staff of the Glenelg tramway who had provided help to the Museum during its early years of tramway operation.



COTMA H class spare parts stored in the lathe shed at St Kilda.
Ian Seymour

BYLANDS

TRAMWAY MUSEUM SOCIETY OF VICTORIA

38 Piccadilly Crescent, Keysborough Victoria 3137

www.tmsv.org.au

By Graham Jordan

Museum works

Trackwork continues to take up many man hours at Bylands. Not long after completion of the major rebuilding of the main line adjacent to No 2 shed, preparatory work began on replacing sleepers in order to upgrade the remaining section in the direction of the kiosk. Before this could be done, W1 427 derailed several rail lengths south of the reconstructed section as a result of the rails spreading under the car. The track failure occurred because the truck delivering SW5 759 had driven over and along about 30 metres of track, thus weakening it severely. No. 427 was re-railed several days later by Geoff Dean, Andrew Hall and Graham Jordan with the aid of a crane. We thank them for taking time off work to undertake this task.

Rather than trying to repair the damaged track, which was about 30 metres in length, we decided to re-lay it entirely. Our excavation contractor John Kavanaugh dug out the track and removed the old sleepers. Russell Jones and Sam Mitchell then moved 48 new sleepers into place, ready for the track gang on the working bee day.

Over the weekend of 18-19 November, Geoff Dean, Andrew Hall, Graham Jordan, Russell Jones, Sam

Mitchell and one of our newer members, Paul Constantinidis, adjusted the sleepers then gauged, drilled and spiked the holes for one of the rails - a great effort by a small team. In the future, we plan to reconstruct more thoroughly the rest of the track leading to the kiosk.

Restoration continues on Q 199 and X2 680. It is expected that the repainting of the exterior of 680 will be completed early in February. The car's interior panelling including the ceiling has been stripped and revarnished. Because the restoration of this car was far from complete when the Green Corps scheme finished last July, Doug Prosser has spent many hours continuing the work, benefiting from the good work done by the Green Corps team. He indicated that to complete the restoration of this vehicle, it would be worth recovering the car's internal tip-over seats. The cost of this, based on the cost of reupholstering the seats in the U class several years ago, could amount to \$5,000. The Board has indicated that because of other priorities and the infrastructure rehabilitation program no provision has been made for funding this project at present. However if readers would like to donate money towards the cost of recovering the seats in 680,

Hard at work on the track reconstruction at Bylands are (L to R) Paul Constantinidis, Graham Jordan (front), Andrew Hall (rear) and Geoff Dean. Old sleepers were removed and replaced with new ones from Merbein. Two truckloads of ballast were delivered subsequently from a local quarry and were used to lift and pack this section. John Walker





Graham Jordan (in yellow shirt) positions another sleeper prior to drilling and spiking. Paul Constantinidis, Andrew Hall and Geoff Dean wait for the next move, on 18 November 2006.

John Walker

their contributions would be most welcome. All donations over \$2.00 are tax deductible. Please contact the Secretary of the Tramway Museum Society of Victoria if you wish to assist this worthy project.

Our caretaker, Corey Robertson, is continuing to repair our museum house. Weatherboards on the north and south walls have been replaced and a start has been made on replacing the front walls. When all the walls have been reclad, the exterior of the house will be painted in its original Victorian Railways Departmental Residence colour scheme of cream with brown trim.

Adelaide H class No. 373

Accreditation of this vehicle was approved by Public Transport Safety, Victoria on 22 November 2006, the day prior to the COTMA visit. This enabled us to operate the tram in passenger service, much to the pleasure of those attending the COTMA conference. No. 373 is the first former Adelaide H class to be fully accredited to carry passengers outside South Australia. The Society appreciates the work done by our Accreditation Officer, Russell Jones in preparing documentation to enable the H class to operate, and his commitment to following the process through to completion. Several of the Society's senior motormen are currently being trained to drive the car.

H 373 has had Melbourne trolley rope retaining hooks and clips fitted, which standardises the car with others in our fleet. The car was also detailed inside and out by John Walker and Charlie Huggard on the working bee day, in readiness for its first day in traffic.

Unfortunately it has been necessary to remove this car from traffic because someone removed several

internal fittings which exposed bare live wires. We are not sure when this occurred but replacement units have been sourced from Adelaide, and will be delivered shortly. We thank again the staff of TransAdelaide who have provided us with excellent support in getting No. 373 into traffic.

The September working bee cleaned and detailed H 373. (L to R) Geoff Dean, Graham Jordan, Andrew Hall, Corey Robertson and Margaret Walker.

John Walker



New trams at Bylands

The Society recently took delivery of two additional trams which were made available by Victrack at no cost. The cars are SW5 759 and SW6 963. Both cars will be used for spare parts. Whilst No. 963 is a complete vehicle, being one of the repainted 'reserve' cars stored in Thornbury Depot, No. 759 has already been partially stripped of some body fittings when it was used as one of the decorated Moomba Parade cars several years ago. Both cars have been transferred to the Pit Shed track for storage.

Grounds maintenance

For many years we have been required to reduce the fire hazard of long grass around our property, especially around late spring,. This is normally done by employing a contractor to slash the property, but this costs a considerable amount which, if we had it, could be better utilised elsewhere. It also does not do a complete clean job as it requires follow-up manual finishing off. This year, with the severe drought conditions we are experiencing, our local Council made a plea to property owners who may be able to assist troubled farmers to agist stock.

