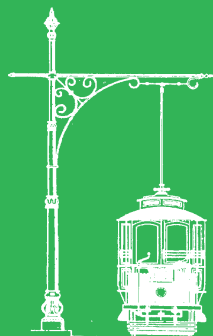


# TROLLEY WIRE

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## In this issue

- Sydney's Queen's Square Loop
- Disposal of Adelaide H Class Cars

# TROLLEY WIRE

AUSTRALIA'S TRAMWAY MUSEUM  
MAGAZINE

AUGUST 2007

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## CONTENTS

SYDNEY'S QUEEN'S SQUARE LOOP AND COLLEGE STREET LINE.....	3
DISPOSAL OF ADELAIDE H CLASS CARS.....	21
HERE AND THERE.....	25
MUSEUM NEWS.....	26

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*Sydney P class cars in College Street between Oxford  
and Park Streets.*

J. Burgess collection

## A tramway proposal for Goulburn

On 12 June 1902, the New South Wales Government  
Tramways Traffic Superintendent reported against a  
line being constructed from Goulburn to Kenmore, a  
distance of 4<sup>3/4</sup> miles, and suggested that the only way  
to make such a line pay would be to install an electric  
system. Electricity generated for the tramways would  
provide power for the business community and lighting  
for the city.

From a register in the STM Archives

## Front Cover:

*Sydney R1 class car 1952 has the destination blind set for its return journey as it swings around the curve from  
College Street to Queen's Square Loop in 1953.*

John Burgess

# SYDNEY'S QUEEN'S SQUARE LOOP, COLLEGE STREET LINE AND SOME ASSOCIATED ISSUES

By Ross Willson

In retrospect, the tram loop at Queen's Square can be seen as a confused and controversial political and town planning issue. While it was only in use from 1950 to 1960, its shadow remains in the memory of many people with an interest in the history of inner Sydney.

## The Watson's Bay tramway

The first section (2 miles 32 chains) of the Watson's Bay line was opened under cable traction from the foot of King Street to Woollahra (Ocean Street) on 19 September 1894, and was thereafter extended as an electric line, initially single track, as follows:

DATE	LINE SECTION	DISTANCE
		<i>Miles and Chains</i>
3-10-1898	Ocean Street-Rose Bay Wharf	1 m 24 ch
10-9-1900	Rose Bay Wharf-Dover Road	1 m 3 ch
25-3-1903	St James Road: Elizabeth Street-King Street	?
11-5-1903	Dover Road-Signal Station (Cambridge Street)	1 m 71 ch
21-2-1905	Y Loop: Victoria Street (Kings Cross)	?
19-3-1905	Day Street: King Street-Erskine Street	6.5 ch
18-1-1909	Signal Station-Watson's Bay	65 ch
26-2-1911	Erskine, New and Shelley Streets: Day Street-Erskine Street	6.75 ch

The line was duplicated in the following stages:

28-8-1903	Ocean Street-William Street (Double Bay)	51 ch
12-9-1903	William Street-Rose Bay Lodge	56 ch
3-10-1903	O'Sullivan Road-Beach Loop	47 ch
8-11-1903	Beach Loop-Dover Road	31 ch
3-1907	Rose Bay Lodge-O'Sullivan Road	8 ch
25-1-1910	Dover Road-Tivoli Loop (east of Rose Bay)	30 ch
22-2-1910	Tivoli Loop-Vaucluse Loop	24 ch
24-3-1910	Vaucluse Loop-Piper Loop	35 ch
1924	Extension of Signal Station Loop	15 ch
20-6-1925	Piper Loop-Lighthouse Loop (Village High Road)	36.75 ch
7-12-1934	Village High Road-Signal Station Loop	15.5 ch
7-4-1914	St James Road: Elizabeth Street-King Street	10 ch

Electric operation commenced between King Street and Rushcutters Bay Power House on 13 October 1902 and thence to Ocean Street, Edgecliff on 11 May 1903. Cable operation between King Street and Edgecliff ceased from 15 January 1905.

## The City Railway

Sydney's urban transport underwent a metamorphosis on 20 December 1926 with the opening of Australasia's first underground railway,





*A cable car set passes through Queen's Square bound for the King Street wharf. Convict architect Francis Greenway's St James Church dominates the scene. The dome of the Queen Victoria Building in George Street is visible to the left of Queen Victoria's statue.*

STM Archives

what was grandiloquently named the City Railway, from Central to St James (at 73 chains) with an intermediate station, named Museum, at Liverpool Street (at 45 chains). A point of interest is that a memorandum of 29 June 1925 from the Chief Electrical Engineer to the Tramway Rolling Stock Superintendent advised that the Railway Commissioners had approved the following names for City Railway stations: Central, City, Wynyard, Quay, St James and Museum. "Liverpool Street" had been Museum's first chosen name (see the annual reports for 1923/24 and 1924/25 in which St James was spelt with an apostrophe). The change was made to avoid

confusion with the station at Liverpool which had been opened in 1856. The tracks actually terminated at Bent Street, a distance of 1 mile 19 chains from Central.

As opened, an entrance to St James Station was provided facing Elizabeth Street at Market Street, and that at St James Road was constructed during 1927/28. A report in the *Herald* of 19 May 1927 refers to the replacement of the "unsightly" entrances at St James by "ornate structures of a permanent character". It stated that the dressed sandstone entrance at Market Street was "practically complete" while that at Queen's Square "... is being built of red-faced bricks. The new

*J class cars 666 and 657 pass in Queen's Square alongside the statue of Queen Victoria. A coupled set of E class cars in Elizabeth Street crosses King Street in the background.*

V. Solomons collection



structures are artistic and comparatively unobtrusive, and will be in keeping with the architecture of the locality. The replacement of the temporary structures at the entrances to Museum Station has not yet been commenced, but it is expected that the work will shortly be out in hand". The annual report for 1927/28 referred to the finishing of the permanent entrances at Bathurst Street, Liverpool Street, Market Street and Queen's Square.

The Railways adopted a conservative attitude in relation to the introduction of services on the City Railway. Electric trains on the Illawarra line (to Sutherland and National Park) were extended to St James on 20 December 1926. However, while electric operation on the Bankstown line had commenced on 24 October 1926, these trains were not extended to St James until 29 June 1927 and then only during the slack hours. The full service was taken on to St James on 26 September 1927, a date which all but

coincided with the opening of the College Street tramway and the cessation of steam operation of the Bankstown line from 24 September.

### The College Street line - construction

The technical aspects of the line were described by A.G. Wray, Engineer for Tramways, in his article at Vol. 4 (1927). pp. 326-328 of the *Quarterly Bulletin* of the Institution of Engineers Australia. Instead of the ironbark sleepers, steel sleepers were embedded in the concrete and fastened ... [so as to] permit of subsequent removal of the 80lb/yard rails without disturbing the sleepers.

Wray wrote:

"In the construction of the line, it was first of all necessary to support the running rail at the required level and alignment while the concrete was poured in



*Construction of the College Street tramway was started on 25 July 1927 and was completed on 10 September. A temporary line was laid to enable 'departmental trolley wagons' to access the work site using a wandering lead. All stores, materials and excavation spoil were carried to and from the work site in this manner.*

V. Solomons collection

*The sleepers were formed of 100lb rail cut to 8ft lengths and secured to the rail by clips and bolts. The rails were laid on concrete blocks cemented into the roadbed. This ensured the rails were at the correct level.*

V. Solomons collection





*Concrete was placed to the top of the sleepers and wood blocks were laid to the height of the rail head. This enabled the rails to be replaced without disturbing the track bed.*

V. Solomons collection

and allowed to set using pre-cast concrete blocks supporting the running rail with the sleeper rails attached, every few feet; the concrete blocks ultimately forming part of the concrete foundation ...”

The Railway and Tramway Institute’s magazine, *The Staff*, of 24 October 1927 mentioned the connections along York Street, Hay Street and Bent Street of 1922, 1927 and 1926 and described the College Street tramway in some detail. Work was started on 25 July and completed on 10 September with a trial run on the 27th.

Use was made of “departmental trolley wagons” (electric ballast trucks designated ‘u’).

Junctions were put in at each end – Oxford and Boomerang Streets – and a temporary line spiked to the blocks on the alignment of one of the tracks. By means of a “wandering lead”, trucks were enabled to move right down to the work until the overhead wiring

was in place, to receive the usual excavation spoil, and to deliver stores and materials on the spot. After the excavations for one line had been completed, the tracks were moved into the hollow and the other half taken out. By these means the cost of delivering and removing material was greatly lessened.

### **The College Street line - opening**

The object of the new line was to provide “greater facilities for handling traffic in an area where the movement of cars is very heavy”, and to eliminate unnecessary empty running between King Street and Circular Quay.

On 28 September 1927 this new double track line with double junctions to the Oxford Street and Watson’s Bay tramways was opened along College Street, from Boomerang Street to Oxford Street (30 chains). Pending the opening on 14 October 1927 of a signal box at Oxford and College Streets, erected

*College Street was used by the tram carrying trailer, known as the Lizard, as the set-down and pick-up point for trams being transferred to and from the North Sydney system. O class 1418 tows E class car 499 to Randwick Workshops after its final transfer from North Sydney in 1955.*

Noel Reed







*R1 class 1951 in its ivory, blue and gold Royal Visit livery in College Street approaching the Boomerang Street junction outside St Mary's Cathedral.*

J. Burgess collection

above the footpath on the Up side of Oxford Street and the Darlinghurst side of Wentworth Avenue, the facing points there were operated using a compound lever from the footpath. From that date the College Street trams were given the right-of-way over Bondi via Bellevue Hill and Woolloomooloo Bay trams at Park Street and Watson's Bay trams at Queen's Square.

The facing points in the Watson's Bay line in Boomerang Street at Cathedral Street were connected to and worked by a spring lever fixed on the footpath opposite the points and were operated by a pointsman. The running time from College Street to St James Road was 4 minutes.

Stopping places were located at Oxford Street, Park Street, Queen's Square Junction, St James station and Elizabeth Street.

During the morning business period trams displaying "MARKET STREET" followed Liverpool and Elizabeth Streets and returned to their depot via St James and Prince Albert Roads and College Street. Following the diversion of the Botany/Matraville, Bay Street via Railway Square, Alexandria, Henderson Road and Daceyville services from Elizabeth Street to Pitt and Castlereagh Streets from 20 February 1933, these journeys were extended from St James Road to Circular Quay.

During the evening business period trams showing "ST JAMES STATION via COLLEGE STREET" followed Oxford Street and College Street to St James Road and returned to a suburban terminus via Elizabeth Street.

From 10 October 1927 during the evening business hours on Mondays to Fridays and around midday on

*A coupled set of P class cars led by 1502 on a special working in College Street outside St Mary's Cathedral. The white 'D' on black plate on the car apron indicates the tram is attached to Dowling Street Depot.*

Norman Boxall





*A coupled set of P class cars on a special working in College Street cross Park Street bound for Queen's Square.*

Norman Boxall

Saturdays trams were run from St James Road to Bondi Junction, Bondi, Waverley, Coogee, Clovelly, Maroubra Junction and Long Bay.

It should be mentioned that the opening of the line was not advertised in the Government Tramways section of the classified advertising columns of the *Herald* until 8 October 1927 while its issue of 13 October stated that the new line had been "in use since Monday" [10 October].

### **The 1928 Traffic Advisory Committee's Inquiry**

Chaired by J.C. Watson, who had held the position of Australia's third Prime Minister (27 April-17 August 1904), this Committee recommended the provision of an island platform near the entrance to Queen's Square. It also drew attention to the problem of the safety of pedestrians using the City Railway at St James "opening as they do upon busy traffic arteries" and recommended that "exits from underground tunnels should cross under busy streets so as to avoid danger to pedestrians, and that entrance should be provided within the buildings lines as in London and other cities".

### **The 1932 Transport Advisory Committee Inquiry**

At paragraph No. 199 of its report of 16 November 1932, the Transport Advisory Committee noted:

The only way that rapid transit can be obtained for the area which the Watson's Bay line presumes to serve is by the elimination of the tram, and by providing omnibus services which would start near the southern ends of [specified] roads.

It went on to say that "... the traffic of the area need not be led only to one place in the City, but may be taken to various destinations, viz., to Erskine Street (as at present, but with loop returning via Erskine and York Streets, which will make for readier connection

with Wynyard Station), Town Hall (and Station) along Park Street, Central Station (via Park and Elizabeth or George Streets), ...".

The tramway was further criticised at paragraph 202. At subparagraph 219(c) the Committee's views were summarised as follows:

That, because the Erskine Street-Watson's Bay tramline has the serious disadvantage set out in paragraph 202, and because it cannot render the service reasonably required by the area through which it passes, viz., provide residents living on the highlands to the south of the line ... and of being taken directly to a variety of destinations in the City Erskine Street, Town Hall Station, Circular Quay, Central Station, etc, it should be discontinued ...

All this might not matter very much. After all, it formed part of the insubstantial pageant of the policy formation process had it not been for the fact that the idea that trams should not operate along King Street remained an entrenched, if obscured, *idée fixe* which became over time, part of transport policy.

The idea that tram lines should not cross each other is too ridiculous to warrant any substantive comment. Anyone with an hour's practical experience of the Melbourne system, either in 1932 or 75 years later, would dismiss the notion.

### **A showcase tramway**

Fortunately wiser counsels prevailed and the Commissioner for Road Transport and Tramways was able to persuade the Government to disregard implementing some of the Committee's anti-tram views. On the basis that its users had put up with four wheel "jumping jack", as they were derisively widely termed, footboard cars for long enough, the Watson's Bay line was chosen as the first to receive the first of the 200 R class corridor type trams ordered in 1932





*R class 1887 outbound in King Street approaches Castlereagh Street in December 1949 shortly before the section from Dover Road to Watson's Bay was closed. In the background a coupled set of L/P class cars in Pitt Street cross King Street.*

Noel Reed

and of the 50 R1 class introduced in 1935. The first of these trams commenced in ordinary service on 11 October 1933 and the footboard cars were eliminated from 4 March 1934 on Sundays and from 12 March 1934 on all other days. In addition, as noted above, a further section at Vacluse was duplicated in 1934.

The services on the Erskine Street-Watson's Bay line were so intense (involving as many as 90 trams on weekdays) as to require the services of two depots, Rushcutters Bay and Fort Macquarie. It was surely the most intense street public transport service in Australia.

### Policy changes

From 5 December 1949 the section from Dover Road (Rose Bay) to Watson's Bay was converted to bus operation and replaced by a through bus service (Route 323) from Erskine Street. These buses avoided the tram line in King Street and reached Erskine Street by

way of William, Park, Druitt, Clarence, Erskine, Shelley, New and Erskine Streets returning along Erskine, York, Druitt, Park and William Streets. On 28 December 1949, the Commissioner for Road Transport and Tramways announced that from 31 January 1950 the trams would be further curtailed so as operate only as far as Double Bay. However, this did not happen and, following extensive local agitation, trams were restored on 28 May 1950 and again operated from Erskine Street to Watson's Bay, a distance of some 7 miles 45 chains. The route 323 buses were discontinued.

