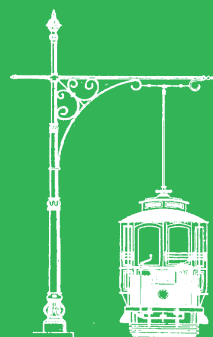


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TROLLEY WIRE

AUSTRALIA'S TRAMWAY MUSEUM
MAGAZINE

NOVEMBER 2007

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*Adelaide H type 351, decorated for Adelaide's
tramway extension official opening on 14 October
2007. It is coupled to car 367.* Robert Merchant

Corrections

The following corrections apply to the August issue
of *Trolley Wire*:

Front Cover and Page 21:

The reference to Adelaide H class cars should read
H type cars. Adelaide does not refer to its trams by
class, only by type.

Page 19:

The bottom photograph on page 19 should be
credited to Frank Hurley from STM archives.

Page 29:

The centre photo is incorrectly credited. The
photographer is Belinda Desmond. Our apologies to
Belinda for this error.

Front cover

*Adelaide Flexity 101 and H cars 367 and 351 stand at the City West terminus after their inaugural maiden voyage
along the new extension along King William Street and North Terrace to City West.* Pascal Labhart

ADELAIDE'S TRAMWAY EXTENSION OPENS

By R.I. Merchant

Adelaide's \$31 million tramway extension from Victoria Square to City West via King William Street and North Terrace was officially opened on Sunday, 14 October 2007 by the Premier of South Australia, the Hon Mike Rann MP and Minister for Transport, the Hon Patrick Conlon MP.

The official opening function took place in a marquee erected adjacent to the new Victoria Square tram stop, which also carries the Aboriginal name Tarndanyangga, at the south-western corner of the square. From 10:00am invited guests partook of morning tea catered for by the Hilton Adelaide Hotel conveniently situated opposite the tram stop, and were entertained with DVD screenings of Adelaide trams and by the Tramways Band.

Decorated H cars 351 and 367 were placed in the eastern side of the Victoria Square tram stop, leaving the western side available for services to Glenelg. Flexity 102, wearing a Savings & Loans advertising livery, occupied the eastern track north of Grote Street and Flexity 101 was beside it on the western track.

A welcome by Lewis O'Brien to the lands of the Kurna (pronounced Garna), the Aboriginal people of the Adelaide Plains, started the proceedings at 11:00am.

Minister Conlon was introduced and said the day was the culmination of more than a year's hard work from his Department and contractors. "Coleman Rail is to be congratulated – it worked around the clock using two 12-hour shifts on weekends to ensure the project was constructed as efficiently as possible with minimal impact on the city," he said. "The project has used about 4,500 cubic metres of concrete and 6.4 kilometres of power cable – more than 100 people have worked on site over the course of the project." The Minister also thanked the people of Adelaide who had been very patient through construction of the line and can now reap the benefits. He continued, "We've now linked our premier tourist, cultural, retail and educational precincts in a sustainable fashion – all the while better coordinating the city's public transport network. I am also delighted the project has been delivered on time and on budget."

A general view of the scene around the Victoria Square tram stop about 9:30am with the official opening marquee in the park at left and early spectators and guests arriving.

Bob Merchant



Flexity cars 102 and 101 wait north of Grote Street for their 30 minutes of fame.

Bob Merchant

Premier Rann welcomed Fred Hansen, head of TriMet, the light rail, tram and bus undertaking in Portland, Oregon, in Adelaide for the opening. He had been a keen player in this vision for the city. The Premier said, "He knows first hand how bold decisions like light rail extensions can at first be unpopular – but he also knows how important it is for economic growth of cities. We are both sure that Adelaide will achieve the same results as seen in the US – and prove as popular." He said that once the new line had settled down it would be extended in a loop back to Grote Street and it would revitalise the western side of the CBD. Extension of the tram line is the first stage of the South Australian Government's vision for light rail to open up opportunities for future connections to other key destinations.

Adelaide Lord Mayor, the Rt Hon Michael Harbison said the extension of the tram line will deliver significant economic and social benefits for the City of Adelaide. "The Government's progressive decision to extend the tram line will help to revitalise the City, making it an even more attractive place to live, work, study and visit," he said. "The project also brings the



Premier Mike Rann during his speech declaring the tramway extension open.
Bob Merchant



Reporters scramble to capture the moment of the plaque being unveiled by Mike Rann and Patrick Conlon.