Realising the benefits this could bring, a small press release was placed in our local paper, which led to an almost immediate response from a Broadford farmer. As a result we have 15 head of cattle grazing at Bylands. With the sheep from our neighbour, our

grounds are rapidly becoming bare! One of the benefits of grazing is that sheep and cattle can get into all the hard-to-get-at places that a slasher cannot.

Whilst on the subject of grass cutting, a request for a lawn mower has resulted in member Len Millar donating a ride-on mower to the Society. We appreciate this kind and unexpected gesture by Len. All we now need is someone to drive it around.

Because of the current dry conditions and the severity of recent bushfires in Victoria, we are very concerned about the fire risk at Bylands. For the duration of the current fire season we have decided neither to open the museum nor to operate trams on days when a state-wide or regional total fire ban has been declared.

New tickets

A recent audit of the tram tickets issued to visitors to Bylands revealed that we were nearing the end of the current supply which was printed over 10 years ago.

Many years ago the AETM obtained a large quantity of paper tickets that were made surplus by the introduction of a new ticketing system in Adelaide. The AETM kindly made a considerable quantity of these tickets available to us at no cost. The tickets are printed in a variety of colours, and will be used when our existing supplies are exhausted.

A general view of the Bylands depot fan on 18 November showing cars 373, with 887, 612 and Ballarat No. 36 outside No. 2 shed. Tank car 7W, towing recently delivered 759 (an ex-Moomba car) is on the depot access track. SW5 759 was being transferred to outside storage on the pit shed spur.

John Walker



BALLARAT

BALLARAT TRAMWAY MUSEUM

PO Box 632, Ballarat, Victoria 3353

www.btm.org.au

From Dave Macartney and Peter Winspur

In the lead up to the visit by delegates to the COTMA conference in November, our workshop team spent considerable time tidying the shed and disposing of unwanted items. Since then, a large quantity of second hand shelving has been acquired and this, together with plastic bins, will help ensure the orderly storage of parts and other items.

Nos 26 and 27 had their body work touched up and trucks repainted before the delegates' visit. Work on No. 40 was also completed. This car ran for most of Springfest and on the day of the COTMA visit, before being retired to the shed with an erratically performing compressor governor. No. 40 has seen very little service since then. A replacement compressor governor will be required for this tram at some time in the future.

In the week following the open days on 15 and 16 November, two members of the Launceston Tramway Museum Society visited Ballarat to learn more about tram driving prior to their commencing tramway operations this year (see the November 2006 issue of *Trolley Wire*). The 15th turned out to be Ballarat's coldest November day on record; even Launceston had seen nothing like it!

In other news, the cream paintwork on No. 14 has been touched up and its wheels and motors have been sent to Melbourne for refurbishment. In its absence, No. 18 was decorated for Christmas in December.

Other work under way includes the stripping and repainting of 661's sunshade louvres, and repainting 671's white paintwork.

We have decided to completely refurbish our display and sales area at the depot by closing off the rear



Daniel Edwards prepares the display area for redevelopment, on 5 December 2006.

Dave Macartney



Tram No. 18 decorated for Christmas on 17 December 2006.

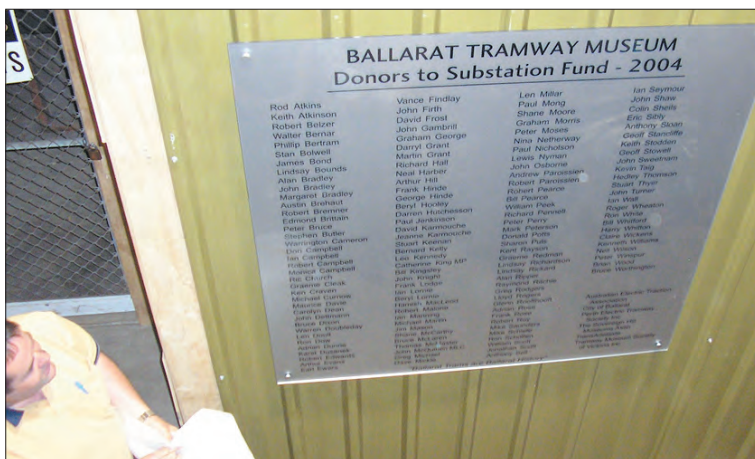
Peter Winspur



Ballarat in drought: the rowing course on Lake Wendouree, on 28 December 2006.

Peter Winspur

BTM President Stephen Butler unveils the Substation Fund Donor Board on 5 November 2006.
Austin Brehaut



The remains of the overhead pole brought down by a tree, on 2 January 2007.

Austin Brehaut



saloon of No. 39 and raising the adjacent floor area. When this is completed, the rest of the display and sales area will be refurbished. This project is expected to take some time and will be undertaken as funds and human resources permit.

The museum applies regularly for funding from the Victorian Government's Small Grants Program which provides grants of up to \$5,000 to volunteer organisations. Funding obtained in 2006 was used to buy two hand trucks, one small and one larger lifting platform, and a pallet trolley. These items, together with ten pallets we constructed, will make handling of bulky items much less hazardous. The smaller lift truck has been located in the main inspection pit, enabling the retirement of the hydraulic jack from the former SEC depot. This brute of a device, probably dating from ESCo days, has been dismantled much to the relief of everyone who used it.