More upheaval was brought to the line with the decision to abandon the King Street line from Queen's Square to Erskine Street Wharf which reduced the distance to 6.84 miles.

### Train services from St James

As of 1949, electric trains provided an intense service from St James to the Illawarra and East Hills

*R1 class cars 1957 and 1980 wait for departure time at Erskine Street wharf on 9 December 1950, six months after the Dover Road to Watson's Bay section was reopened. This was the last day of tramway operation in King Street.*

Noel Reed



*St James Road was used as the launching place for RAAF liveried R1 class car 1974 on 28 March 1952. St James Road was also used for the hand-over to the US Consul-General of O class 1187 for the Oregon Electric Railway Historical Society on 11 January 1959.*

Noel Reed



lines. Many readers will recall *Railways at Work*, a publicity booklet first issued by the Department of Railways in 1947. In the first edition under the heading "ELECTRIC TRAINS AND TROUBLE", we are told: "The system of automatic signalling installed permits the safe operating of trains at relatively short intervals. In the evening peak period 27 trains leave St James station between 5 p.m. and 6 p.m., believed to be the most intensive traffic at any dead-end station in the world." Presumably this extraordinary claim should be qualified by interpreting it as a reference to a dead-end terminus of a double track railway with two discrete platforms.

The timetable of 12 October 1941 had listed 27 trains leaving St James during the above period for: Hurstville (4); Mortdale (9); Cronulla (2); Sutherland (2); Oatley (2); Rockdale (2); National Park (1); Kingsgrove (2); and East Hills (3).

### **Tram and bus developments in the vicinity of Queen's Square - St James Road terminus**

In principle, it might be thought that a terminus in

the vicinity of St James station in St James Road would have some advantages to both the operators and users of public transport.

The Department made a modest effort to promote the use of St James Road as a terminal for its bus and tram services. On 18 March 1946 a cross city bus service (Route 311) was introduced between Wynyard and St James stations operating from St James by way of Queen's Square, Macquarie Street, Martin Place, and George, Hunter and Macquarie Streets to Queen's Square. On 15 April 1946 it was extended to the Registrar-General's Office in Prince Albert Road and to Elizabeth Bay on 7 March 1949.

Commencing on 25 June, 1947 some trams on the Watson's Bay line were operated from St James Road.

It appears that operation of business services along College Street ceased after 21 January 1949 while trams from Dowling Street Depot followed Liverpool Street instead of College Street from 28 February 1949.



*R1 class 1946 approaches the connecting line from St James Road to Queen's Square loop prior to returning to Rushcutters Bay Depot.* Norman Boxall

Excavation work was carried out in King Street prior to the construction of the loop at Queen's Square. This was probably related to the repositioning of the Supreme Court crossover. R1 class cars 1952 and 1953 pass the work site in 1950.

Norman Boxall



On 21 February 1949 Route 313 (St James Station-Bellevue Hill Public School) was introduced followed by the 314 (St James Road-Denham Street, Bondi) on 28 March 1949. The 313 and 314 were discontinued from 31 January 1950 and, when the latter was restored on 29 May 1950, it operated to Macquarie Street City.

Commencing on 4 October 1949 journeys during both peak periods were diverted to terminate at St James Road. These journeys comprised 2 ex King's Cross, 11 ex Double Bay and 2 ex Dover Road in the morning business period and 2 for Beach Road, 4 to Double Bay and 8 to Dover Road. The Commissioner's announcement indicated that this would remove 20% of the congestion in King Street while "... he was examining a proposal to remove entirely trams in King Street between Erskine Street and Queen's Square." This working was continued with the closure of the Dover Road-Watson's Bay section, but apparently ceased from 7 December 1949 when they were extended back to Erskine Street.

## The 1949 proposal

On 1 June 1949 the *Sydney Morning Herald* reported a conference called by the Acting Minister for Transport (W.F. Sheahan) [1895-1975]. Sheahan held the portfolio of Minister for Transport from 30 June 1950 to 23 February 1953. The meeting was attended by the Commissioner and technical advisers of the Departments of Railways and Road Transport and Tramways to discuss the construction of a terminal loop at Queen's Square which would circle the statue of Queen Victoria [1819-1901] and the elimination of trams in King Street and St James Road. The proposal contemplated loading platforms on either side of loops near St James's Church while there would be tunnels "... from the northern entrance to St James station on to the platforms, another from the platforms to the footpath near the corner of King and Macquarie

Streets, and the third would go under College Street near St Mary's Cathedral".

Passengers were to change to buses to Erskine Street while synchronised traffic lights would be installed at all intersections down King Street. As was to be expected, the plan met with a mixed reaction from "public men". The clearest expression of opinion came from the general secretary of the NRMA who said: "We hail it as the first move to get rid of the cumbersome congestion and accident-breeding trams."

Sheahan was quoted as saying:

"One prominent official, whose name I don't want to disclose, told me to-day that he had recommended this loop 24 years ago. Several other prominent people told me that they thought that my scheme should have been done 20 years ago". He said he thought that people who had to walk to work from Queen's Square would be in a similar position to people who at present walked from Wynyard Station or Wynyard Square to Martin Place or beyond.

The latter argument ignored the point that Queen's Square is an exposed place with an uphill walk from Elizabeth Street and without any shelter from the elements adjacent to the less than welcoming environment of Hyde Park and St James station.

On 14 June a further conference, chaired by the Acting Minister, decided that trams should not run down King Street during peak periods with a majority in favour of running an off peak tram service in King Street, particularly at night.

Sheahan told the conference that a "saturation point had been reached in traffic in King Street. Something would have to be done very soon to avoid absolute chaos." The proposed loop was viewed as "one





*The elevated signal box at the intersection of King and George Streets about 1935. Eight R class trams including 1779 and 1789, and a coupled set of K class cars, are visible. The K class set is showing the destination 'Special'.*

R. Merchant collection

proposal that could help overcome some of the difficulties. It was only a temporary measure because "the eastern suburbs railway in 5 or 6 years' time would permit eliminating trams from Queen's Square".

Readers will recall that a fragment of the proposed railway, as authorised by Acts of 1915, 1947, 1967 and 1978, was not opened from Erskineville Junction to Bondi Junction until 23 June 1979.

Sheahan said that he was not in favour of buses traversing King Street which he wished to keep "for other vehicular traffic. Buses could run along Market or Hunter Streets."

However, the Commissioner (C.N. Neale) [1879-1968] was reported as having told the conference "... he regarded Queen's Square as an unsafe place for a tramway terminus. He was apprehensive of the pedestrian traffic. There was also a danger trams would bank up beyond St Mary's Cathedral."

It thus comes as little surprise that the project did not proceed at this stage.

### Changes at the executive level

The *Herald* of 17 August 1949 reported that the retiring Commissioner had told a farewell function for him of his regret that the Assistant Commissioner (A.A. Shoebridge) [1894-1970] would not be his successor although he had "earned the position" and was "a man of great ability" while: "It is ridiculous to talk about bringing someone who knows nothing about the position into the organisation." On 6 September it reported that Cabinet would appoint the Assistant Commissioner for Railways (R. Winsor) [1891-1963] as Commissioner for Road Transport and Tramways.

The *Herald* of 6 September 1949 reported that a strong group of Ministers, including the Minister for Transport, had sought Shoebridge's appointment but the Premier would not agree while "Government officials" claimed that the appointment "... would save the Government from further embarrassment because of its previous inability to find a successor to Mr Neale."

Neale resigned on 11 September 1949. Winsor's appointment was announced on 6 September and Winsor took up this position on 12 September.

However, his tenure proved to be short lived and Shoebridge replaced him on 22 May 1950. As anticipated in this candid report referred to above, on 21 May 1950 Winsor became the Director of Transport and Highways and on 1 September 1952 the Commissioner for Railways. He remained in this position until 1956 when he resigned following a clash with the Minister for Transport.

### The parliamentary process

At a time when there was considerable practical interest in transport services, it comes at little surprise that there was considerable political interest displayed in the Queen's Square proposal.

On 12 September 1950 the Leader of the Opposition and member for Woollahra raised the matter. The Minister expressed the view that he believed the proposal to be a "in the interests of the public generally, and not of a section which wants to prevent this progressive move." He claimed that tram passengers would be put to no greater inconvenience than are people on the Illawarra line who have to walk 20 yards further, portion of it underground."

On 13 September the member for Vaucluse referred to the "very drastic" decision by Winsor to terminate trams at Queen's Square and said that it would have double tracks – the Minister interjected to say that it would be a single track and later that 87 trams per hour passed along King Street during the peak periods – and spoke of the likely future congestion in the vicinity of the Square.

The Minister replied that the construction of the eastern suburbs railway and increasing motor traffic congestion made it imperative to consider the continuance of trams in King Street. He had called into consultation the former Commissioner and Chief Engineer, and on the latter's advice the Commissioner had stated that the loop was "an engineering impossibility" he had conferred with the Chief Civil Engineer and his Deputy of the Department of Railways. They informed the Minister that the loop was both practicable and larger than the loop of 1935 at Circular Quay.

Sheahan went on to refer the conference held at Parliament House on 14 June 1949 mentioned above which had been attended by the Commissioners for Road Transport and Tramways and Railways and Main Roads and 14 other people including departmental officials and representatives of various interest groups. Winsor "... had nothing to do with the original conception of this scheme, and all he has to do with it now is to carry out the order that has been given."

On 27 September Sheahan made clear his view that "... the temporary inconvenience of some members of the community cannot be allowed to interfere with plans for the benefit of the majority."

On 3 October the member for Burwood spoke forcefully of the inconvenience that would be caused to people who could not afford car or taxi travel by taking trams out of steeply graded King Street – he had timed a tram journey from George Street as taking only 3 minutes 1 second.

On 18 October Sheahan told the member for King who was concerned with the facilities available for waterside workers (who caught ferries at Erskine Street to the Balmain district) that he would consider the introduction of transfer and periodical tickets. He also informed the member for Drummoyne that travellers on Queen's Square trams would not be supplied with umbrellas, but weather protection would be provided at the terminal platforms. On 25 October he said that "I know some people in Woollahra would prefer that the loop should go around my neck instead of round Queen's Square, but one day they may appreciate what is being done".

Speaking on the Estimates on 13 November 1951, Sheahan spoke of the controversy but stated: "However, had the transport administrators in 1946 [sic] experimented with the turning about of trams at St James Station, there might have been no need for the Queen's Square loop."

### The consultative process

In principle, there was no need for the Department to consult with the Sydney City Council about the proposal. Subsection 73(1) of the *Transport Act 1930* made it clear that the Metropolitan Transport Trust (and its successor the Department of Road Transport and Tramways) "... may construct tramways for conveying passengers ... along any route within the district served by the Trust which may be approved by the Governor". However, in this case involving a controversial issue, it was clearly a good idea to liaise with the Council. In any event, the Department had followed a consultative approach in previous cases where minor alterations were made to tram lines within the inner city district.

On 19 July 1950 the Sydney City Council's planning committee "viewed with disfavour" to terminate trams at Queen's Square and build a pedestrian subway under College Street, near St Mary's Road. On 24 July the Council resolved that a copy of the City Engineer's report of 17 July be forwarded to the Minister with a request for further consideration.



*A ballast motor carrying rails during the construction of Queen's Square loop. The work started early in October and the loop was completed and tested on 7 December 1950.*

Noel Reed

The Council was not concerned so much with the withdrawal of trams from King Street as with as issues relating to vehicular traffic. On 13 November the Council resolved that the Minister shorten the proposed bus route (from Erskine Street to Wylde Street, Potts Point) and permit trams to operate from Queen's Square to Erskine Street after 7 pm on weekdays 1 pm on Saturdays and throughout Sundays.

### **The decision to proceed with the loop**

On 6 September 1950 the *Herald* reported that the Minister had directed that the loop was to be completed before the heavy Christmas traffic while trams would be shunted at St James Road during peak hours. An item published on 22 July had defended the scheme saying that Queen's Square was conveniently

situated to the city and St James station and would be "still more conveniently situated when the Circular Quay station is completed ..." This event, long delayed, did not occur until 22 January 1956.

### **The tram loop at Queen's Square**

Construction of the new loop commenced early in October and it was tested on 7 December.

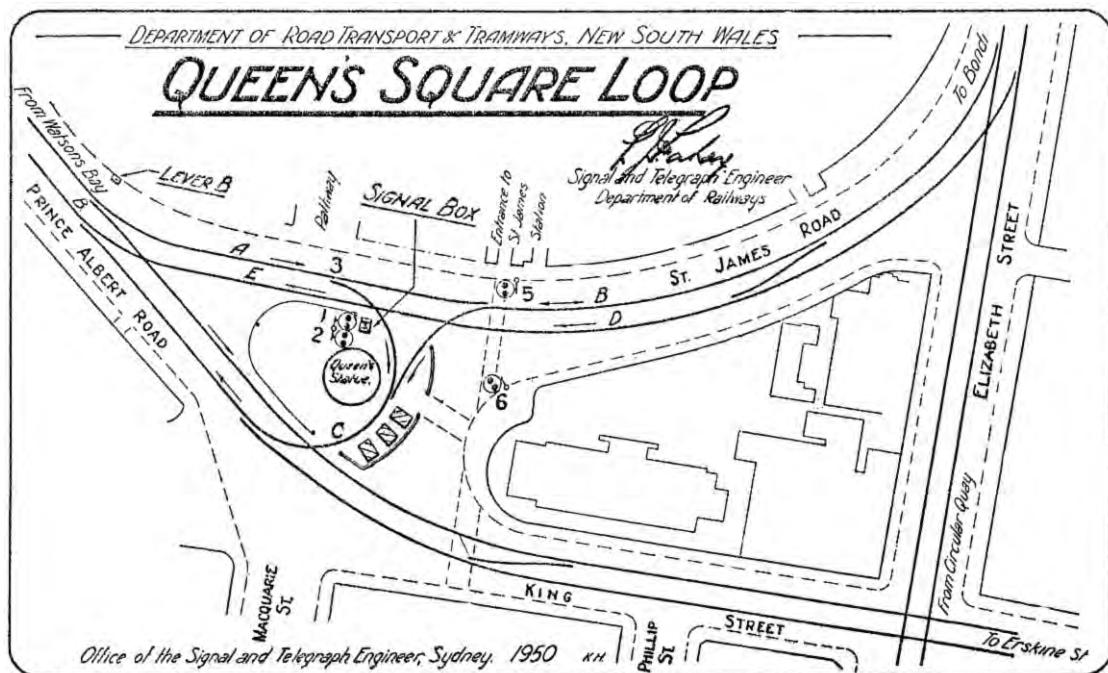
The loop consisted of a single track leading from the Up line in St James Road to the Down track in King Street with a connecting line from the Up St James Road line to the new terminal loop. The trailing crossover in St James Road, near Elizabeth Street, was retained, but the facing crossover north of St James Station was removed.