John Radcliffe

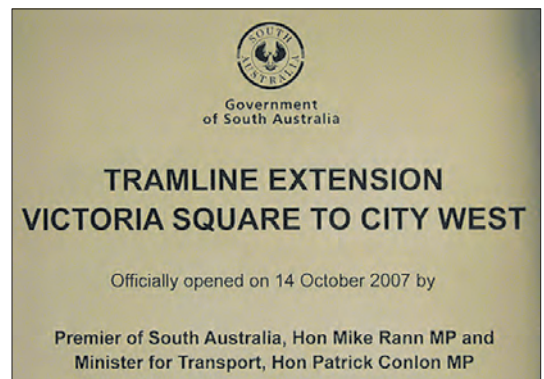
The plaque unveiled by the Premier and Transport Minister. It is not known where the plaque will be permanently placed.

Bob Merchant

beach to the City, by providing a much improved direct link between one of the State's most important tourism destinations and the retail heart of Adelaide."

A plaque was jointly unveiled by the Premier and his Transport Minister and was followed by the cutting of two commemorative cakes, one in the form of an H car and the other a Flexity tram.

Guests left the marquee ready to board their designated trams as the regular 11:30am service left Victoria Square for Glenelg. As this tram departed, Flexity 101 drew back across Grote Street and entered



Snip! The first ribbon has been cut by Premier Rann (left) and Transport Minister Conlon and the extension is declared open.

Bob Merchant



The second ribbon is about to be cut by the Premier and the Transport Minister.

Bob Merchant



the western side of the stop to load its passengers. Guests boarded the H cars and the set moved to the crossover south of the tram stop, allowing Flexity 102 to cross Grote Street and enter the eastern side of the tram stop for its passengers to board.

The Premier and Transport Minister cut yellow ribbons in front of 102 and 101.

Once loaded, Flexity 102 also moved south to use the crossover and follow the two H cars.

The "Inaugural Maiden Voyage" commenced at 11:30am with Flexity 101 in the lead, followed by H cars 351-367 and Flexity 102. On the way to City West, the trams picked up "symbolic guests" at each tram stop.

The Lord Mayor, Michael Harbison, and Stuart Moseley, CEO of Adelaide City Council, joined the convoy at the Pirie Street stop, located in King William Street at the Pirie and Weymouth Streets intersection.

Libby Kosmala, representing TransAdelaide's Disability Consultative Committee, joined at the Rundle Mall stop, located in King William Street at the Rundle Mall and Hindley Street intersection.

The three trams paused for a media photo opportunity at the North Terrace / King William Street intersection.

Ian Horne, General Manager of Australian Hotels Association, and Adam Myott, General Manager of Hyatt Regency Adelaide, joined the trams at the Adelaide Railway Station stop, located in North Terrace opposite the station.

Lions Art Centre Management (Daniel Randall, General Manager, AustMusic SA; Gail Kovatseff, Director, Media Resource Centre and Mercury Cinema; and Steven Bowers, Managing Director, Jam Factory) and University of South Australia Chancellor, Peter Hoj, greeted the arrival of the inaugural run at the City West tram stop, located in North Terrace opposite the UniSA city west campus.

A Family Fun Day was organised within the City West precinct. Following the opening a shuttle service

Flexity 102 moves out of the platform as the H cars draw up behind car 101. The windscreen sign reads "Adelaide Tramway Extension/Inaugural Maiden Voyage/14 October 2007." The black arrow on the platform sign, in the middle distance, advises Glenelg-bound passengers to join trams on this side of the platform.

Bob Merchant



H cars 351 and 367 depart across Grote Street with Flexity 102 following behind.

Bob Merchant

The H cars and Flexity 101 after their arrival at City West.

John Radcliffe





The public queue for free shuttle rides, joining the trams from the off side via ramps strategically placed at the end doors.

John Radcliffe



H367 has reversed ends and is preparing to depart from the new siding at South Terrace on a city shuttle run to City West.