The new year started with a bang, when Ballarat was struck by a violent electrical storm, fortunately just after our service tram had run into the depot. After a thorough soaking, everything appeared to be in order. During the night, however, a large tree near Depot Junction fell, hitting a traction power pole and

snapping it in two near the bracket arm. The trolley wire ears were sheared from the bracket arm and, fortunately, the overhead wires stayed up unbroken. The bracket arm on the next pole was also bent out of alignment. The damaged pole was replaced the following day by Powercor. A second pole further along Wendouree Parade was also renewed.

Removal of the bridges in the section insulator at the junction allowed services to be maintained from Depot

Junction to St. Aidans Drive for several days. On 5 January, services were suspended while a museum work party fitted bracket arms to the replacement pole and to several other poles requiring maintenance. An insulator and one bracket arm remain to be done. Normal services resumed on 6 January. The new bracket arms are painted in the original burnt orange and look very attractive. In ESCo days the poles were whitewashed and finished with scrollwork – an even better sight. Some day perhaps.

HADDON

MELBOURNE TRAMCAR PRESERVATION ASSOCIATION
PO Box 324, Prahran, Victoria 3181 www.railpage.org.au/mpta

By Kym Smith

COTMA conference and ARHS visit

As mentioned in the COTMA report, conference delegates visited Haddon on Sunday, 19 November. Delegates were able to ride on VR 41, W2 407, and W4 670, with L 103, H 357, and W3 663 positioned at various locations around the depot yard for inspection. Anthony Smith, Jacque Smith, Daniel Edwards, Arthur Ireland, and Kym Smith ensured that all was ready for the visit. Jacque spent the preceding weeks giving all of the trams a clean and polish to ensure they looked their best for the visit.

A couple of weekends later, the ARHS Victorian Division visited Haddon as part of one of their tours, thereby continuing their interest in trams since their refurbishment of VR 53. The same three trams were used to provide rides to ARHS members though, understandably, VR 41 attracted more interest than the others.

Overhead works

The span network for the whole of the new depot fan is now in place, and work has commenced installing the overhauled bronze frogs, with the Road 3-4 and Road 5-Main frogs being installed by Anthony Smith and Kym Smith.

Because the backs of the previously installed metal pan frogs had ramp plates fitted to allow skid operation, they were not able to be used with the bronze frogs. Everything had to be removed and new-style stainless steel backs were installed before bolting up the bronze pans. One small problem that

became apparent with the installation of the new spans and the tensioning of the frogs was that the contact wire turned upwards as it left the troughing, whereas previously it turned downwards. This caused the skid shoes to touch the end of the troughing. To alleviate this problem, modifications were made to bring the first ear in each road of the troughing closer to the front of the shed. This change helped to hold the wire in a better position.

L 103

Jacque Smith and Cindy Tassie have completed most of the external painting of L 103. They are currently refurbishing the windows, doors, seats, and louvres before refitting these to the tram.

The recently overhauled bronze frog on Road 3-4.
Kym Smith



The newly installed overhauled bronze frog on Road 3-4.

Kym Smith



The external painting of the tram proved to be difficult in the unseasonably cold weather conditions experienced in September and October. However the timely acquisition of a second-hand jet-fire heater helped in applying the finishing coats of paint.

Pin-striping, numbers and logos were applied early in November. The opportunity was taken to order additional small numerals to allow saloon and cab numbers and the O.2 dates to be finally applied to W2 407 and W4 670.

What number is Jacquie's house?

The other signwriting job completed in November was the placement of numbers on the ends of W3 656, which is the centrepiece of Jacquie and Anthony Smith's home. This should alleviate one of the most

frequently asked questions that Jacquie was asked by visitors!

W3 663

Arthur Ireland, Anthony Smith and John Withers completed the overhaul and replacement of the brake cylinders on W3 663. Arthur has also continued with the preparatory work of removing paint prior to 663 entering the workshop.

Indicator lantern modifications

John Withers and Anthony Smith modified the indicator lantern signalling system. Lanterns U1A and U1B which are located between the main line and Road 2 were lowered and placed to provide better clearance from passing trams. Most of the overhead



The Haddon site from Sago Hill Road. COTMA delegates prepare to board VR 41 for a short ride.

Troy Thomas

cabling for the indicator lantern system was placed underground.

Overhaul of overhead skate contactors is also being carried out while overhead wiring is being modified and upgraded. Some dropping resistance boxes have also been moved.

Substation refinishing

Anthony Smith recently repainted the floor and walls of the substation, and applied new labelling to switches and equipment for their better identification.

Road 3 panelling

Anthony Smith installed some panelling to the inside of the Road 3 wall and relocated the road indicator lantern as part of the improvements to the visual aspects of the carbarn. A new car status board has also been installed which has magnetic car numbers and status tags to make the job easier in maintaining the locations and status of trams.

Site improvements

To assist with fire prevention around the site, Anthony Smith and Frank Schroeder have installed a recently donated fire reel near the Road 5 doorway. A fire fighting trailer is also under construction which will have a 400 litre tank, pump, and hose reel, for use around the site.

Daniel Edwards conducted an extensive clean-up of the site which yielded a significant amount of scrap metal. When sold, this should add a useful sum to the Association's bank account. Well done, Daniel.