*An R1 class car passes the new loop on 4 December 1950. Track laying has been completed and fencing and shelter construction is under way.*

R. Merchant collection







The radius of the loop was 46 feet, reported to be the tightest curve on the tramway system. The ends of bogie frames protruded beyond the skirting along the sides of R and R1 class trams as they traversed the loop.

The loading positions could accommodate three trams – passengers were provided with railed-off loading area with three metal framed shelters while there was also a box for the Starter. On 24 October 1951 the Minister advised the Legislative Assembly that the cost of the work was £16,466.

### The signal box

On 24 June 1935 a new (the second) balloon loop was opened at Phillip Street, Circular Quay. It was closed on 1 April 1946 when the trams were extended to Fort Macquarie. This equipment was retrieved and utilised for the new signal box which controlled four colour light signals and two facing points. The equipment included a lever interlocking machine, an indicator in the signal box to show the movement of points and a hydraulic motor fixed in a pedestal opposite the motor-worked points. No. 3 points leading into the loop were operated by a lever. If they failed to respond to this lever, they could be operated using an emergency lever in the signal box when the water supply had to be turned off.

The points leading from the Up Watson's Bay line, which were controlled by a Thompson lever, were to be left set for St James Road. The points at Boomerang

and College Streets were also controlled by a Thompson lever.

In the event of a failure of the interlocking gear or of a derailment at No. 3 points, the Thompson lever points on the Up road leading to King Street were to be used to divert trams to shunt at the Supreme Court crossover.



The Queen's Square signal box. The two tramway signals controlled access to St James Road and the tramway loop.  
Vic Solomons

If there was a serious delay at the King Street end of the loop, trams were to be diverted into St James Road and shunted there.

### Retention of portion of the King Street line

The line in King Street, from Queen's Square to near Elizabeth Street with the Supreme Court crossover near Phillip Street, was retained as a siding for use in case of problems with access to the new loop.

### Destination signs

On the end destination signs of cars attached to Rushcutters Bay Depot and some cars at Fort Macquarie, CLARENCE STREET and ERSKINE STREET were omitted and QUEEN'S SQUARE substituted for the latter.

A list, dated 5 July 1954, of the side signs showed the names as follows: FORT MACQUARIE, KINGS CROSS, OCEAN STREET, DOUBLE BAY, ROSE BAY, DOVER ROAD, QUEEN'S SQUARE, VAUCLUSE, WATSONS BAY, RUSHCUTTERS BAY, WAVERLEY DEPOT, SPECIAL, STADIUM, CIRCULAR QUAY, RAILWAY, ROSEBURY, ZETLAND, CRICKET GROUND, SHOW GROUND, SPORTS GROUND, DARLEY RD RANDWICK, RACECOURSE

### The opening of the loop

The truncated service commenced on Sunday, 10 December 1950 with R1 No. 1985 operating the first journey. The following day's Herald quoted "tramway officials" as saying that people would need to form queues to avoid chaos in peak periods while "... the single entrance to and from the loop would

cause considerable congestion." The previous terminus at Erskine Street had a double track loop.

One change not welcomed by the travelling public that the first fare section from Erskine Street to King's Cross now terminated at Queen's Square, 70 chains distant, with no reduction in fare. Passengers travelling beyond by bus towards Erskine Street were required to pay another first section fare.

The Director pointed out that it had previously taken 20-40 minutes for trams to travel from the top of King Street to Erskine Street and return while "Now they are leaving the city at the rate of about one a minute". This argument ignored the reality that many people joined the trams while traversing King Street and the view expressed at a protest meeting convened by the Woollahra Council held at Rose Bay on 30 October 1950 that the move would result in "Serious inconvenience to passengers by embarking and disembarking them at an exposed place away from the heart of the city".

### Transfer of services to Waverley Depot

One consequence of the closure of the King Street line was the transfer from Fort Macquarie Depot to Waverley of responsibility for providing additional cars on the Watson's Bay service. The lack of suitable connections made it difficult for trams to reach Fort Macquarie from that line without undue inconvenience. Previously (since 16 September 1934) trams from Fort Macquarie had reached the Watson's Bay line via connecting curves at King and George Streets. These were provided from the Down George Street line to the Up King Street line and from the Up King Street to the Up George Street line.



*A short section of double track and the junction was retained at the top of King Street for emergency use and the Supreme Court crossover near Elizabeth Street was moved to a more convenient location east of Phillip Street. P 1600 on a tour is at the limit of the King Street track on 29 May 1960.*

Dale Budd

*Passengers leave R1 class trams during the morning peak hour in 1951. Hyde Park is in the background.*

V. Solomons collection



*Passengers crowd around prior to boarding R class 1848 at Queen's Square loop. The tram is about to depart on a Watson's Bay service in 1951.*

Noel Reed

*A view of Queen's Square loop from the roof of David Jones' department store in Elizabeth Street.*

V. Solomons collection







*A coupled set of O class cars in the loop on a special service to the stadium at Rushcutters Bay. The white 'W' on red plate carried by trailing car 960 indicates the set is attached to Waverley Depot.*

Norman Boxall

### Special sporting services

A feature of the Watson's Bay line was the operation of special services to serve the boxing stadium at Rushcutters Bay which was also the venue for entertainment provided by singers and entertainers, often from the United States. Services using footboard type cars of the O and P classes were provided by Waverley and Dowling Street Depots from Queen's Square thus providing interested persons with suitable photographic opportunities.

### The replacement bus service

The trams were replaced by Route 316 (Erskine Street-King's Cross) on which were operated double-deck buses from Randwick Depot. It operated circuitously from Roslyn Street along Darlinghurst Road, William, Boomerang and College Streets, Prince Albert Road, Queen's Square, Macquarie Street, Martin Place, George, Market, York, Erskine, New Shelley, Erskine, Clarence, Jamison, Lang, Grosvenor, George, Hunter and Macquarie Streets, etc., so serving the ferry wharf at Erskine Street while avoiding King Street altogether.

Buses made a very limited return to King Street on 11 December 1955 when the 316 was altered to operate from Wynyard to King's Cross and the 301 Town Hall City-Wylde Street (the replacement since 12 April 1948 of the Town Hall-Wylde Street trolley bus service) diverted to Erskine Street Wharf via George, King, Sussex, Erskine, York, Druitt and George Streets.

### Post opening events

On 12 December 1950 the *Herald* reported that tramway officials had said that in the 60 minutes of the peak home-going traffic the previous day trams had lifted about 7,000 passengers and quoted the Director of Road Transport and Highways as saying that "... the 68 trams did the work of from 80 to 90 and did it much more efficiently and smoothly". On 17 December 1950 the *Herald* quoted statements from both the Minister and the Commissioner that the loop had been a complete success. Sheahan said: "Even my hardest critics are now admitting that it is a success, I appreciate the public's co-operation. The Government has no intention of running buses from the loop down King Street to Erskine Street. We cannot provide that service."

Shoebridge was more restrained and said: "There has been an appreciable saving in trams on the Watson's Bay, Rose Bay, Double Bay-City run. Many corridor-type trams have been made available for other services. Public co-operation is quite good."

On 24 January 1951 the *Herald* reported a statement by the Minister that the Police Department considered that the loop has been a success in that there was less congestion both in King Street and in Queen's Square.

### The College Street subway

The College Street Pedestrian Subway Construction Act, 1950 of 28 November 1950 authorised the construction of a subway with dimensions of



*Coupled P class cars on a special service occupy the loop. The large Union Jack on David Jones' building indicates the occasion is during the Royal Visit of 1954. Norman Boxall*

140' x 8' x 8' with tiled walls under College Street from Hyde Park to St Mary's Cathedral. The justification for this work was the heavy traffic with no intervening intersection or tram stop. The idea had originated in considering the traffic position in the vicinity of Queen's Square. It was apparently completed in 1952. The work was transferred from the Department of Motor Transport to the Council by a proclamation of 19 November with effect from 1 December 1952.

### Reduced patronage

The departmental timetable alteration books record successive reductions in the level of service provided on the Watson's Bay following the opening of the loop. Notwithstanding that the process of attrition was, of course, exacerbated by the effects of such factors as increased fares, rising motor car ownership and television, the underlying *raison d'être* was the elimination of trams in King Street and the public's resistance to using the new windswept and, in practical

terms, isolated terminus. The likelihood is that many tram passengers found it more convenient to patronise the many bus services which operated within the tramway's catchment area. By 1954, while the tramway might have appeared to remain the backbone of transport in the area, these services, disregarding local and inter-suburban ones, along New South Head Road included the following routes:

- 306 Dover Heights-Macquarie Street City via Rose Bay
- 315 Bondi Junction-Macquarie Street City via West Bellevue Hill and Manning Road
- 321 Nielsen Park-Central Railway
- 325 Watson's Bay- Macquarie Street City via Vaucluse
- 327 Watson's Bay-Central Railway via King's Cross
- 330 Bondi Junction-Central Railway via West Bellevue Hill and Double Bay
- 365 Bondi Beach-Central Railway via East Bellevue Hill and Double Bay

*An elevated view of the tramway loop looking south east. St Mary's Cathedral is in the centre background and the St James Road entrance to St James railway station is to the right of St James' Church.*

STM archives



- 369 Edgecliff-Darling Point-King's Cross-Town Hall
- 375 Bondi Beach- Macquarie Street City via O'Sullivan Road and East Bellevue Hill

### Closure of signal boxes

The above reductions meant that fewer cars were required from Waverley Depot and those that were needed could operate via Elizabeth Street and St James Road. One result was the closure of the signal boxes at Queen's Square from 3 May 1954 and at College and Oxford Streets from 12 September 1955, the latter had apparently remained open for the operation of one run.

The College Street line was still available for use in connection with special events the last of which took place on 14 September 1959 for the conveyance of school children to the Showground in connection with a visit by Princess Alexandra. Movements such as these resulted in coupled sets of footboard cars using the Queen's Square loop. Inbound trams from the Watson's Bay line were turned back at the crossover in Boomerang Street while these special operations were taking place. The College Street line remained in situ until the closure of the Watson's Bay line in 1960.

### Closure of the tramway

On 16 June 1960 the *Herald* reported an announcement by the Minister for Transport that the Queen's Square-Watson's Bay line would be converted to bus operation from 10 July 1960. It had previously been intended to make the change on 27 June 1960. Presumably, delayed delivery of new buses was the cause of a postponement until the later date. The last car from Queen's Square was R1 class No. 1943.

Background information can be found in the August 1960 and August 1964 issues of *Electric Traction*.

An irony in the Minister's statement was that "... the present Queen's Square loop would be abandoned as a transport terminal after that because it was inconveniently located for passengers". In fact, the replacing Route 324 was established as a "main trunk route". These buses variously terminated at: Bridge Street, City, Central Railway as well as, remarkably enough in an historical context, Erskine Street. However, the previous policy continued in force in that buses did not return to the inner city section of King Street itself.



*R class 1750 was hired by the South Pacific Electric Railway to operate a last day tour of the Watson's Bay and College Street lines on 9 July 1960. No. 1750 is heading south in College Street as an R class car turns from Boomerang Street en route to Queen's Square.*

Norman Chinn



*A coupled set of P class cars prepares to turn from Oxford Street into College Street on a special working. The signal box controlling this junction was closed on 12 September 1955.*

J. Burgess collection



## DISPOSAL OF ADELAIDE H CLASS CARS

By Colin Seymour and Howard Clark

The arrival of Glenelg tram 357 at Loftus on 28 June 2007, having departed Adelaide on 26 June, brought to an end the removal of 16 H cars from Glengowrie Depot, a process which began in 2004. Glengowrie Depot now houses the 11 new Flexity trams plus five retained H class heritage cars.

Unlike Melbourne, which has been disposing of trams since 1977, the SA Government was faced with the disposal of a large number of trams for the first time since 1958. Hence, the disposal process was very different from that used by the Department of Infrastructure in Melbourne which meets regularly with the Council of Tramway Museums of Australasia (COTMA) to decide how redundant trams and tramway equipment may be disposed of to tramway museums.

Advice in June 2004 indicated that the surplus trams would be offered for sale by tender and that advertisements would be placed in the appropriate media. Clarification was sought by the AETM as it was felt that competitive tendering would disadvantage tramway museums. COTMA also presented the case for tramway museums which had acquired H class cars in the past. The provision of Melbourne cars W7 1013 and 1017 to the AETM and PETS in March 2005 was suggested as a helpful example. Presumably as a result of the AETM and the COTMA submission, advice was received in June 2005 that tender assessment criteria for non-profit organisations were being developed.

In September 2005 TransAdelaide called for tenders for the sale and removal of 16 H class trams and components. The 16 cars comprised:

Ten operational cars: 357, 358, 361, 364, 365, 368, 369, 371, 372, 373

One restaurant car: 378

Five non operational cars: 363, 375, 376, 377, 379 and various spare parts listed under individual lots.

The tender document set out that the tender process required organisations to either tender a value for the sale or, alternatively, where a tram was sought as a gift or at minimal value, the tenderer would have to provide a comprehensive submission that addressed heritage, conservation expertise, public access and like criteria. Both the tender document and the Sale Agreement were lengthy, unlike the two-page Custodial Agreement used for the recent disposal of Melbourne trams.

COTMA museums were uncertain of the value to tender for a 'gifted or minimal value' tram. Advice was sought from TransAdelaide. For probity reasons, TransAdelaide was unable to give any advice. COTMA museums did not want to bid against each other and, to add to the problem, the tender conditions forbade collusion with any other tenderer. Museums were required to certify this in their tender documents. Thus museums were forced to go it alone with the result that varying amounts were bid for the same type of operational tram. COTMA tendered for all the spare parts on behalf of the various museums and sent notification to all museums of this intention.

In addition to nominating a tender value, successful bidders were required to forward a surety of \$5,000 per tram to be refunded after collection from Glengowrie Depot. A lifting fee of \$500 applied to lift whole trams onto transport vehicles at Glengowrie. On top of this were the normal transport and unloading costs for each museum.