Bill Drury

ran between Victoria Square and City West, the first car departing from the Square at 12:10pm. People wishing to sample a ride on the shuttle trams were boarded from the eastern side of the Victoria Square stop via loading ramps, with TransAdelaide staff supervising the number of passengers travelling on each tram. This arrangement left the platform free for passengers using the Glenelg services. Once loaded the trams proceeded south to the crossover and resumed normal running through the western side of the tram stop. The shuttle service operated until 5:00pm.

An important feature of the extension is the introduction of a free shuttle service from South Terrace to City West. It replaces the Bee Line free city bus service, providing a more frequent daily service with longer operating hours. The timetable is Monday to Friday: 8:00am to 5:35pm every 7.5 minutes; Saturday, Sunday and public holidays: 9:00am to 6:00pm approximately every 15 minutes; other times (to midnight) approximately every 20 minutes.

This free tram service is providing additional economic and tourist opportunities for businesses in the city by linking for up to 18 hours per day the cultural, educational and tourist attractions of North Terrace, the shopping heart of the city (Rundle Mall), the business precinct in and around Victoria Square (including Grote Street), the Central Market and its surrounding restaurants and the southern CBD.

The opening coincided with the renumbering of the tram stops from Greenhill Road (1) to Moseley Square (17). The seven city stops are not numbered. A new siding for shuttle trams terminating at South Terrace came into use on Monday 15 October.

Early reports on the new line's operations indicated that there has been a 39 per cent increase in passenger numbers compared with the same period last year. In the second week there were reports of passengers not being able to board city-bound trams in the morning peak period due to overcrowding. H cars have been used on the city shuttle service, freeing Flexity cars for the through service to Glenelg.



H367 crosses to the city bound track to take up its run on the shuttle service on 24 October. It is displaying a temporary white on blue destination board reading 'Tram Shuttle'.

Bill Drury

The substation, called a converter station in Adelaide, serving the new extension is located under the Morphett Road Bridge adjacent to the City West terminus.

John Radcliffe



Flexity 111 swings from King William Street into North Terrace on an opening day shuttle service. Compare this view with the one opposite, taken forty-nine years earlier.

John Radcliffe

F1 type drop-centre car 269 with a load of over two hundred passengers, about to depart North Terrace at 11:35pm on 22 November 1958 bound for Cheltenham. This was Adelaide's last tram other than the Glenelg service.

The Advertiser



Adelaide's Yesterdays



H cars 373 and 374 stand at the original terminus of the Glenelg service in Victoria Square on 24 January 1959.

Bob Merchant

H 351 and F1 226 pass on the curve from King William Street to North Terrace on 5 March 1958. The viewpoint is similar to that on the opposite page taken forty-nine years later.

John Radcliffe



MORE TURKISH DELIGHT

By Ian Dunn

In the May-June 2006 issue of *Trolley Wire*, we looked at the vintage tramway in the Beyoglu district of İstanbul, Turkey. Brief mention was also made of İstanbul's second vintage tramway, across the Bosphorus in Asian İstanbul. Recent trips to Turkey have produced more information and more photos of these tramways.

In the early part of the twentieth century, settlements on the eastern shore of the Bosphorus were eager to enjoy the benefits of street tramways. A plan to construct two lines almost came to fruition, but

World War 1 and its aftermath intervened, and nothing happened until 1928. The first lines built were to Üsküdar, Bağlarbasi and Kısıklı, but the company which opened them soon fell into financial difficulties. A new company which attracted substantial municipal government investment took over in 1929, and extensions were opened to Haydarpasa (the Turkish Railways' Asian station in İstanbul) and Karacaahmet. In 1934, the final extensions to Kadıköy, Moda and Suadiye, were built. At its maximum extent, there were six routes radiating from Kadıköy. The company was taken over by the İstanbul Elektrik Tramvay ve Tünel

One of the centre-entrance, single-truck cars constructed for the Üsküdar Kadıköy ve Havalisi Halk Tramvaylari (UKHT) company in the 1930s, now preserved in the Rahmi M Koç Industrial Museum at Hasköy.

Ian Dunn



Shades of Sydney in bygone days! İstanbul supports several thriving ferry services across the Bosphorus between its European and Asian sides. Here 'Selim Pasa' sets out from Kadıköy on a direct service for the city, as 'Şehit Sami Akbulut' approaches from the TCDD's Haydarpasa station wharf in the background on 10 October 2006. The station still hosts such long-distance trains as the 'Transasya Ekspres' to Tehran, Iran and the 'Toros Ekspres' to Damascus, Syria.