W3 656, now part of Jacquie and Anthony Smith's home.
Kym Smith



Auxiliary side destination boards fitted to VR 41.
Kym Smith

Recently installed panelling on Road 3 wall, and the new car status board.
Kym Smith

Tower truck 11 after the addition of MMTB crests and the address 616 Little Collins St. Melbourne
Kym Smith



BENDIGO

BENDIGO TRAMWAYS

1 Tramways Avenue, Bendigo, Victoria 3550

www.bendigotramways.com

From Len Millar

December 2006 – our 34th anniversary

On Saturday, 9 December, we reminded Bendigo's citizens that they have had a tourist attraction running through their streets for 34 years.

In the past we have had a Tram Cavalcade where we have driven 15 or so trams to the centre of the city and parked them in a long line on the west track. This year, we sent out fliers informing Bendigonians that they could ride a large variety of trams on the day. In all, 17 trams were on show.

Drivers would pull in to the depot with one tram, and leave with another. We had two or three yard shunters on the run most of the day, preparing trams and positioning them on the fan out of the way of incoming trams and ready for quick departure.

A feature of the day was a local brass band that made several trips in toastrack car 17 along Pall Mall whilst playing Christmas carols. Unfortunately, the atmosphere was literally blue because of smoke from bushfires in north-eastern Victoria.

On 16 December, in what appears to becoming an annual event, we hosted a visit by the executive of the Rail, Tram and Bus Union at the depot. Our visitors

certainly enjoyed our hospitality and their visit to Bendigo.

Australia Day

During Easter 2006, we inaugurated a shuttle tram service on two days from the Fountain tram stop to events at Lake Weeroona. We carried promising numbers last year, and the scout Jamboree experience confirmed our intention to operate this public transit role when required.

On Australia Day, we carried passengers for \$2 a one-way ride from the city centre to a major community event at the Lake. The service ran all day, staying clear of the 36-minute tourist tram service. With its 74 seats, the high seating capacity of Adelaide H car 369 makes it ideal for shifting large numbers of people – almost like Grand Final day!

Easter 2007

Bendigo attracts large numbers of visitors at Easter, with the Easter Monday procession being one of the highlights. The historic Sun Loong dragon is brought out from display at the Chinese Museum and some

Work is progressing on the restoration of Prahran & Malvern Tramways Trust bogie car 44. Bendigo Tramways



50 people cavort along the parade route making the brightly coloured paper and wire dragon snake sinuously between the lines of spectators. Fire crackers and drums add to the Sun Loong spectacle.

Although tram services are interrupted for the parade, we will more than make up for that this year. We will be providing not only a 36 minute service, often in two car convoys, but will be rotating the service cars and providing a Fountain-Lake Weeroona shuttle over the whole long weekend. So circle Easter in your diary. We look forward to seeing you in Bendigo.

New timetable

Since we started our Talking Tram Tours in 1972, traffic congestion along the highway part of our route has become steadily worse as our drivers battle right-turning traffic and significantly increased vehicle numbers. Some traffic light cycles give the trams adequate T-light timings, but the intersection of McCrae and Don Streets has a sequence that can involve north-bound trams waiting up to five minutes for the T-light, even though other vehicles can move through more speedily.



The representation of windows and doors on the sides of repainted scrubber car 9W suggests how it would have appeared as a passenger car.

Bendigo Tramways

It reached the stage where there was insufficient lay-up time at the Gold Mine for crews to have a break. So on 11 December, we increased the timetabled journey time from 60 to 72 minutes. Timetables at tram stops show times for each stop, and drivers have been issued with small laminated cards that show times for the normal 72-minute service on one side and the 36-minute holiday service on the other.

The 72-minute service allows sufficient flexibility for one, two or four car services, although a quirk of route geography is that an 18-minute service can be provided by only three cars. The new timings are working well, being easier on both crews and trams.

As well as introducing a new timetable on 11 December, we introduced a slightly revised commentary tape that features the voice of Swan Hill member Mike McGowan, who also did much of the work on the new timetabling. The audio quality is much better than the previous tape which had several segments that were too quiet in some of our trams.

Rolling stock

Adelaide H type No. 369 was accredited to carry passengers in time for a huge influx of scouts for a 10-day Jamboree in January. No. 369 shared shuttle duties with Z1 class No. 74, ferrying scouts from a temporary stop at the Alexandra Fountain at Charing Cross to the Central Deborah gold mine. As the shuttle service fitted in between the holiday 36-minute Talking Tram Tour schedule, trams had to waste no time on the 18-minute round trips. Both 369 and 74 have pantographs, so changing ends was much faster than usual.

The 1,050 scouts carried each day will certainly bolster our patronage figures for 2007. As well as the short tram ride, the scouts enjoyed an underground mine tour and a visit to the 'freaky science' Discovery Centre.



Car 369 is capable of carrying a crowd in comfort.
Bendigo Tramways

Scouts alight from 369 at the Central Deborah Mine terminus. 1,050 scouts were carried each day for ten days.

Bendigo Tramways



In between other tasks, our workshops staff put their hands to preparing Y1 610 for painting. Scraping the mottled green 'colorflek' paint from the ceiling is certainly a labour of love. At this stage, the car will remain in MMTB green and cream, unless an advertising sponsor can be found. The Y and Y1 class cars in Melbourne spent most of their operating lives at Camberwell Depot. Having no bulkheads, conductors and passengers could lean on the rail behind the driver's seat and talk to the driver. For drivers who preferred to concentrate on their tram-driving responsibilities, matters were not helped by there also being three seats on the right side of the driver's seat.