Despite the complicated process, it is very pleasing that 8 of the 10 operational trams were allocated to COTMA museums:

357:	STM, Loftus
358:	STM, Loftus
364:	AETM, St Kilda
368:	W2 568 Group, North Fitzroy Depot
369:	Bendigo Tramways
371:	PETS, Whiteman Park
372:	PETS, Whiteman Park
373:	TMSV, Bylands

The remaining two operational cars were allocated as follows:

361:	Holdfast Bay Council
365:	A Bed & Breakfast business in the Adelaide Hills

COTMA was successful in tendering for most of the spare parts, although a number of cars obtained by non-museum bidders retained some useful parts. Over time, the AETM managed to contact all parties on behalf of COTMA as a result of information appearing in newspapers or contact with the successful tenderers or transport operators.

Car 365 was the first operational car withdrawn. As the new owners were not then ready to take delivery, they contacted the AETM and it was agreed it could be

stored temporarily at St. Kilda, thus allowing spare parts to be removed on behalf of the AETM – a fair trade!

Car 361, by arrangement with Holdfast Bay Council, was transferred in May 2007 to St Kilda for storage, until Council can make satisfactory arrangements for its display at a location to be determined.

The restaurant tram, No. 378, was originally to be allocated to Glossop High School near Berri in the South Australian Riverland together with the body of car 376. As a result of representations from the History Trust of SA, the tram was later re-allocated to the Trust. It arrived at St Kilda in June 2007 for storage and eventual display on behalf of the Trust.

The AETM now has a comprehensive collection of H class cars which cover the 78-year history of these trams:

- 360: restored to circa 1929 appearance
- 362: painted in 1950s silver colour
- 364: representing the 1980s refurbishments
- 378: restaurant tram

A report in the *Advertiser* on 16 November 2005 about the arrival at Outer Harbour of the first of the new Flexity Classic trams to replace the H class stated that the sale or donation of the 16 H cars and spares had raised \$65,000. However the report did not mention that \$15,000 of that came from the

SA Government which provided Glossop High School in the state's Riverland with a grant to buy one of the trams. In hindsight, one wonders whether the complicated process achieved what the SA Government had hoped for.

For the record, Mario Mencigar of Australian Train Movers acquired the bodies of non-operational cars 363, 375 and 379 which he has stored at his property at Londonderry, NSW, whilst 377 was destined to be modified for use as a farm sleep-out near Wolseley, SA.

The service provided to each museum by the management and staff at Glengowrie Depot was excellent. They went out of their way to ensure that museums received serviceable trams and to fit in with the various transport pick-up arrangements. On many occasions, depot staff prepared notices for placement in the trams advertising their last run on the Glenelg line. In particular thanks are due to Peter Haskard, Project Manager, TransAdelaide, and Pascal Labhart for their interest and support for the various museum groups during this exercise.

Car 357 was the last conventional car to remain at Glengowrie and it also had the distinction of performing the last run on the system, from Glengowrie Depot to Glenelg and return, on 19 June 2007, for the purpose of turning the car to have the pantograph end at the rear of Mario's truck.

*H car 376 at Glossop High School on 10 June 2007.*

Mal Rowe





*Car 361 (originally 363), one of the last H cars to be disposed of from Glengowrie Depot, arrives at the AETM's museum at St Kilda on 17 May 2007. The tram is being stored on behalf of the City of Holdfast Bay which plans to display it at Glenelg.*

Ian Seymour

*Six H cars are currently housed at the AETM's museum at St Kilda, one more than at Glengowrie Depot where cars 351, 367, 370, 374 and 380 (ex 359) have been retained. The cars currently at St Kilda are 360, 361 (ex 363), 362, 364, 365 and 378. Cars 361 and 365 are stored temporarily at St Kilda on behalf of their owners. In this photo, the AETM's Northern Depot takes on the appearance of Glengowrie Depot with cars 361 (left) and 364.*

Ian Seymour



*H car 364, shown on its way to St Kilda on the AETM's 50th Anniversary Day, 26 May 2007, was obtained by the Museum to represent the 1980s refurbished H cars.*

Howard Clark



## Complete H Car Listing

ORIGINAL No.	LAST No.	LAST REFERB'D	NOTES
351		2000s	TransAdelaide Heritage fleet. Re-numbered 380 in 1960, then 359 in 1960, returned to 351 in 1979 for Golden Jubilee.
352		1950s	Scrapped after accident 1957.
353	377	1970s	Sold 2005, Private farm, Wolseley SA.
354	366	1970s	Scrapped 1998, body sold.
355		1950s	Donated to AETM in 1987. To Bendigo 2002.
356		1950s	Canberra Tradesmen's Union Club in 1985, demolished 2005.
357		1980s	Sydney Tramway Museum, June 2007.
358		1980s	Sydney Tramway Museum, November 2006
359	380	2000s	TransAdelaide Heritage fleet. Re-numbered 380 in 1960
360		1999	AETM 1982, restored to circa 1929 appearance in 1999
361	363	1970s	Sold 2005, Australian Train Movers. Exchanged nos. 1971 to enable coupling of refurbished car (ex 361) with 364
362		1950s	AETM 1982, retained in silver livery.
363	361	1980s	Donated 2006, Holdfast Bay Council. Exchanged nos. 1971 to enable coupling of refurbished car (ex 361) with 364. Stored at St Kilda from May 2007.
364		1980s	AETM, October 2006.
365		1980s	Sold 2005, Adelaide Hills B & B. At St Kilda from December 2005 for temporary storage & retrieval of parts.
366			Scrapped 1968 (354 re-numbered 366, scrapped 1998).
367		2000s	TransAdelaide Heritage fleet.
368		1980s	W2 568 Group, North Fitzroy Depot, Melbourne, Sept. 2006.
369		1980s	Bendigo Tramways, July 2006
370		2000s	TransAdelaide Heritage fleet.
371		1980s	Perth Electric Tramway Society, September 2006
372		1980s	Perth Electric Tramway Society, September 2006
373		1980s	Tramway Museum Society of Victoria, June 2006
374		2000s	TransAdelaide Heritage fleet.
375		1970s	Sold 2005, Australian Train Movers.
376		1970s	Sold 2005, Glossop High School.
377			Scrapped 1968 (353 re-numbered 377)
378		1980s	Body disposed of 1986 to Port Centre Joint Committee. Re-acquired 1989. Launched as restaurant tram 1 November 1990. Last regular use mid 1990s. Sold to History Trust of SA and housed at AETM June 2007.
379		1970s	Sold 2005, Australian Train Movers.
380		1950s	Stored 1959, sold 1965.

Cars retained in TransAdelaide Heritage fleet

# HERE AND THERE

## AUSTRALIAN AND OVERSEAS NEWS

### Plans announced for trams to return to Brisbane

A plan has been revealed for trams to return to Brisbane streets after an absence of almost forty years.

Following its announcement on 15 July, Premier Peter Beattie told The Courier-Mail newspaper that the State Government was committed to both the scheme and its cost.

Mr Beattie said a combination of State Government funds and private sector investment would be needed over the next 10 to 15 years.

"If we don't do this now then the quality of life we enjoy will be diminished and we believe we can actually improve it," Mr Beattie said. "We're guiding this over 10 to 15 years so we have time to fund this, we have time to budget for this."

The vision centres on linking South Bank and the CBD with Kelvin Grove and Bulimba through four cross-river pedestrian bridges, inner-city pedestrian links and a light rail network that would stretch from South Brisbane to New Farm and possibly Bowen Hills.

City Hall estimates the light rail system will cost \$250 million but Mr Beattie said the total figure would not be known until the route was chosen.

At the centre of the Smart City plan is the goal to link the University of Queensland with South Bank, the Queensland University of Technology's Gardens Point and Kelvin Grove campuses and the Royal Brisbane Hospital.

Three pedestrian "spines" running through the city will join four new pedestrian and cycling bridges – in addition to the Tank Street bridge – linking West End, Woolloongabba, Kangaroo Point and Bulimba with the CBD. The pedestrian bridge attached to the Victoria Bridge will be privately funded in the North Bank development and the Tank Street bridge has already been funded with \$63.3 million.

Lord Mayor Campbell Newman said he welcomed the move, which backed the ideas put forward in Brisbane City Council's 2006 CBD masterplan.

"There's no monopoly on good ideas and I'm just pleased (Mr Beattie's) talking about funding, as I

understand it, light rail in Brisbane and also some new pedestrian and cycling bridges," Cr Newman said.

"That's exactly what council wants to see happen."

The support of the City Council should mean that the plan can proceed without the political fighting which has derailed previous attempts to reintroduce trams to Brisbane.

Cr Newman said City Hall was conducting a mass transit study and would take the results to the State Government in September for funding.

According to the announcement by Premier Peter Beattie and Deputy Premier and Minister for Infrastructure Anna Bligh, the Government will spend \$3.5 million over three years drawing up a Smart City Master Plan, which will better coordinate around 30 separate city planning projects by delivering a single, integrated plan for the state's capital.

The Government will also establish a high-level body of planning, architectural and urban design experts to advise on the design of major infrastructure recommended by the master plan, which the Government plans to implement over the next 10-15 years.

An electronic copy of the Smart Cities: rethinking the city centre report is available at [www.smartstate.qld.gov.au](http://www.smartstate.qld.gov.au)

- from the Premier and Deputy Premier's joint statement dated 15 July 2007, and the *Courier Mail*

### Melbourne: cable tram track sees light of day

Road works in May 2007 to establish a centre reservation in Abbotsford Street, North Melbourne, unearthed a double track section of cable tram track, formerly part of the West Melbourne route. Clearly visible were the rails and cable slot together with the red gum block paving used for the road surface. A minor collapse of the adjacent roadway in one location exposed the cable tunnel and one of its supporting yokes.

The section of exposed track is adjacent to the former North Melbourne engine house, which has now been converted into up-market housing apartments. A

feature of the redevelopment is a comprehensive heritage display, designed with a series of panels around the main entrance. The TMSV provided some information to the architects for this display.

The West Melbourne cable service closed on 20 July 1935 and was replaced by buses. The City of Melbourne and Heritage Victoria are reported to be investigating possible preservation options for this unique part of Melbourne's heritage.

### Adelaide: last Flexity arrives

Adelaide's last Flexity, a replacement for car 103

that was damaged by shifting machinery during a storm on its delivery voyage, arrived in Adelaide in the early hours of 15 June. Replacement tram 103 was unloaded in Victoria Square and on the rails by 2:13am. TransAdelaide provided a free barbecue for those present to mark the arrival of their last new tram.

The remaining portions of damaged original 103 are now at Glengowrie for use as spare parts. The centre section arrived on Monday, 18 June and the damaged end portion arrived on Thursday, 21 June. The undamaged end section had arrived earlier as reported in May 2007 *Trolley Wire*.

## ST KILDA

### AUSTRALIAN ELECTRIC TRANSPORT MUSEUM (SA) Inc

GPO Box 2012, Adelaide, South Australia 5001

[www.railpage.org.au/aetmsa](http://www.railpage.org.au/aetmsa)

from Colin Seymour

### 50th Anniversary celebrations

Our 50th anniversary celebrations turned out to be a very successful event. The fine sunny weather for most of the weekend certainly helped.

### Saturday, 26 May: Members & Friends Day

The celebrations commenced with our 50th Annual General Meeting at 1:00pm. Ron White stood down as Operations Manager after many years. Kym Smith stepped down from his position of Trustee and Colin Seymour was elected to the position.

The committee now comprises:

President	Colin Seymour
Vice President	Chris Andrews
Secretary	David Williams
Treasurer	Barry Fox
General Manager	Ian Seymour
Site & Safety Manager	John Pennack
Operations Manager	Mark Jordan
Rolling Stock Manager	Mike Bosworth
Trustee	Chris Andrews
Trustee	Ian Seymour
Trustee	Colin Seymour

After the meeting, the five original trams which arrived on site in 1958-59 (cars 1, 42, 111, 192 and 282) were moved a few hundred metres down the track to allow members and friends to photograph the line up. Rides were provided to the loop using 'Bib' car 15 and 1980s style H 364 which was acquired recently.

Special guests began arriving from 2:30pm. They included:

Hon. Trish White, Member for Taylor and our local member, representing the Premier

Tony Zappia, Mayor of Salisbury

Dr Duncan McFetridge, Shadow Minister for Transport

Other councillors and staff from Salisbury City Council

Various state government officials

Representatives from other South Australian heritage rail societies

Representatives from other Australian tramway museums (SPER, TMSV, BTM and PETS). David Annan (AETM and MOTAT) also made the journey from Auckland.

Members of the Armstrong-Sidderley Car Club, representing a life long interest of deceased founding member John Bull.

At 3:30pm, all present were invited into the Northern Depot where President, Colin Seymour introduced our three main guests: Trish White, Dr Duncan McFetridge and Tony Zappia. All spoke in glowing terms about the Museum's achievements. The five founding year members present (John Radcliffe, Roger Wheaton, Chris Steele, Paul Shillabeer and Ron



Colin Seymour stands to the left while founding year members Paul Shillabeer, John Radcliffe, Roger Wheaton, Ron Fluck and Christopher Steele watch local MP Trish White cut the cake. The cake was baked by Bev Smith-Trim, at right of photo.

Paul Shillabeer collection



Fluck) were then asked to stand behind the birthday cake for photos with our special guests. Trish White cut the cake to acclaim. Guests then proceeded to the Playground in cars 111, 1 and 15.

A feature of both days was the continuous screening of two DVDs compiled by Mike Bosworth. One of these was a compilation of photos spanning the 50 years of the Museum; the other combined video footage of museum activities in recent years together with film taken by Keith Kings in the mid 1950s of Adelaide tram routes and services.

During the day we received favourable comments on the first of our new colourful displays which had recently been erected. These included bright signs with tramway pictures at the front gate (with gateway banners), the entrance gallery and on the entrance doors to the public depots. There was also a bright '50th Anniversary' flag flying in the yard, nicely lit for the evening activity. The bright, new 'Trams Running'

sandwich board sign was placed at the Playground stop. The tram stop sign at the Playground has also been re-capped.

Many guests and friends stayed on into the evening for the barbeque and night tram rides. Tim Bell once again showed tram-related movies on his projector which screened onto the Display Gallery external wall.

The evening was such a success that we used all the meat we intended to have for the Sunday barbeque. The last tram for the day, Sydney R1 1971, departed the Museum at 10:00pm with no spare seats! Our interstate colleagues had a ball.

### Sunday, 27 May: Public Day

To coincide with ABC Radio 891 broadcasting live from the Museum from 10:00am to 12 noon, we opened the gates at 10:00am. Radio 891 had been promoting the day in the preceding weeks. Both Colin Seymour and Ron White were interviewed during the



*Line up of the Museum's first five trams which arrived on site in 1958-59: A 1, B 42, E1 111, D 192 and F1 282.*

Paul Shillabeer

Road 10 in the Northern Depot was cleared to allow guests to gather for the official speeches.

Paul Shillabeer



The '50 Years' banner displayed in the Museum yard.

Paul Shillabeer



program which helped to draw many early visitors. Our first tram cross at the loop started from 11:00am.