Ian Dunn

İETT 206 traverses a sharp S-bend in Moda, at the summit of its journey up from the docks of Kadiköy.

Ian Dunn



İETT 202 swings into the residential area of Moda, past a mosque, on 4 July 2007.

Ian Dunn

İsletmeleri (İETT) in 1955, and the last trams ran in November 1966, five years after the finale in European İstanbul.

Being newer than the European tramways, those on the Asian side had more modern trams, though they were still of the single truck type with double centre entrance doors. One of these cars is preserved in the privately owned Rahmî M Koç Industrial Museum at Hasköy in European İstanbul. The museum is well worth visiting because of its plethora of interesting and well-maintained exhibits. To visit the museum, catch an Üsküdar to Eyüp ferry up the Golden Horn from the Eminönü stop upstream of the Galata Bridge, and alight at Hasköy. Ferries operate hourly from Eminönü at 50 minutes past the hour.

The Kadiköy vintage tramway was opened in 2003, and uses former East German single truck trams from Halle and Gotha. The four vehicles that provided the service initially have since been joined by another four, but not all are currently in service. The cars have been renumbered in a series commencing at 201. Cars up to 206 are now in service although the timetable only requires two vehicles at any one time.

The right of way is a large, single track, clockwise loop, about four kilometres in length. It departs from the Kadiköy bus and ferry terminal, then swings uphill, climbing past Kadiköy's shopping district. At the top of the hill, the line turns into a pedestrian shopping street. Running along the ridge for about a kilometre, it swings through a square and then begins

İETT 202 runs down the leafy boulevard from Moda to the depot at sea level, running in its own right of way, against the flow of road traffic. Ian Dunn



The Kadıköy depot, close to where the Bosphorus ferries arrive. It contains two covered roads in the workshop, each capable of holding two cars, and a four-car open road on the seaward side. The sign on the wall proclaims its ownership by the İstanbul Büyükşehir Belediyesi (Istanbul Metropolitan Municipality), which provides most public transport in the city. Cars 201 (ex-Halle 823, ex-Jena 138/132/6630-032), and 203 (ex-Schöneiche 75), both trafficable, can be seen, while an unnumbered, but repainted, ex-Jena car stands behind 203, awaiting the call to service.

Ian Dunn

Car 202 sets out on its four-kilometre circuit from Kadıköy terminus on 4 July 2007.

Ian Dunn





Ex-Schöneiche 77, now İETT 203 and painted in the traditional İstanbul red and white livery, curves away from the depot to Kadıköy terminus on 10 October 2006.

Ian Dunn

its descent to the shore through several residential back streets. The track then turns onto the shoreline and falls to the depot before reaching the terminus. The depot is a purpose-built, two road, modern structure with an additional track outside where four trams are currently stored awaiting entry into service. The workshop can carry out fairly major overhauls and would appear to be well set up.

When the trams arrived from Germany they were in typical East German cream. The interiors had been stripped with the seats being piled up inside. All the German language interior signs and instructions remain in the trams, including the directions 'Vorwärts' and 'Rückwärts' on their controllers! İETT initially repainted them the same red and white scheme used on the Beyoglu trams but recently all-over



Former Jena car 110 as received from Germany, stored outside the Kadıköy depot with classmate 112 in October 2006.

Ian Dunn

advertising has been applied to two cars over a pale blue base colour. These two cars have also had their German side windows replaced with modern, sealed-unit windows of similar size, but with square corners and a black frame. Seating is minimal, with just two rows of five single seats. Because most passengers travel only several stops, the lack of seating does not appear to be a problem.

The complete circuit takes about 20 minutes. Although it is officially a vintage, tourist-oriented service, most passengers are locals as Kadiköy is not a prime tourist destination. Interestingly, most of the

journey is contrary to the flow of the dense motor traffic, with the tramway in the kerbside lane of its street.

İstanbul is currently undertaking massive metro and railway works, including a \$6.5 billion sub-Bosphorus tunnel, which will surface near Kadiköy on the Asian side. A 15km metro is also under construction from Kadiköy to the south-east, along the shore of the Sea of Marmara. These exciting developments will not affect the tourist tramway which is self-contained and local in its operations.