The paintwork on our very useful scrubber car, 9W, has been deteriorating, so the tram has been placed in the workshop for repainting in Bendigo Tramways' red and white livery. As the sides of the car have been wholly panelled with galvanized iron for decades, we thought we might paint on a representation of doors and windows to remind us of its passenger-carrying role in the past. A significant twist in the body has been removed, but 9W's very stiff riding qualities remain.

Damien Steel continues to work steadily on the overhaul and repainting of Prahran and Malvern Tramways Trust car No. 44. We have discovered that the red and cream livery is virtually identical with the old Municipal Tramways Trust livery used on Adelaide 369.

In other developments, we feel on top of the world with our new elevated work platform that was provided

by the Greater Bendigo City Council. The platform can rise up to ten metres and reach out three metres. No tram roof is now out of reach.

We also received valuable assistance recently from a local blacksmith who shrunk new tyres onto some MV101 wheel sets. Then he made two motor suspension bars for the Australian Electric Transport Museum's car 14, the 'Bib' of the Bib and Bub set. The 150 x 25mm steel bars were given 90 degree twists near each end. Top chord and brake hanger bars were also made for No. 14's Brill 21E truck.

Trackwork

Because of decades of wear, the width of the flange ways on the curve onto the Bendigo Creek bridge at the depot gates had increased to the point where repairs were necessary in January.

A short section of the head of the rail on the outside curve had separated from the flange and the web of the rail. To fix the problem, our workshop staff dug out asphalt along the inside rail on the curve over two hot days. The bolt-on flange section was then re-fixed with high tensile bolts, washers and nuts. The width of the flange way on the inside curve was reduced from a badly worn 65mm to a more appropriate 25mm. In December a bad rail joint at the depot end of the straight track in Tramways Avenue was dug up and re-welded.



Luke Jenkins and Keith Trounson at work on the reconstruction of battery car No. 3. Bendigo Tramways

Sydney J car 675 showing its open end with jumper cable connections mounted on the apron. Bendigo Tramways



The closed end of Sydney J car 675. The driver's windshield is ready for installation.

Bendigo Tramways

Internal partitions are in place and advertising racks fitted. Interior varnishing and ceiling painting is now complete.

Bendigo Tramways



LOFTUS

SOUTH PACIFIC ELECTRIC RAILWAY CO-OP SOCIETY
PO Box 103, Sutherland, NSW 1499

www.sydneytramway.museum.com.au

From Mike Giddey and Howard Clark

Artillery memorial plaque unveiled

At comparatively short notice, and as part of the Armistice Day commemorations, a plaque was unveiled in the Museum's picnic area recognising that members of the 2/14th Australian Field Artillery, 23rd Brigade, 8th Division camped near the Museum's original site in The National Park in 1943.

The plaque states that following 18 months' service in Darwin the regiment was relocated to Loftus in January 1943 to be equipped with and trained on the new 25-pound field guns, before moving to New Guinea in November 1943. The plaque commemorates the memory of those men who made the supreme sacrifice and of the 1270 men who passed through its ranks. Bill Parkinson located a suitable block of sandstone dug from our museum site and prepared and attached the plaque. It was originally intended to place the plaque within the former camp area but it was realised that it would be a target for vandalism in such a location. The Museum's grounds were selected for the memorial because of its close affiliation with the area.

Members of the regimental association travelled from Sydney, Melbourne and Perth for the unveiling ceremony accompanied by families and friends. The Engadine branch of the RSL provided refreshments at the Railway Square waiting shed after the ceremony.

The 1946 Scout Corroboree was held on the same site. This was the first scouting event held after the war. It was not a Jamboree as it was organised by the state scouting body. The remains of shower blocks and traces of other structures were still very much in evidence when the fledgling museum occupied in 1956 the site adjacent to the railway platform constructed for the scouting event.

Royal National Park line concrete sleeping

Track Australia took possession of the Royal National Park line on 11 December to complete the required re-sleeping before the end of 2006. This time we opted to insert concrete sleepers instead of timber sleepers. The work was carried out over five days.



The Artillery memorial plaque.

Bob Merchant



Contractors Track Australia take the heavy work out of inserting concrete sleepers on the Royal National Park line.

Danny Adamopoulos



Old timber sleepers have been removed and concrete sleepers placed ready for installation on the Royal National Park line.

Danny Adamopoulos



Although more expensive to install, the decision to go to concrete was to ensure maximum life of the sleeper, reduce maintenance in the long term and reduce the risk of bushfire damage. Previous bushfires in our part of the Royal National Park have resulted in many sleepers being burnt by flying embers.

Timber sleepers last approximately 20 years under perfect conditions. This compares with 50-60 years with the Museum's traffic loadings for our new concrete sleepers.

A 1 in 3 replacement ratio was applied to all curves with a 1 in 6 ratio being applied to straight track. In all, 250 sleepers were replaced. In 2007 we will need to put in a further 250 replacement concrete sleepers to maintain the track to the required operating standard.

We thank members who generously helped fund last year's sleeper replacement program. We also thank Track Australia for their continuing support.

North terminus

Since 3 January 2007 the contractors for the duplication works on the Cronulla line, John Holland Pty Ltd, have been performing works at our north terminus site to enable its use as a major site and design office over the next two years whilst construction works on the line and building of a second rail bridge at Sutherland are under way. The arrangement with the contractors includes in-kind assistance to the Museum which, in the initial stages, has involved relocation of stored rails, old ex-Melbourne pointwork and spare bogies. These items have been moved to the unused future passing loop track adjacent to the terminus.