Community event publicity on TV and radio and in the Messenger press ensured that the visitors kept coming. By the end of the day, 23 trips had been run, including 16 crosses and 2 convoys. Cars used on the day were the original five cars plus more recent arrivals: H cars 360 and 364, and R1 1971.

The barbeque was again a big hit as were the DVD screenings. The day turned out to be a financial bonanza, making Barry Fox very pleased but also rather over worked.

### Glenelg trams 361 and 378

The Museum has agreed to store H 361 (originally 363) on behalf of the City of Holdfast Bay. The council plans to eventually display the tram at Glenelg.

### Other News

Kym Smith, an MTPA and AETM member, carried out repair work to a number of overhead frogs in the week prior to our 50th celebrations and they are now tracking much better.

Restaurant tram 378, now owned by the History Trust of SA, arrived at St Kilda on 14 June 2007 from Glengowrie Depot where it had been in storage. The pantograph had been removed prior to transportation and John Pennack quickly fabricated a pole base at one end to enable a trolley pole to be installed. At the other end some changes will be required before a pole can be fitted, as an air conditioning unit occupies the usual pole base position. The four air conditioners are not symmetrically placed along the length of the car.



Another view of the Museum's first five trams: F1 282, D 192, E1 111, B 42 and A 1.

Kevin Taig



'Bib and Bub' car 15 takes members and guests on a ride to Mangrove Loop on our 50th anniversary day. Car 15 is still under restoration and will not be available for public running until it is permanently coupled to car 14. Restoration recently commenced on car 14.

Paul Shillabeer

Ron White (middle) is interviewed by local ABC Radio which broadcast live from the Museum Inspectors' cabin on Sunday morning, 27 May 2007. Colin Seymour records tram departure details on a whiteboard.

Paul Shillabeer





Members and guests enjoy a chat with cars 192, 282 and 111 on display. Paul Shillabeer



Late afternoon, and cars 282, 111, Sydney R1 1971, 1 and 364 wait on the depot fan. Paul Shillabeer

The Friday gang reconnected the motors and the restaurant tram had its first trial run at the Museum the following Saturday. We were warned that each start-up of the motor alternator set, that supplies 240 volts AC for the air conditioners, food warmers and lights, would take at least three or four minutes to go through its start-up sequence and may require several attempts to latch-on. To the surprise of everyone, the motor

alternator set started at the first try. However some sorting out will be required as the power drops out whenever the car notches-up or passes through a section insulator, leaving the car without 240 volts until it has gone through its time consuming restart sequence.

From a distance the tram looks in good condition but on closer inspection there is timber rot below the windows, leaks in the roof around the air conditioning units and lifting of inlays in the tables. This work will have to fit in with work under way on the reconstruction of 'Bub' car 14.

Both cars are currently housed in the Northern Depot. Signs have been placed on the restaurant tram, explaining that the interior is not available for inspection until repairs are carried out.

### Bib and Bub project

Now that Bub car No. 15 is operational, attention has transferred to getting Bib car No. 14 restored and operational as soon as possible. A recent reshuffle of trams from the tram storage shed enabled No. 14 to be moved into the body shop. With assistance from Andy



A new sign clearly indicates the entrance to the Museum. Paul Shillabeer

Hall (TMSV and AETM member), the Friday gang have stripped much of the rusted cladding and rotted timbers in preparation for restoration. As a temporary

measure, No. 14's body has been mounted on the replica Brill 21E truck built by Bendigo Tramways.

## WHITEMAN PARK

### PERTH ELECTRIC TRAMWAY SOCIETY (INC)

PO Box 257, Mount Lawley, Western Australia 6929

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

From Michael Stukely

#### Overhead and track

Major work has been carried out by the overhead team with the replacement of four rotting timber traction poles near the Horse Swamp cattle-grid, between the Mussel Pool East stop and Stockmans Crossing. Four anti-rust treated steel poles, formerly

used on the Perth trolleybus system, were erected on 23 May. Over the next couple of Wednesdays, nine overhead pull-offs were assembled, and their installation on the three new poles on the curve was completed on 20 June with final adjustments still to be done.

*John Azzaro (left) and Les Hunt guide a steel traction pole for installation at Horse Swamp Culvert with the crane operated by Noel Blackmore, on 23 May. The pole was formerly used on the Perth trolleybus system.*

Lindsay Richardson



*Fremantle 29, out to test overhead adjustments at Stockmans Crossing North points, crosses with service car W4 No. 674 (motorman, Ronald Applin) as it proceeds towards the Village in May.*

Lindsay Richardson



Back-stays on two concrete poles at Triangle North were re-tensioned and the overhead frog at the Triangle North points adjusted. Movement of the overhead here, due to the de-stabilised poles, had led to a recent spate of dewirements.

On 21 June, the repaired ornamental bracket-arm was reinstated on its steel traction pole near the Park Administration building in the Village Mall, where a pull-off has worked well for several years. The Village poles now have uniform overhead support fittings again. The installation of double-insulation of the overhead in the Mall has progressed from the south end to this point.

Noel Blackmore was assisted in these tasks by John Azzaro, Lindsay Richardson, Trevor Dennhardt, Tony Kelly, Tony Grose, Les Hunt and David Secker.

The total number of steel sleepers installed in the track to 31 March 2007 was 1,006 which represents 100 tonnes of sleepers! Sleeper replacements have continued through the Horse Swamp Curve and into the west end of the straight section to Stockmans Crossing, with 12 completed in this short section over two days in late May. Trevor Dennhardt and Lindsay Richardson were assisted by John Shaw, John Davies, Graham Bedells and Laurie Ahearn.

## Buildings

Major work was required before winter on the roof of the Oketon Geddes Car barn, where the centre gutter had corroded badly and any rain would result in a large

pool of water on the floor between Roads 2 and 3. The necessary quantity of overlay guttering had been purchased previously. After several options were assessed, John Davies arranged for the hire of scaffolding, which was delivered and erected at the rear of the Car barn on 11 April. A special work-day was held the next day, and after some experimentation a very effective system was developed for inserting and pulling the sheets of new guttering into position over the old ones. An excellent result was achieved by the team of Bryan Adcock, John Davies, Frank Edwards, Trevor Dennhardt, Lindsay Richardson, Noel Blackmore, Graham Bedells, John Azzaro and Tony Grose.

Application of heat-reflective Insulpaint, in a pale cream colour, to the Lindsay Richardson Car barn, the Per Way Shed, and the transportable office was carried out in April. The finished job matches the other sheds painted earlier. This significant improvement to both the working conditions inside the buildings, and their external appearance, was funded mainly by the Oketon Geddes Trust Fund.

Sealing of the concrete around the tram service pit in the Engineering Shed has been completed.

Two mercury-arc lamps have been installed in the work area around Perth B class No. 15 in the Lindsay Richardson Car barn.

## General

John Azzaro was elected Chairman of the Operations Group Committee on 6 June. We thank



*Work progresses on installing the new overlay guttering in the centre of the Oketon Geddes Car barn roof on 12 April. On the scaffolding at the western end of the building, Bryan Adcock, Trevor Dennhardt, Graham Bedells (obscured), and Frank Edwards prepare to process the next 3 metre length, which can be seen beside the ladder, below.*

Lindsay Richardson





*Bryan Adcock with the new side pillars and longitudinal beam installed in Perth B class No. 15, on 20 June. The body of Fremantle No. 14 is visible behind.*

David Carling

Lindsay Richardson for initiating and piloting this committee through its first two years.

Attendance by members at our Wednesday work-days has been steadily improving over the last year, with the Operations Group Committee and new sub-committee structure having bedded in very well. On 27 June we had the best turnout ever, with 18 members working. Numbers have recently been boosted with several new members becoming regulars, and we hope this trend will continue!

Patronage on the trams through autumn was consistently good, and this trend continued into winter with June being the third driest on record in Perth (June 2006 was the driest ever). The Park was extremely popular during the April school holidays and our crews were kept very busy providing services seven days a week. Victorian member, Bill Kingsley, again made his Easter pilgrimage to Whiteman Park, and drove trams for us on all four days. Thank you, Bill! The Bennett Brook Railway's 'Friends of Thomas the Tank Engine' day was held in the Park on 20 May, and two trams were in traffic. Park volunteers, acting as tour guides, are assisting on the midweek (Tuesday and Friday) trams, and on other Park transport services, for a trial period.

The failed compressor of W7 No. 1017 was replaced with an overhauled unit received from Bendigo (from one of the recently-stripped Melbourne W series trams), and the car was returned to traffic in May.

Noel Blackmore has developed gauge-plates for testing our tram wheel flanges. The plates have been fabricated in stainless steel and their design is based on Melbourne specifications but modified to suit our mixed track.

*It fits! Jack Kendall (left) and Bryan Adcock installing a new side pillar in Perth B class No. 15, on 20 June. Ballarat 31 can be seen behind.*

David Carling



Gareth Watts and John Davies have been working on the wiring and controllers of WAGT E class No. 66. A pile of old Perth and Fremantle tram seats in the Pennenburg Workshop have been dismantled and stored in the Spare Parts Shed by Graham Bedells, Jim Paton and David Secker.

*New acquisition: the fork-lift tractor is inspected by Pat Ward (left) and Frank Edwards outside the Pennenburg Workshop on 12 April. Lindsay Richardson*



A second-hand fork-lift unit in good mechanical order was purchased in April, through a contact of Pat Ward. It is a John Deere diesel-powered tractor, fitted with forks and side shifter equipment, with a lift capacity of 1.5 tonnes. As an all-terrain unit, it will be most useful for workshop as well as track applications.

A security upgrade has been implemented around the Museum site. We record our thanks to Nobles for the donation of high-tensile chains for securing all gates, and to Key West for a generous discount on the new padlocks.

Repairs were carried out on the workshop air compressor, and on the Lincoln welder for which Pat Ward arranged the donation of new power leads and fittings.

The annual Safety Compliance Audit of PETS was conducted by the WA Regulator on 27 April. This year we passed with flying colours, with no corrective actions required. This was our first audit against our new Rail Safety Management Plan, under the new Australian Standard, AS 4292-2006.

As usual, PETS had a stand and display at the annual Australian Model Railway Association exhibition at Claremont Showgrounds over the three days of the June long weekend. The stand was organised by Tony and Beth Kelly, assisted by David Brown, Trevor Dennhardt, Laurie Ahearn, Bob Pearce, Shane Parsons and John Stone. Sales were very brisk, and some new membership applications were received. This is always an excellent venue to publicise the Society, and also to raise significant sales revenue.

*Noel Blackmore explains a point to Auditor, Chris Green (right), during the annual Safety Compliance Audit on 27 April. Other members present are David Brown (left), Trevor Dennhardt and Michael Stukely. Lindsay Richardson*





# BALLARAT

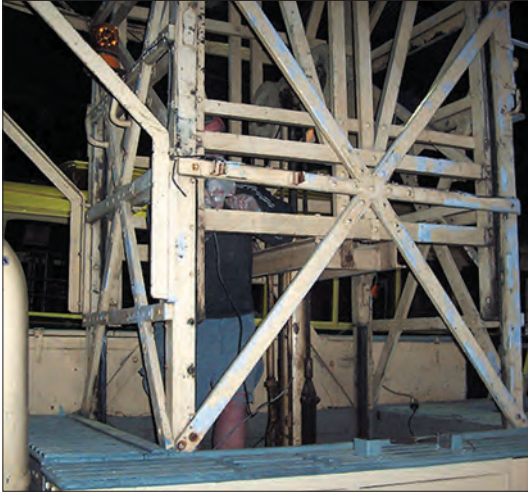
## BALLARAT TRAMWAY MUSEUM

PO Box 632, Ballarat, Victoria 3353

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

From Dave Macartney

The Museum's vintage Bedford tower truck came in for some modifications and repainting over the autumn period. A second, higher barrier rail was added to the work platform to provide a more secure environment for overhead repair work. This involved replacing the six legs with longer replacements. A few extra brackets were installed for various purposes and a lid to cover the components bin. The whole tower structure was repainted including the tedious task of reaching several difficult spots.



*Somewhere in there is Phillip Work, busy painting the tower truck platform framework on 9 May 2007.* Dave Macartney

*Phillip Work finishing off the repainting of the tramway stop shelter at the Gardens Loop on 18 April 2007.*

Dave Macartney

A visitor to the depot during the work commented that he had driven one of the Bedfords down from Sydney after the closure of that city's tram system. He informed us that the towers were not part of the deal, and had been removed prior to delivery. A perusal of the Sydney Tramway Museum video tape *Shooting Through* confirmed that the Sydney towers were of a different pattern altogether.

The photograph of the overhead being checked for the Bourke Street opening in 1955 (*Trolley Wire*, August 2005) helped to explain the situation. The towers carried by the MMTB Maple Leaf Chevrolet and pre-war Albion appear to be identical to ours. At a guess it would seem that these towers were transferred to the slightly younger Bedfords on their arrival in Melbourne. At least the Bedfords had two windscreen wipers, compared with one on the Maple Leaf and none at all on the Albion; not to mention doors and bumper bars. Both of the earlier trucks, however, sport magnificent cable tram gongs on their cab roofs.







# 33 years ago

*Finalising the trackwork for the new depot junction on 24 November 1974. Working on the trackwork are Peter Winspur, Peter Rees and Stuart Loddington. That trolley goes everywhere!* Bill Kingsley

In recent times there have been a number of complaints from the cycling fraternity that the Depot Junction trackwork poses a hazard to cyclists. A meeting was held last year of interested groups to discuss the problem, and the city council responded by installing an additional street light, some signage and hazard lines painted on the road. Eventually another cyclist fell off and suffered a broken hip, so the problem was revisited, and the council decided to adjust the road levels in the area. When the track across Wendouree Parade was laid over 30 years ago it was placed on a very solid base. In the intervening years the rest of the road has settled slightly into the soft ground, leaving a slight hump over the tram tracks.

The council decided to carry out the necessary work around November, which would require the tram track in Wendouree Parade south of the junction to be raised

up to the new level. Subsequently, at very short notice, it was decided to carry out the work in the second half of June as, apparently, council had some funds left in the current year's budget to carry out the job. The short notice left the Museum with very little time to make the necessary arrangements. As it happened, the Puffing Billy track gang was carrying out some work on the nearby heritage railway at Daylesford, and they



*The new box made up to contain a point blade heel block, 30 June 2007.* Warren Doubleday



*Garry Wood works on a point blade, 23 June 2007.* Austin Brehaut



were able to be hired, together with their equipment, for the two days required to complete the trackwork.

The affected length of track was excavated, 22 new sleepers were installed and everything packed up to the new level. The condition of the original 1905 rail was not known, and various contingency plans were

discussed in case it was too worn to be reinstalled. As it turned out the rail, though seriously worn, was still serviceable. In particular, the foot was intact, enabling the attachment of the rail to the sleepers with some confidence. The old sleepers themselves were still doing a reasonable job considering their age. The road maintenance contractors moved back in and had the

*Packing the relaid section of track on 19 June 2007. The rails were cut and put to one side to enable the sleepers to be placed inside the excavated trench.*

Richard Gilbert



*Rolling the hotmix paving on to the concrete trackbase on 29 November 1974. Compare the equipment and work clothing with the 2007 photo.*

Peter Winspur

*No. 18 runs over the completed trackwork on 30 June 2007, after another shower of rain. Lake Wendouree is filling up again.*

Warren Doubleday



road resurfaced midway through the final week of the financial year. The cost to the Museum was considerable due to the short notice.

Until a couple of years ago there had been no reports of problems with bicycles in the 120 year history of tram tracks in Wendouree Parade. A cyclist who rang up to complain about the situation a while back was boasting about his thousand dollar bike with treadless

racing tyres pumped up to 120 pounds pressure. When he found that the person he was complaining to was a regular cyclist of fifty years standing he was not quite so forthcoming. It seems that this problem has only appeared in recent times, for cyclists trying to ape their heroes from the Tour De France. It is now a very smooth ride through the area for all participants, but whether it helps the cycling fraternity remains to be seen.

## BENDIGO

### BENDIGO TRAMWAYS

1 Tramways Avenue, Bendigo, Victoria 3550

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

From Darren Hutchesson and Len Millar

### The Bridge Street Loop – back in business!

The major task over the last few months has been trackwork.

Our workers, led by Karl Penrose and Pete Bolwell, have reinstated the 'D', or asymmetrical, passing loop in Bridge Street which was put out of use 42 years ago by the State Electricity Commission. The loop will add flexibility to our operational capacity, and will provide a quiet side street to terminate the Shuttle Tram service, instead of at the Lake Weeroona stop in busy Nolan Street.

Excavation work at the site of the loop in early June was done by BenCon, the works arm of our chief stake-holder, the City of Greater Bendigo Council. The two sets of points came from stock at the Gasworks Depot, and have been set in mass concrete. The re-installation of the overhead at the loop was done in the week commencing 16 June. Just for fun, we posed SEC-liveried cars 7 and 28 on the loop for photos. We are very proud of the standard of our trackwork, and were pleased when consulting engineer Rolf Jinks could not find any fault with it.

At the same time that the loop works were happening, our colleagues from the Victorian Goldfields Railway successfully quoted for the relaying of the curve from Caledonia Street to Thunder Street. Time had not been kind to the rail structure of the curve, so the sleepers were removed and some rectification work carried out, and the whole curve has now been set in mass concrete.

Whilst the Talking Tram Tour service from the Depot to North Bendigo was suspended because of

these two jobs, we fitted out the Paint Shop as an inter-active display, complete with photos of restoration projects, operable RC2 and Z1 tram controllers, and a pantograph that could be raised and lowered at the press of a button. We set up the former Hawthorn Driving School 3 metres by 1 metre board depicting a line drawing of a W2 car showing all its electrical and mechanical components. The extra time at the depot was filled with a guided tour of this treasure trove. The fact that Y1 car 610 was sitting in the middle of this display being worked on, was a bonus.

The full Talking Tram Tour was reinstated on 11 July, but the display will remain in situ until the painters demand the return of more space.

### An 'away' mission

Luke Jenkins and Scott Kendall have been brave enough to venture, in the snow, to the Daylesford Spa Country Railway to work on the roof of the 1920s Leyland rail motor. This job is funded by the State Government as part of its commitment to preserving Victoria's rail heritage.

### Hobart tramway

With the project to build the world's newest Brill 21E pattern truck for the proposed Hobart City tourist tramway nearing its end, we were visited by the Council's Traffic Engineer, Mr Leon Parker. He



Our colleagues from the Victorian Goldfields Railway are relaying the Thunder Street curve and the track is being tie-barred in the process.

Bendigo Tramways



Karl and Sam work on the set of points at the southern end of the loop.

Bendigo Tramways



The displays in the paint shop.

Bendigo Tramways



*Concreting the southern set of points in Thunder Street.*  
Bendigo Tramways



*With the loop now in use, these are the first trams to pass at this point in 43 years.*

Bendigo Tramways



*Birney 30 is standing on trestles in the paint shop whilst its truck is overhauled. Its body is in undercoat.* Bendigo Tramways



wished to inspect the equipment we were making for the Council, and to discuss the next job they want us to do for them. Now that the pace has quickened on their project, they realise that they need the parts and equipment for bogie tram No.118 that they have been restoring for the past three years.

### Joss House

The Tramways have been allocated the responsibility of operating and maintaining the Joss House, near the North Bendigo terminus. The City Council has spent some money on site improvements, and our job of looking after this heritage site is going ahead full steam. Julie Cain has worked hard with her volunteers cleaning and fixing all the things that have been left for too long. Hugh Murdoch has again proved his talent in assisting with putting up wall hangings and general maintenance.

### Bendigo 30, Sydney 33 and Bendigo 44

Damien Steel and the 'Work-for-the-Dole' team have made excellent progress on Birney 30, with the truck now being finished with two overhauled motors and all the rigging refurbished. Now there is only the paint job to go and we will have a Birney back in regular traffic.

Denis Rodda, Bill Chan, Andrew Cook, Luke Jenkins and George Johnson have been working hard on Sydney C class tram 33, with impressive results. Details are given in the report from Loftus elsewhere in this issue of *Trolley Wire*.

Work is almost complete on Bendigo maximum traction car 44. As time permits, this tram is being worked on, with funds raised by the Paint Fund, our internal bucket of money which enjoys contributions from the visiting public, our 'Friends of the Tramway', and the proceeds of the food and refreshments sold to our workers. The 600 volt electrical fit-out is almost complete, and 12 volt system is under construction, including a trial MP3 player as the 'voice' for our talking tram commentary.

### Cars for Wattle Park

The two trams destined for placement at Wattle Park in Melbourne (SW6 cars 885 and 936) are receiving work on their roofs to waterproof them. They are also being painted in graffiti-resistant M&MTB colours by Les Woodfield and Ian Dougless. This project is being funded by Parks Victoria.

The cars are being painted in the open and rain has held up the work. There have also been delays with the paint supplier, but at the time of writing it was hoped to dispatch these trams by mid July.



*A motor from Birney 30 before refurbishment.*

Bendigo Tramways



*Birney 30's motor case after many hours of work.*

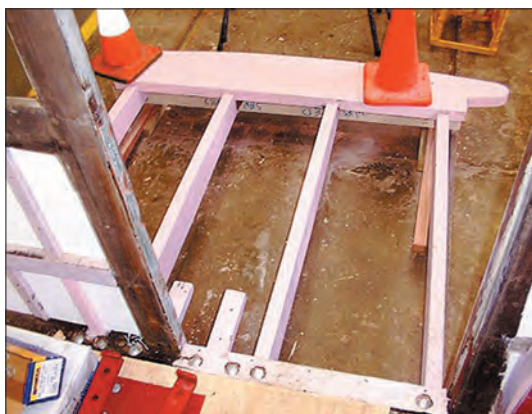
Bendigo Tramways



*The refurbished armature for Birney 30.*

Bendigo Tramways





*Sydney C 33 now has its end platforms and side panels (above and right).*

Bendigo Tramways

### Parts for trams overseas

SW6 936 has been stripped of all its operational components, to be sent as spares for preserved car 965 in Denmark. The parts have been packed and are awaiting containers, for shipment to the Danish Tramway Museum.

Similarly, SW6 885 has been stripped of components for use as spares for Wellington Tramway Museum's ex-Melbourne car, 906. Again, all the parts have been set aside for packing and dispatch to New Zealand.



*The two trams destined for Wattle Park, 885 and 936, are nearing completion on 24 July.*

Wayne Taylor

# BYLANDS

## TRAMWAY MUSEUM SOCIETY OF VICTORIA

38 Piccadilly Crescent, Keysborough Victoria 3137

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

### From Running Journal

#### Queen's Birthday honour

It is with pleasure that we advise that in the 2007 Queen's Birthday honours, Society Honorary Life Member, Norm Maddock was awarded a Medal of the Order of Australia (OAM) for services to Victorian tramways and for services as a union official.

#### Infrastructure rehabilitation

Because of a limited number of volunteers workers who are working under sometimes trying conditions, work has continued at a slower than expected rate on the rehabilitation of the south end of the main line from near the rear of No. 2 shed, where major works were undertaken earlier this year, to the southern terminus adjacent to the kiosk. The work undertaken lately has seen approximately 20 sleepers replaced in this final section. When completed, over 150 metres of track will have been rebuilt in the last 12 months. It is interesting to note that we are now replacing not only the ex-railway sleepers we acquired with the line in the early 1970s, but are also starting to replace some of the second-hand tramway ones that we put about 20 years ago. A number of old track bolts have also been oxy-cut out and new replacement bolts, nuts and spring washers fitted.

The next section of track to receive attention is at One-Tree Hill (pole 20) where several sleepers need replacement and drainage improved. Finance permitting, we also plan to purchase ballast for spreading at the northern end of the line. This part of the line was rebuilt many years ago but was never was fully ballasted because of a shortage of funds. Plans are also being developed to extend the line northward for approximately 120 metres and to establish a new terminus and lineside platform at that location.

None of the above work would have been possible but for our dedicated workforce. Once again, the Society is indebted to those who give up their time to undertake these difficult tasks. People like Andrew Hall, Geoff Dean, Russell Jones, Graham Jordan, Corey Robertson, Aaron Davey and Doug Prosser. At a recent working bee it was pleasing to have a visit from well known enthusiast Jeff Bounds who entertained us with reminiscences during the course of the day.

#### Museum works

Works around the Museum have also been limited because of a shortage or unavailability of regular workers. However the jobs to be done still keep popping up with monotony. It has been necessary to repair and adjust several main line overhead fittings including the section insulator near the pit shed as a result of recent dewirements in that vicinity.

Tram maintenance continues with regular checking and servicing of service cars. The door motors on Y1 612 have been removed and are presently under repair at the MTPA at Haddon. New catches and locks have been fitted to the motorman's control panels of Adelaide H 373 to eliminate unauthorised persons interfering with these units. After the 'Trams in the Twilight' evening, it was found that one of the leather window dropper straps was broken off. This has now been replaced with one of several new ones obtained courtesy of the AETM at St Kilda.

Tram No. 902 has had work undertaken to correct damage to its trolley poles, including a complete replacement of one pole. Other works undertaken at the same time on this car include a brake adjustment, repairs to its internal lighting circuits and replacement of several small external fittings. No further work has been undertaken on other refurbishment projects or on Ballarat No 17 and tank car 7W at this time.

Doug and Sawako Prosser continue to make good progress on X2 680 and Q 199 in the Exhibition Shed workshop. It is planned to replace sections of the canvas on the roof of 680 in the near future. The long external side skirts which run along the lower body of this car just above the truck have proved difficult to locate at Bylands after being removed many years ago during a previous attempt to restore the car. It may be necessary to pay for the manufacture new units if the originals fail to appear. External painting of 680 is almost complete, with most of its new numbers and monograms already attached to the panels.

Other works have seen repairs to the locking bolts at the bottom of the northern doors of No. 2 road, repairs to the metal cladding on the southern doors of the cable tram shed, spoil from the trackwork used to fill holes in the main entrance driveway and other public access areas, burn-off of assorted rubbish and old timber, fitting a new lock to the tram register cupboard and removal of a quantity of scrap metal. Peter Carwardine continues to manage the control of noxious weeds and other vegetation around the site.

Corey Robertson has continued to maintain our motor vehicles with work on the tower truck and Mk VI bus 776, as well as some more exterior work on the house. Work on the Exhibition Shed trackwork fan has been deferred for two reasons: the first is the difficulty in obtaining suitable second-hand sleepers; the second is that our current work priority is the refurbishment of the main line. We hope that this is only a temporary setback as there is a need to have the Exhibition Shed accessible in the foreseeable future for vehicle display and storage.

### Overhead fittings and equipment

The Society's stock of overhead fittings and equipment has received a boost recently with the acquisition of a quantity of surplus material from

around Melbourne. With assistance from Craig Tooke from COTMA, we were able to pick up a quantity of surplus ears, hangers and insulators which were removed from the former Thornbury Depot prior to its demolition. These were picked up from storage at Newport and delivered to Bylands by Russell Jones and Andrew Hall. On the way to Bylands, a detour was made to North Fitzroy depot to pick up the remaining items stored there from the time of the partial restoration of the U class, and subsequently the Q class, at that location several years ago.

Several weeks later, Craig again contacted us to advise that the overhead at Glen Huntly Depot was being replaced and that we could take anything we required 'within reason'. Once again Russell Jones and Graham Jordan wasted no time in obtaining a rather large cache of serviceable items suitable for reuse at Bylands. These fittings, and a seat base and back from a cable trailer which had been stored at Graham's house for some years, were delivered to Bylands the next day.

We thank Yarra Trams for making the overhead equipment available to us, and Craig Tooke and COTMA for their co-operation and assistance in its acquisition.

## HADDON

**MELBOURNE TRAMCAR PRESERVATION ASSOCIATION**  
PO Box 324, Prahran, Victoria 3181 [www.railpage.org.au/mpta](http://www.railpage.org.au/mpta)

From Kym Smith

### New shed

To allow room for SW5 843 to fit into the carbarn, it was necessary to construct a small shed to house the Bedford tower wagon to free up the required space. The main frame and sides of the shed were constructed by contractors in mid June, with the shed being funded through donations from a number of members. Doors will be constructed by Anthony Smith and Frank Schroeders to complete the shed.

### SW5 843

Once the tower truck shed was erected, SW5 843 was moved into the carbarn and placed over the pit to

enable the tram to be fully inspected and tested prior to being commissioned to operate. Initial work has included the start of cleaning out the passenger areas by Jacquie Smith, the replacement of poles and bases, and checking of lighting circuits by Anthony Smith and Arthur Ireland.

### Cars 809 and 890

SW5 809, the third tram made available to the MTPA by VicTrack, arrived at Haddon on 7 May 2007 and was unloaded by Anthony Smith and Kym Smith. It is currently stored, awaiting dismantling, on the main line beside the Carbarn.



*Arthur Ireland assisting with the checking of the light circuits on 843.*  
 Anthony Smith



*The newly constructed tower truck shed.*  
 Anthony Smith



*Jacqui Smith cleaning the interior of SW5 843.*  
 Anthony Smith



SW5 843 in the car barn at Haddon. The tight clearance between 843 and 41 is due to the positioning of 843 over the pit. The normal stabling position provides greater clearance.