The site has been fenced adjacent to the western side of our terminus and new access gates will be erected near the substation building. David Rawlings is

providing the contractors with details of our future overhead anchorage brackets for incorporation in the underside and abutments of the new concrete bridge that is planned as part of the track duplication project. The existing rail bridge will remain, and works will not inhibit any extension to our track under the bridges. On 24 January, the stack of sleepered rails from Camellia and the old O and N underframes were transferred to the old site yard area. The terminus site has been levelled and cleared, and the ballast stack will be relocated to near the substation. A new anchor pole for our overhead will also be erected.

Old site building in the Royal National Park

We have had possession of this building since late 2006. As noted above, track panels have been stacked in front of the building to enable us to reposition them in the shed. There are sufficient rail panels to see almost three shed roads laid. This will enable the cars stored outside at Loftus (Sydney R class cars 1741 and 1917, the Berlin trailer and the second Munich car), plus Sydney C class No. 12 and K class No. 1295 in the top shed, to be moved there.

Trackwork north of Pitt Street

Work continues each Saturday on the reinstatement of the western track and the installation of a crossover for our terminating Royal National Park services.

Danny Adamopoulos and two CSO workers have dug a trench in soft rock behind the Miranda Waiting Shed for underground power which will enable the temporary cables over Pitt Street to be removed in the near future. Rock was also excavated for another underground cable pit in the six foot opposite the fourth span pole north of Pitt Street. A second power distribution box has been fixed to this pole by Geoff Olsen.



Overhead troughing being erected in the top shed with the aid of a tower wagon, 2 December 2006.

Richard Jones

Two more lengths of 80lb rail have been added to the new western track north of Pitt Street with short infill rails to connect to the western set of points for the future trailing crossover. More free concrete has been received and placed along the new track.



Our northern terminus will be reduced in area for several years while the duplication of the Sutherland to Cronulla railway is carried out. The Museum has arranged for John Holland Pty Ltd to use the land for their site and design office.

Martin Pinches

One set of pointwork has been positioned in the cutting north of Pitt Street. The accompanying set will require cutting the main line, a task that will be carried out when the work has progressed further.

Bob Merchant



Adelaide H car 358

The car was loaded onto Mario Mencigar's trailer at Glengowrie Depot, Adelaide on 28 November 2006. The Tomlinson automatic coupler, life guard and the folding steps had been removed and timber packing placed between the bogie and the body at the No. 2 end of the car so that the end platform could overhang the gooseneck of the trailer to keep the overall length of the load within limits.

On arrival at Loftus on 30 November, 358 was assisted off the trailer by our tractor and Mario's truck winch. It was then jacked up in the street to have the timber packing removed allowing the body to sit back on its bogies. The tram was then towed by SW2 432

through the scissors crossover and around the Cross Street curve to the depot yard.

As mentioned, one Tomlinson coupler and one lifeguard and gate had been removed. These items, and two trolley poles and bases courtesy of the Australian Electric Transport Museum at St Kilda, were stowed inside the tram.

Bill Parkinson used an ingenious method to refit the heavy Tomlinson coupler. He could have done it the hard way with several people in the pit struggling to lift the coupler to engage the mounting plate onto the studs hanging down from the underframe of the car. Instead he retrieved with a forklift one of the two spare couplers we obtained many years ago for PR1 1573

We are accepting surplus concrete again! It is being laid in track north of the Pitt Street level crossing. This load was received on 10 February 2007.

Bob Merchant





H Car 358 is assisted down the ramp with our tractor attached to the front and Mario's truck winch attached to the rear.

Bob Merchant

and he coupled it to the coupler to go onto 358. This balanced pair was then lifted with the overhead crane hooked to a sling around the coupler faces. Using the crane, and with minimal physical effort, the coupler was then moved under the end platform of the car.

Initially the tram refused to function when traction power was applied. A series of investigations revealed some of the car's secrets, allowing it to be powered up. As the overhead wiring from Loftus to Sutherland is suitable for pantograph operation, 358 was able to operate along this line on several tests trips on 16 December before being returned to the workshop.

A trolley base, pole and hook were fitted to the No. 2 end and 358 ran under power again on

27 December. On 10 January the pantograph was removed from the No. 1 end and the second trolley base, pole and hook were fitted on new bridging as the trolley base supports were removed from this end when the car was re-equipped for pantograph operation.

On 13 January, No.358 was finally released from the workshop. With Bill Parkinson at the controls it ran to Sutherland and then through to the Park. The H car behaved faultlessly on the trip except for one small detail. Bill had specially serviced the air horn on the leading end, towards the Park, intending to intimidate motorists at the level crossing with the overall size of the tram as well as the unexpected bellow of the air horn. But, in the event, the horn gave only a squeak and a sigh before it expired. The one on the other end



Car 358 being moved from the traverser into the workshop.

Martin Pinches

worked as expected on the return journey! But by then Bill had surrendered the controls and missed his dream.

No.358 returned to the workshop after standing on display in Tramway Avenue where it served as a venue for a meeting of our traffic staff. The tram will be critically examined and serviced to enable an authorisation certificate to be prepared. Further trial trips will be performed to enable crew operation procedures to be worked out before it can be handed over to the training school for familiarisation trips with traffic staff.