Anthony Smith



SW5 809 stabled beside the Car barn at Haddon.

Kym Smith



Daniel Edwards and Jacqui Smith at work removing components from 890.

Anthony Smith



*Car 890 in the process of being dismantled.* Anthony Smith



Dismantling of SW6 890 for parts continues, with many items able to be directly transferred to 843. In addition to the parts required by the MTPA, all other retrievable body components are being removed, and will be passed on to other museums with similar cars. Daniel Edwards, Jacque Smith, Anthony Smith, Arthur Ireland, John Withers, Frank Schroeders and Kym Smith have assisted with the dismantling.

## L 103

Jacque Smith and Anthony Smith have continued with the completion of painting and varnishing to a number of the smaller components prior to their refitting, and have also completed the painting of the floors of the tram.

New 'James Moore & Sons' builder's plates have been made, using a poor-condition original as a template. The MTPA is currently investigating prices for additional purchases of these plates, reproduction Preston Workshop builder's plates, and reproductions of the small 'phone number' plates that are affixed to the destination boxes, to see if it is viable to offer these for sale to other groups.



*One of the reproduction James Moore builder's plates for L 103.* Anthony Smith



*The freshly painted saloon and drop centre floor in L 103.* Anthony Smith



*Controller covers being varnished for L 103.* Anthony Smith



# FERNY GROVE

**BRISBANE TRAMWAY MUSEUM SOCIETY**

PO Box 94, Ferny Hills, Queensland 4055

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

From Peter Hyde

Restoration work continues to gather pace on FM 400 with the completion of painting of the underside of the roof. Installation of the new wiring for the interior lights marks the turning point between removing bits of the tram and re-installing them. When this wiring is completed, the masonite ceiling will be replaced.

Work on Dreadnought 136 has slowed slightly of late. Re-assembly of the first Brill 39E1 bogie continues, as does dismantling of the second.

All the while, regular maintenance of the operational cars continues as it did on the 'real' system. Unglamorous tasks such as: freeing a seized motorman's window on FM 429, replacing the bent trolley pole on Baby Dreadnought 99 after a dewirement at the depot doorway, replacing the cloth

backing behind the perforations on the destination box of Combination 47, replacing trolley wheels (most at Ferny Grove wear unevenly), making a template gauge to measure trolley wire wear, ordering oils and greases and then re-instating the pressurised grease drum and gun. Also all the fingers and segments in one of the K10 controllers on Toastrack 65 were replaced.

As reported elsewhere, BTMS has made the body of Sydney R/R1 1936 available to the tramway section of Glenreagh Mountain Railway. This is currently stored at the rear of track 6 in Depot No. 2 – a track not connected to the running lines. As the first stage of extricating the car, the replica horse car No. 41 which was at the head of the track, was manoeuvred over to track 4 and pushed and towed to the main workshop where it will remain on display for the immediate future.

*Replica horse car No 41 (built in 1959 on an original truck) passes the Valley signal cabin for possibly the second time in its life. Motive power is provided by Keith Tidey and Steve Casey with brake power by Kev Maizey.*

Peter Hyde



*Brian Martin and Alex Tafe are shown working on the interior of FM 400. Painting of the underside of the external roof and all structural elements was completed prior to reinstallation of lighting cables and ceiling panels.*

Peter Hyde

# GLENREAGH

## GLENREAGH MOUNTAIN RAILWAY

PO Box 104, Glenreagh, NSW 2450

www.gmr.org.au

From Greg Wilson

### GMR receives grant for rebuilding Tallawudjah Creek bridge

The big news for Glenreagh Mountain Railway was the announcement of a grant of \$293,000 to rebuild Tallawudjah Creek bridge. The railway will be able to expand operations when the rebuilding is completed around the end of the year. The bridge has been the main stumbling block for the railway in the extension of both operations and track maintenance. A reduced load limit on the bridge prevented track machinery from passing over it.

On 26 June 2007 invited guests and members boarded the tram and train for the run to the bridge, where our Federal Member of Parliament, Mr Luke Hartsuyker made the announcement. The event was well covered by the media, and a small reception was held for all attending.

When complete the bridge will allow trackwork to continue, taking the railway up the mountain and into the rain forest. It is still questionable whether car 392 will climb the 1 in 30 grades up the hill. Only time will tell.

### Young Achievers Award

A new Office of Rail Heritage has been set up to manage the heritage aspects of RailCorp's operations.



Bob Farquhar presents Ian Phemister with his award with our locomotive 1919 as a backdrop.

Greg Wilson



W2 392 stands at the Tallawudjah Creek bridge. Restoration of the bridge will enable the GMR to extend its operations.

Greg Wilson





*Melbourne W2 392 and locomotive 1919 on the morning of 9 June, ready for passengers on the Queen's Birthday weekend.*  
Greg Wilson

The Office recently presented awards to volunteers involved in rail heritage work, with one such award being received by Ian Phemister. Ian has been a volunteer at GMR for three years and has been involved in the restoration and operation of W2 392. He can also be found firing our steam locomotive on most running days. Ian's award was announced on 31 July at a ceremony held at the Powerhouse Museum in Sydney.

### **Ulysses Motor Bike Club**

GMR and our tram operations benefited from a week long event hosted by the Ulysses Motor Bike Club culminating in their Annual General Meeting held on 26 May in Coffs Harbour. The Glenreagh Mountain Railway was the destination for the bikers on

23-24 May and we had both the steam train and tram in service. Many of the bikers had never seen our operation and an enjoyable couple of days was had by all.

### **392 goes over the new pit**

One of the major pieces of infrastructure recently constructed at the Glenreagh base has been a servicing pit. This was a volunteer-built project which has allowed for the first time a thorough inspection of the underneath of our tramcar. On the June long weekend 392 was able to be moved onto the pit for inspection of the gear cases and adjustment of the brakes.

The addition of the pit means that work once conducted on the ground can now be completed in



*W2 392 stand over our newly constructed pit.* Greg Wilson



*W2 392 is minus its front apron whilst restoration work is carried out on the cab.*

Greg Wilson

relative comfort and ease, with full access to the underside of the car.

While driving 392 out of the shed after having it over the pit in June the tram stopped beside locomotive 1919 'Betty', and we were able to set up the elusive train and tram photo opportunity that had been awaited since August 2005.

### Southern Aurora rolls into town

More visitors came to the North Coast and Glenreagh with the NSW Rail Transport Museum's Southern Aurora Autumn Outback tour. The passengers spent the day visiting the sights of the North Coast before enjoying a ride on both our steam train and tram. This gave GMR the opportunity to show a kindred museum group the way GMR operates its train and tram. Many comments were made about how we have successfully integrated the tram into our activities and how we have designed our safe working around such an operation.

### Tram restoration

Restoration of both W2 cars, 392 and 447, has continued at a reasonable pace. The completion of the restoration of an HFO end platform car for the railway enabled two of the volunteers from that project to start work on the end and cab of 392. First they completed the painting of the two destination boxes for 447. When 447 came to Glenreagh it had only one destination box, and a second box was sourced from a donor at Newcastle. The box removed from 447 had been screwed into the car to prevent theft and this required some extra work to remove it from the tram,



undertaken Ron Swadling and Colin Crispin. Once the box was removed, both boxes were cleaned and painted. We were donated a plastic Melbourne destination roll for the car by Cheryl James, wife of the late Rodney James. Rodney would have been pleased that it was to go back into a Melbourne tramcar.

Ron and Colin are now concentrating on restoring and painting the cab doors. At the moment 392 has all doors removed and in a Glenreagh winter the early morning and late afternoon runs can get pretty cold. Greg Wilson drives the tram until it warms up during the day.

*Conductor Russ Phemister gives a group of school children a brief history lesson about trams before they take a ride.*

Greg Wilson



Restoration of 447 has proceeded slowly, while we wait on the arrival of W2 370 from a farm at Robertson.

### Weekday charters and our tram shed

Our weekday charters are proving very successful. They are becoming especially popular with school children. In today's environment, schools are encouraged not to have children hanging around (country) railway stations, so the students come to Glenreagh, see the trains and are given a short talk on the history of the railway before boarding the tram for

a couple of runs to the creek and back. Many of these children have never seen a steam train or a Melbourne tram, so their smiles make it all worth while.

The funds generated by our mid week charters and Devonshire Tea sales are being directed towards the construction of a tram shed to house our collection of trams. This shed is being built to house two tramcars initially, W2 447 and Sydney car 1936. The shed will have provision for an extension, as funds allow, to accommodate four cars. This will mean all our tramcars will eventually be housed under the one roof.

## LOFTUS

### SOUTH PACIFIC ELECTRIC RAILWAY CO-OP SOCIETY

PO Box 103, Sutherland, NSW 1499

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

From the Loftus team

### Adelaide H type 357

The second of our two Adelaide H cars was unloaded on 28 June in wet conditions. It had made a last farewell run from Glengowrie to Glenelg and return on 19 June. Pascal Labhart, Maintenance Electrician at Glengowrie Depot, reported it ran like a dream and it would be missed! It featured as the first

item in What's Happening in TransAdelaide Staff Bulletin Issue 41 dated 6 July, and is slated to appear in a German equipment supplier's calendar for 2008.

Danny Adamopoulos and Howard Clark travelled to Adelaide on 24 June to see it loaded the next day at



*H type 357 is loaded onto Mario Mencigar's trailer at Glengowrie Depot on 26 June.*

Peter Haskard

*H 357 is assisted down the ramp at the Museum by ballast motor 99u on 28 June.*

Bob Merchant



Glengowrie. Unfortunately, this was not possible due to certain bureaucratic issues which meant that our trusty carrier, Mario Mencigar, had to stay a further 24 hours in Adelaide before it was loaded on 26 June.

H cars 357 and 358 made a coupled trial run to the north terminus to test whether the climb from the Army level crossing would strain our power supply. The test was successful and the cars rode very smoothly on the indifferent track. It will be a little while, however, before the cars are ready for passenger service as the coupler has still to be refitted to 357, requiring space in the workshop, and driver training carried out.

The last run to Glenelg of car 357 brought to an end, other than on museum lines, 86 years of use of PC5 control equipment in Australia. This equipment which provides automatic acceleration was used on the Sydney P class, the first of which entered service in

1921, and the Adelaide H cars. At the time of its introduction it was a marked technical advance which simplified the job of driving a tram.

### Old site depot, and arrival of R 1819

Trams returned to the Museum's old site on the edge of The Royal National Park on 28 July after an absence of 18 years.

Leading up to this event, twenty old timber sleepers were taken to the old site on 7 July to be used to build an unloading ramp there. On 14 July Tom Tramby and Mike Giddey completed this ramp.

Around 11:00am on 28 July, K 1295 was rolled off Mario Mencigar's trailer onto the reinstated track on No. 2 road and pushed to the back of the shed. In quick succession C 12 and SW2 432 were brought across from Loftus and unloaded. Last to come was R 1819 which had arrived at Loftus early in the morning from Mario's yard, where it had been stored since its move

## 50 years ago

*F class 393 was the first tram to arrive at the National Park site on 18 March 1957, and was pushed into the compound which later became the Museum's first depot.*

Noel Reed







*R 1819 had a short stay on the Museum's Loftus site before being placed in storage. It was positioned temporarily next to our operational R class, No. 1740.* Martin Pinches

from Canberra. Its brief sojourn at Loftus allowed it to be placed closest to the doors of the old site shed, facilitating its removal when needed.

Thanks are due to Royal National Park staff for clearing the area in front of the old building to enable truck access and allow us to build an unloading ramp. Masses of scrap steel, including two stacks of corroded rail buried in the undergrowth and there since well before 1988, were happily removed by scrap metal recyclers and the RNP staff moved a mountain of old timber well clear of access to the building.

We are also fortunate that our neighbours, John Holland, at north terminus offered us the use of their Franna crane and bobcat on 16 June to place track panels in Road 1 of the old shed. Craig Parkinson and Chris Olsen have moved the two buses and the old Albion chassis onto Road 4, so that we have easier

access to the other three roads for unloading and storage.

This is an emotional time for many of us to see a return to use of the old site. The years of effort which went into its development are again bringing a benefit. Despite the poor condition of the building roof it is a welcome and much needed addition to our storage needs at this time. The transfer of the K and C cars has freed up undercover space in the top shed for Adelaide H 357. It will enable us to tidy up the Railway Square waiting shed area and provide better protection from the elements for the two R cars there, 1741 and 1917, which we hope will have a future one day on a heritage/tourist tramway somewhere. The transfers of these two cars are expected to occur shortly, once Bill Parkinson has performed a bogie exchange on 1741, by placing it on Melbourne No. 1 trucks so that its ex-Sydney trucks can be recovered for potential overhaul and use.

*K class 1295 was eased into the shed on 28 July. It was pushed to the rear of the building to make room for the next tram.*

Dale Budd





*C class 12 was transferred by truck on 28 July for storage in the original depot.*

Dale Budd



*Melbourne SW2 car 432 was the third tram moved on 28 July. It joined Nos. 1295 and 12 in the depot.*

Dale Budd



*R class 1819 was reloaded onto Mario's trailer and made its afternoon move to its new home at the head of Road 2.*

Dale Budd



*R 1740 on a school holiday run on Saturday, 14 July passes the work site north of Pitt Street where a load of surplus concrete is being unloaded.*

Martin Pinches



### Display hall

The recent torrential rains have exposed a problem with the building in that the fibreglass roof sheeting has passed its use-by date after more than 25 years. The deterioration, along with holes caused by vandals throwing rocks from the railway station and other holes partly a result of builders' debris, is causing water to flow into the display hall and running shed. This is a specific problem on road 8, where water was running directly onto the roof of F car 393 and also down the walls behind our photo displays. Other ingress points in the running shed have been allowing water to reach the roofs of our operational cars.

As a consequence we will need to urgently replace the non-metal sheeting on the roof, which apart from

reducing leaks, will improve lighting in the building, at a cost of several thousand dollars.

### Trackwork

The welding of the new western track north of Pitt Street has been completed to the first curve. Some leveling still needs to be done, and concreting with free concrete continues on an intermittent basis. The realignment of the main line to connect with the western track cannot proceed until the concreting reaches the start of the curve. This may take some time at the present rate of surplus concrete deliveries, although on 7 July we received almost four cubic metres in two trucks, the first for some weeks. Another two loads were received on 28 July. The realigned curve will be on sleepered track using treated sleepers.



*Ballast motor 42s is seen in the depot yard during Trams after Dark on 23 June. On its deck is the roof of D car 117 which is under restoration in the workshop.* Bob Merchant





*Munich 2656 saw its first passenger operation during our Trams after Dark event on 23 June.*  
Bob Merchant

*A group of happy young passengers are ready to enjoy their first ride on Brisbane centre aisle car 180 on 23 June.*  
Dale Budd



On 21 April brick footpath pavers outside our front gate were lifted, a trench was excavated, conduits were laid, the trench was backfilled and compacted and the paving was relaid in the one day. This work is a step towards replacement of the temporary overhead wires supplying the AC power to pole mounted boxes north of Pitt Street with a fully underground supply. Further trenches for conduits have been dug across the park so that power to lights in the various shelters in the park can be placed underground. Our CSO workers have been involved in the trench digging and with the reconstruction of the rock retaining wall south of the YMCA building. The wall in this area had been partly removed during the construction of the YMCA building.

### In the workshop

Bill Parkinson saw cut four pieces of heavy channel section steel to make bridging pieces to fit on the tynes of the new power operated screw jacks. These jacks

were designed to lift buses and the tynes fit around the lower part of a bus wheel. The bridging pieces provide a level surface to lift directly under a tram side frame where possible or to carry one end of the steel lifting beams if required.

The new electric jacks were used for the first time to lift W2 249 to replace the unmotored bogies with the recently overhauled ones. The lift went according to plan and no problems were encountered. The time to lift the car off the bogies was about 90 seconds, much quicker than by hand as we used to have to do.

While the W2 is in the workshop it will be fitted with an emergency braking system to comply with the rail regulator's standards for two-man crewing. It will also be fitted with air horns for warning motorists at our level crossings.

As part of the workshop revamp a rack has been specially made to take all the tram lifting equipment.



*The first prize winner in our Trams after Dark photo competition was Keith Jeeves of Kirrawee with this interesting view of Berlin 5133.*

Keith Jeeves

The lifting beams, body frame hooks, PCC lifting adapters, etc., are all now on the rack and are in the process of being painted orange to identify all equipment related to tram lifting. It is planned to do the same with all equipment related to the overhead cranes.

For the rebuild of D car 117, the Brill 21E truck was lifted with the two overhead cranes (as its weight is slightly above the safe working load of one crane) onto the truck shop track for disassembly and overhaul. It will be stripped down to its basic components for examination and repair where necessary.

### Electrical

Recent electrical jobs have been the relocation of the 32 amp 415 volt outlet from near the western roller shutter in the Restoration building to the post adjacent to the pit. This has already been used to supply our newly acquired jacks. The MIG welders also use this type of outlet. At the same time the power hacksaw was wired in permanently to free up the 10 amp 415 volt outlet at the same location.

The underground supply to provide power outlets and lights in the picnic shelters is almost complete. The cables have reached the first picnic shelter via the entrance pergola with only a small amount of work remaining to finish this job.

Work is progressing on the new distribution board in the display hall. This will supply the lighting and outlets in the display as well as the exhibit consisting of our spare drop centre bogie and control gear. This will be used to demonstrate what happens under the car to both visitors and driver trainees.

Our faithful Lincoln welder expired recently. Bill Parkinson managed to get the spare one going but the fault on the other continues to elude us. Plan 'B' involved Geoff Olsen making enquiries at Lincoln regarding service. During the conversation the gentleman on the other end of the line remarked, "We have one of those here which still works but we don't want it anymore, would you like us to donate it to your organisation?" This elicited the obvious very short answer, an appointment was made and Geoff proceeded to Padstow as fast as our tipper and the road rules allowed. Thus our third Lincoln MG set welder is in service. We will look at repairing the other one as time and finances permit.

### Overhead wiring

We now have spare frog pans, thanks to Bendigo Tramways who donated them and to Terry Boardman who brought them back on his return from a recent visit to Victoria. Two pans have been replaced and the other two will be done now that the July school holiday operations have finished. This takes the urgency off replacing the Sydney style pans with the pantograph compatible type (re-worked ex-Melbourne).

### New shed

We have paid a confirmation deposit to contractors to commence design work on our planned new depot building, to house six cars near the highway level crossing. We have \$56,000 in hand for the structure but need some \$20,000 to cover the costs of concrete footings and fit-out. Peter Charrett has provided valuable help in surveying the area with assistance from Bruce Worthington and has completed site level drawings.



*Melbourne W2 class 249 is moved into the workshop on 26 May 2007 for a bogie change.*  
Martin Pinches



*The replacement bogies are driven under the car on 30 May.*  
Martin Pinches



*Tram 249 was the first to be lifted using the hydraulic bus jacks.*  
Bill Parkinson





*R1 2001 was outshopped on 27 June and stands on the traverser as Bill Parkinson prepares for the sideways move.*  
Martin Pinches

Danny Adamopoulos has suggested we erect the ex-Enfield water tower at the southern end of this building, which will save the major expense of moving it to the original planned location at the Pitt Street end of our top shed. This is being investigated.

### Sydney D class 117

Geoff Spaulding has been making excellent progress with this car restoration, which is effectively a full rebuild. In particular the main saloon inner underframe has required replacement of all four side and end timbers, which Geoff has painstakingly cut to size and then cut out where needed the tenon and mortise sections, for fitting of the timbers together. He has repeated the process with the two outer section floor support frames, and will next tackle the two central underfloor massive bearers under each end section, which are recycled hardwood about three metres long and some 235mm deep x 51mm wide. These require numerous cut-outs to fit into the rest of the frame and to accommodate coupler mounting points.

During the wet weather Geoff received assistance from others normally engaged on outdoor duties, including Mike Giddey who cleaned the dirt and grease from the original large saloon floor hatches and gave them a fresh coat of paint.



*Geoff Spaulding mortises the new underframe bearers for D 117.*  
Howard Clark

The search for replacement 8.5 metre long side hardwood underframe timbers narrowed down to just one supplier, Australian Ironwood, as no other party could supply timber of such dimension and quality. The cost of these timbers and the four bearers referred to above, believed to be recycled wharf timber, was over \$3,500 alone! Bill Parkinson was fortunate in obtaining as a gift from K&R Fabrications at Unanderra the two 8.5 metre steel underframe sheath covers, which no other steel supplier could deliver in lengths greater than 6 metres. Well done Bill and special thanks to K&R.

Geoff continues working on the underframe and is now morticing the long bearers and trial fitting the tenoned ends of the cross members. Meanwhile Ross Traeger has finished profiling the saloon side frame pillars, window sills and side rails, along with new saloon side panels, windows and a replacement clerestory window.

The Brill 21E truck from the car has had its two traction motors removed for overhaul and the brake rigging has been removed. The truck has been placed on four steel stools to facilitate work.

### Sydney J class 675

Limited progress has been made in Bendigo with the wiring of the controllers and traction wiring, with cables in the drivers cabin areas awaiting connection. The car body internally is a picture to see with the high



*The Brill 21E truck from D 117 was moved on 6 June by workshop crane to enable it to be dismantled and cleaned.*

Bill Parkinson

standard of finished varnish and the restored advertising racks fitted in the smoking compartment.

Further work on the electrical fit out in Bendigo is proceeding as available resources permit. It is hoped that this work will be finished in the next couple of months, to allow for the car to be finished mechanically and painted later in the year.

### Sydney double deck C class 33

Work on the saloon body is progressing well in Bendigo, with the saloon sides and panelling installed up to ceiling level. Work is proceeding on the saloon ends, and checks have been made on sourcing steam-bent roof ribs for the lower deck saloon. The end platform end bearers are now in place, and end saloon panels and flooring either side of the saloon motor access hatches have been installed.

The next steps involve installation of the Baltic pine floor boards on the end platforms and steam bent roof ribs which Luke Jenkins has sourced from a supplier in Daylesford. Dennis Rodda is to test one of the staircases on hand in Bendigo for Hobart No. 20 to ensure it can be adapted or replicated for our project with 33.

### Other car news

R1 2001 has had the air tank drain cock modified to conform to the normal arrangement for R1 cars. Other work has been halted due to some emergency work required on 1979. Car 1979 will soon be fitted with an emergency brake valve and warning horns.

The trolley poles on P 1497 have had the wheels overhauled due to noises heard coming from them. It

was found to be caused by recent rain gumming up the carbon pickups. Less-than-normal rainfall in recent times allowed carbon to build up inside the collector heads.

Melbourne W2 class 249 has had Brisbane type emergency brakes fitted. Its cab doors have been sent to Ross Traeger Joinery to have glass upper panels inserted in lieu of wood, so that the driver can be seen by the conductor. This is to satisfy ITSA requirements, and so avoid us having to have a driver and observer crammed into the cab when carrying passengers. It was out-shopped on 7 July and completed its test runs by 14 July without any problems.

As previously reported the trucks under this car were exchanged with those under SW2 432. Three of the four wheel and axle sets were exchanged by our Wednesday team and the motors were cleaned and re-fitted. The car now has BTH 265 motors in place of the MV 101 motors in the original trucks. The test runs have shown the car to be performing well and with some in-traffic use the trucks will 'bed down' and operate smoothly.

### Administration

The bookshop is now operating with a new computer, bar-coding software and bar-code reader. Two of our junior members, Robert Norton and Mitchell Skillcorn carried out the task of bar-coding our stock under the supervision of our Secretary, John McFadden.

Steve Norton has upgraded our office computer, work probably long overdue, and repaired a printer donated by Bob Merchant for the bookshop. Thanks, Steve!

## Not your average birthday party!

By Maikha Ly

I recently organised my 20th Birthday Party at the Sydney Tramway Museum, Loftus, with 30 youths (most of railway inclination), five trams and a great deal of fun to be had! It is my prerogative to put pen to paper in detailing the wonderful experiences we had, and credit the many staff and volunteers who made this day, one not to forget! The party was on Sunday, 3 June 2007 (although my birthday is in fact the 2nd), and with a month's planning prior, promotion through invitations and on the website RailPage, I honestly wasn't expecting much at first.

From the moment I arrived at 11:00am to an awaiting crowd of 30 guests, we began for what was to be one of the most enjoyable days I've had in good company! Our guides were none other than the museum's youngest, Kaine and Mitch, who first took my party around the Museum and Workshop areas, giving my guests a great insight and appreciation into the history of our tramway system in Sydney.

Having been taken around those areas, we were then taken to the tram storage, to inspect the many trams that we had chartered for the day. It was to my absolute surprise and delight, that the people at the museum went to the time, effort and expense to decorate Z2 111, with many birthday decorations, streamers and signs. They even went to the effort to reprogram the tram's destination board to rotate on 'Birthday', 'Party' and travelling on route '20'. This was completely unexpected on my part, and I am very grateful to those who carried out the efforts to do this!

Afterwards, my party were then treated to an organised catered lunch, mainly a sausage sizzle. After lunch followed the highlight of the day, the tram rides on our privately chartered trams!

It was expected that we'd have exclusive use of the Nagasaki tram and the decorated Z2 111. However, I became even more surprised and delighted that there were more to come! Our first chartered tram became 1740, which was quite a roomy and comfortable for my guests to be taken out to National Park and back. Many drivers at the level crossing had quite bizarre looks being passed by a tram full of loud and rowdy singing youths!

We returned to Loftus to swap with our chartered Nagasaki tram. What a world of difference this tram was, literally. This tram is still adorned with many paper Japanese advertisements in the aisles, many Japanese signs, and most noticeable of all, my party of 30 were a lot more crowded aboard (Although one could imagine this is a typical loading of a Japanese tram in its native environment!). Once again, an enjoyable number of shuttles between Loftus and National Park, and the same received reactions from passing drivers at the crossing. We almost came to grief with one 4WD who stopped in front of us, and hastily reversed to clear us, only to have its driver unexpectedly cheered at by our party. Poor bloke!



*Maikha Ly with some of the traffic crew on duty for the day. From left are Conductors Sam McGuinness and Mitchell Skillcorn, Group Bookings Officer/Driver Peter McCallum, Maikha and Operations Manager / OIC Hayden Holmes. Trent Nicholson*



*Our birthday boy with his guests and the full Loftus traffic crew in front of Nagasaki 1054.*

Maika Ly



Our next tram was Z2 111, which was adorned with plenty of birthday decorations. Our main delight with this tram was the fitted PA system, to both the interior and exterior of the tram, and to the approval of all on duty, allowed us to play many 'interesting' tunes to amuse my party, and those observing us from outside. We all will not forget the looks of the cyclist and those Princes Hwy drivers observing the Z2 passing with the crowd of youths cheering to the theme of 'Thomas the Tank Engine'. We had two shuttles out to National Park and back, both with many photo stops at random locations, before returning to Loftus for an intermission where we exchanged trams once again, but this time to take us to Sutherland now.

With the Z2 being put away, our next ride was with San Francisco tram, PCC 1014. Now I have a particular soft spot for these trams, having rode preserved and operating examples in San Francisco and Philadelphia while backpacking there last year. I was quite excited to be riding one, out of all places, in Sydney! By this time of the afternoon, our party halved, yet we continued on to ride up to Sutherland and back, for our final tram exchange. During this changeover, I then encouraged (or should I say, forced?) my party to head over to the souvenir shop and attempt to empty it in purchases. It was later revealed to me that the purchases from party guests, outdid the entire day's takings from the public!

This tram was followed finally by 2001, referred to my party as the 'Blue Tram'. I was also quite delighted with this tram as it also had a PA system fitted to it, to which I got free reign whenever I wanted to make an announcement, or just sing. My guests were then treated to a raffle, with the use of their museum tickets; the lucky winner took home a DVD entitled 'British Steam 2000'.

Our day finally concluded at 5:00pm, and at the end of it, it seemed all of my guests had the best day out. I later went home and did my figures as to how much in revenue this birthday party raised, both in ticketing and shop sales - \$587. I was more delighted with this figure than the party itself, and all of it goes to SPER!

I thank the Museum's Booking Officer, Peter McCallum, who had gone to many efforts to organise all the things we had done. This is followed by the day's Operations Manager, Hayden Holmes, who also takes credit for most of the organisation and execution that day. He was in charge of all operations, and very few requests we made to him, from what trams we had, to borrowing a fork, were of little trouble for him!

And continuing on our young Museum Guides and Volunteers, Kaine Treleven and Mitchell Skillcorn, who gave their full commitment and efforts into looking after our whole party from the moment we began, right through until the end in the evening. The same goes to the other conductors on duty, also young members, Sam McGuinness and Robert Norton. My thanks to all the other Museum staff on duty that day also.

Apart from that, thank you to my guests for their patronage to the function and thank you to the South Pacific Electric Railway for putting on a good show!

*Maikha Ly, now 20, is a university student, currently majoring in Television Production in Wagga Wagga, NSW. A railfanning personality in NSW, he also confesses to have a soft-spot for the humble tramway vehicles.*



*Ballast motor 42s sees the light of day during a shunting movement. It has been moved to the workshop annex to enable other cars to be placed over the workshop pit.*

Howard Clark



*Trams after Dark: the lights glint off Sydney R class 1740 while O class 1111, Berlin 5133 and Munich 2656 are visible in the background.*

Dale Budd