Sydney 42s

The sheet metal panels have been refitted to the backs of the driver's cabs of this car. After refitting the cab roofs, the trolley base support struts have been welded in place. A replica plough-type life guard has been made for one end.

Sydney D 117

Some of the stored equipment, including ex-Melbourne W5 and L class seats delivered to the Metro centre, has been removed from this car. The clean out will be completed shortly so that the car can enter the workshop in February for restoration work to begin in earnest. This work is being funded on a dollar for dollar basis through the NSW Heritage Incentives program. We would welcome financial contributions to this worthy project.

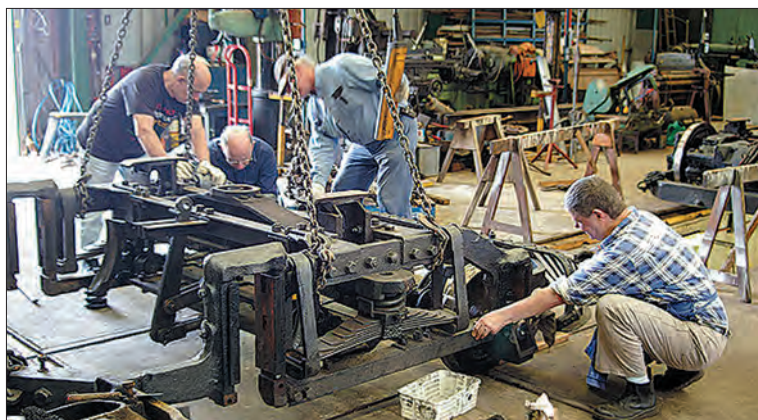
Brisbane centre-aisle car 180

Ian Hanson has touched up the paint on this car which was tested on 16 December 2006. New numbers and monograms have been applied by Bill Parkinson to complete the job.

Overhauling the 39E1 maximum traction trucks on 180 was a slow and arduous task. In mid 2005, Bill Parkinson removed and repaired a defective field coil connection on the No. 2 motor. Vic Solomons and Mick Duncan then cleaned the trucks prior to painting them. After removing a concrete-like substance comprising oil, grease, sand, road dirt and suspected squashed cane toads – a hammer and screwdriver job – the brake rigging was found to have worn bushes, pins and bolts. The flanges were also found to be badly worn and the tyres were in need of re-profiling. After removing and cleaning the No. 1 motor, the wheel sets were cleaned and sent to Zig Zag Railway for turning on their wheel lathe. With the wheel sets removed, it was easy to get at the rest of the trucks and brake rigging which was then cleaned and made ready for re-bushing. After stripping and cleaning the trucks, Vic Solomons, Tom Tramby and Alex Foot repainted them, assisted by Alan Watson. Mick Duncan repaired the brake rigging.

About five months ago, work recommenced on the 39E1 trucks, with the focus on cleaning the axle boxes. Fortunately the brasses and keeps were found to be in good condition and could be refitted with relatively little attention. The brake rigging was then re-assembled using new bolts, pins and bushes, after which the reconditioned wheels and motors were returned to their respective positions.

On 22 November 180 was reunited with its trucks, and on 6 December it moved under its own power for the first time in about 14 years, with Bill Parkinson driving. It was a great sight. On 23 December 180 made four test trips to the north terminus. On all these trips it ran well, with plenty of speed, including on hills. The brakes also worked well, much to Mick Duncan's relief. No. 180 now requires only more oil in the axle boxes and a good body clean.



Reassembling the bogie for Brisbane 180. From left are Bill Denham, Vic Solomons, Bill Parkinson and Mike Duncan.

Martin Pinches

The project would not have been the success that it was without the help and support of the museum's Wednesday Gang: Vic Solomons, Alex Foot and Alan Watson doing the dirty work scraping, chiselling, cleaning and painting; Terry Thomas the welding; Warren Howlett the turning; Tom Tramby manning fork lifts and being generally helpful; Alan Lark on wood work; Bill Denham operating the pillar jacks and suspension bearings; Rainer Nickal helping with assembly and wheeling; Mick Duncan attending to brake rigging and assembly; and Bill Parkinson undertaking motor repairs, providing advice, finding essential items and crane driving. A job well done!

Melbourne W2 249

A spare bogie with two good wheel sets and gears to suit BTH traction motors was retrieved from our northern terminus storage area and towed back to the workshop with 99u. One wheel set has already been removed and cleaned. It is intended to replace three of the four wheel sets in 249's bogies because of excessive flange wear.

Sydney O 957

Geoff Spaulding has almost completed reproofing the vented section of the car. This will enable this section to be re-canvassed before the gutter rails are fixed. With the main roof re-canvassed, it is now very

sound and strong. Final coats of navy dressing will not be applied until other body works are finished.

Sydney O 1111

This car featured in activities relating to the story of the Bondi tram, which included a 25th anniversary re-launch of the children's book on the subject at Bondi Beach Public School on 11 December. The car remained on Mario's truck for the duration of its holiday at Bondi, returning to Loftus on 13 December.

Around and about

Two more lengths of overhead troughing were erected over 12 road in the top shed on 2 December 2006.

The SMC light pole in our street and several steel span poles have been painted by Ian Hanson with Tom Tramby operating the bucket truck for him.

The February 2007 issue of *Cleo* has four pages of young women's fashions with the Sydney Tramway Museum being chosen as the location for an early evening photo shoot. Two of the Museum's trams, Nagasaki 1054 and R1 1979, and the Railway Square Waiting Shed were used for the background scenes.

Reassembling the bogie for Brisbane 180. From left are Bill Denham, Vic Solomons, Bill Parkinson and Mick Duncan.





Sydney O class 1111 returned to the museum on 13 December after being on display at Bondi Beach Public School for a book launch on 11 December.

Bob Merchant

GLENREAGH

GLENREAGH MOUNTAIN RAILWAY

PO Box 104, Glenreagh, NSW 2450

www.gmr.org.au

From Greg Wilson

Restoration of 392

Restoration activities in November and December were limited to the scraping down and painting the roof of W2 392, a task done to a very high standard by Andrew Lee. This enabled the fitting of new trolley platforms to the roof which will give it much needed strength. With the pole platforms in place, the final job was to mount the poles. These were cleaned up and undercoated and fitted after one of our Saturday running days. We are pleased to report that 392 now looks more like a tram again.

Ian, Kevin and Barry spent considerable time constructing a cover for our generator bogie. A steel tube framework has been fabricated and galvanised mini orb sheets have been attached to the generator's exterior. In future, when the tram is prepared and put away all that will be required is removal or replacement of the generator's side panels.

Increased running in November and December, and various groups hiring the tram for end of year parties have left little time available for restoration activities.

Towards the end of 2006, charter runs were provided for school groups, various end of year reward outings and children's Christmas parties. Some children had never seen a steam train or a tram and were very excited about riding on our line.

Restoration of W2 447

Restoration of W2 447 continues at a steady pace. Our metal working team of Nicky and Ricky Kidd have cleaned the axles and gears of the bogies we obtained for 447 from the Sydney Tramway Museum. As Glenreagh does not have a workshop on site, most of this work is carried out outside. Nicky and Ricky have worked tirelessly removing rust and old grease from the teeth of the drive gear. Once completed, they turned their attention to one of the motor casings for 447. Again with a wire brush and chisel they slowly removed years of rust from the casing of the motor, polished up the bearing services and cleaned around the field mounting bolts. The result is that we will soon have a reconditioned motor ready for remounting in its bogie.

The bogies which were donated to us by the STM for use under 447 came from two trams: one from W2 370 and another from W2 577. When we dismantled the traction motors we found that the motors and armatures had either been tested or replaced as recently as 1983. This was very reassuring, and we hope the motors will give many years of reliable operation under 447.

VR 40

More is slowly being discovered about the history of this car. In December, David Frost provided information to identify these cars from the inside. This information confirms that the tram we have is VR 40. To end the mystery of the whereabouts of VR 49, a Melbourne tramcar body was recently offered on eBay, the internet auction site. Close examination of the accompanying photographs established the body to be that of No. 49.

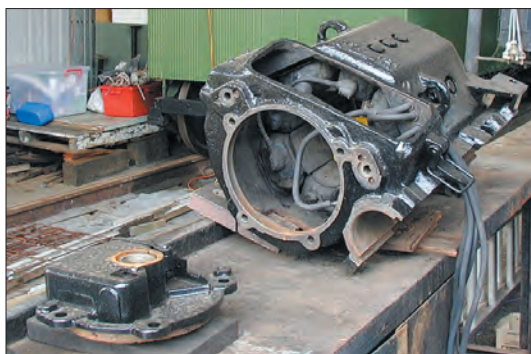
Devonshire tea by Tallawudjah Creek

January is well into the holiday season on the North Coast and it was decided that the Glenreagh Mountain Railway should run more weekend operations at this time of the year. For the first three weekends, train and tram services ran at Glenreagh with an added attraction being the sale of Devonshire teas at Tallawudjah Creek. Over the holiday period, our tram crew team comprising Judy, Joan, Deborah and Trudy polished up the operation and made it a very worthwhile part of

the GMR experience. We now advertise for passengers to take a ride on the tram to Tallawudjah Creek, where they can walk through the beautiful trees to the Robyn Goodenough Memorial Picnic Area and indulge in scones and tea or coffee. Most people stay for a short time at the picnic area and rejoin a later tram service.

Our new service was such a success that 392 was unable to carry all those wanting to board it. The train experienced the same type of loadings. Everyone was happy though and many were pleased to wait for the tram and train to return.

Tram and train operations at GMR should improve further in 2007. The arrival of W2 370 in the near future will provide the equipment necessary to return 447 to service. Also, the Office of Rail Heritage, which was set up to oversee the state's rail heritage assets, has offered GMR several steam locomotives for operation and future preservation. In addition, other plans are being investigated which, if realised, could make GMR trains and trams an interesting regional tourist attraction.



The completed casing and end plate of the first traction motor for 447.

Greg Wilson



W2 392 prepares to depart with another load of passengers.

Greg Wilson



For the first run in January those lining up to ride the tram far exceeded the number we could carry.
Greg Wilson



Devonshire teas were served at Tallawudjah Creek.
Greg Wilson



Conductor Russ Phemister plays Christmas music in the saloon of 392 as passengers sing along.
Greg Wilson



Melbourne tram 965 was decorated for Christmas and stands outside the main depot at the Danish Tramway Museum between Christmas and New Year. Denmark was experiencing its warmest winter period on record and no snow at this time of the year is most unusual.

Morten Storgaard



Brisbane centre-aisle car 180 at the Sydney Tramway Museum during driver training on 4 February 2007.

Richard Jones