Car 202 turns out of Bahariye Caddesi, a mainly pedestrian street in Moda, about halfway through its four kilometre journey on 4 July 2007.

Ian Dunn



İETT Kadiköy-Moda vintage tramway No. 206 passes hoardings for the metro construction works as it enters traffic at Kadiköy. Ian Dunn

GLENELG RESTAURANT TRAM 378

By Colin Seymour

Glenelg restaurant tram No. 378, which arrived recently at the AETM, has an interesting history.

Car 378 was built in 1929 by A. Pengeley and Co., Edwardstown, in the building on South Road now occupied by Hills Industries. It was one of 30 H type cars (Nos 351 – 380) specifically built for the Glenelg interurban railway which commenced service on 14 December 1929.

The tram was used in experiments with pantograph power collection in the 1930s, although it was not until 1986 that pantographs were finally adopted. It also had different experimental roof ventilators, which were replaced when it was converted to a restaurant tram.

With the other H cars, the tram was changed about 1953 from the original tuscan red and cream colour scheme to one of silver with carnation red bands. The car continued in regular use until about 1978. It was little used as a conventional tram after about 1979.

In 1982, a decision was made to reduce the size of the H car fleet by disposing of most of the unrefurbished cars, ie those still in the 1950s silver scheme and not refurbished back into the tuscan colour scheme adopted again in the 1970s. These cars were Nos. 355, 356, 360, 361, 362 and 378. Car 361 was the only one of these cars to be refurbished subsequently. Cars 360 and 362 went to the Australian Electric Transport Museum at St. Kilda in 1982 and were joined by 355 in 1987. This car was transferred to Bendigo in 2002. Car 356 went to the Canberra Tradesmen's Union Club in 1985 and was dismantled

in 2005 as a result of redevelopment of the club's facilities.

The body of car 378 was disposed of from City Depot in 1986 and transferred to the Port Adelaide Redevelopment Authority. It was placed inside Wharf Shed No.1 at Port Adelaide adjacent to the History Trust of SA lighthouse. It was used as a changing room for a theatrical company or group, which performed inside the wharf shed.



Car 378 was used in 1936 for experiments with pantographs for current collection. They were finally adopted 50 years later.

MTT

378 and 377 at the Wayville stop, outside the original Wayville railway station building, on 30 May 1967.

John Radcliffe

H car 378 rolls along King William Street towards Victoria Square in March 1973.

Richard Jones



H 378 runs along a weed covered right of way towards Glenelg in March 1973. The experimental roof ventilators fitted to the car are more clearly seen in this view.

Richard Jones

H 378 crosses the concrete lined Sturt River, which has become a stormwater drain where it runs through the Adelaide suburbs. Many years later a new tram depot would be built adjacent to this crossing.

Richard Jones





Restaurant car 378 arriving for the official launch by the Premier, 1 November 1990.

John Radcliffe

When the State Transport Authority (STA) was carrying out a refurbishment program on the Glenelg trams in the mid 1980s, it examined 378 and decided to reacquire it as it was in better condition than many other cars. The tram was included in the refurbishment program and major structural work on the body was well advanced when the restaurant tram proposal was suggested.

After negotiations with the STA, 378 was converted into a restaurant tram at no expense to the Government. On completion, the tram was transferred to Glengowrie Depot. The restaurant tram was launched by Premier John Bannon on 1 November 1990, in time for expected patronage generated from the Formula 1 Grand Prix motor race.

The tram ran for 2-3 years with contracted pre-cooked meals under a 10-year lease to the entrepreneur. It operated as Adelaide Tramcar

Restaurant and featured a range of food options from elaborate three course dinners to simple afternoon teas.

The car generally ran up to six times a day. A typical lunch trip saw the restaurant car depart following a service car. Meal choices were taken while travelling along King William Street. Soup was served at the Goodwood overpass and an entrée near Morphetville. The main course was served after departure from Glenelg. Dessert (a chocolate tramcar!) was served near South Road, and port with cheeses and nuts near the South parklands. Journey time was a little over an hour and a half.

The tram is mechanically similar to the 1980s refurbished H type cars but is fitted with vigilance control to allow its operation by one tramway staff member, the restaurant staff not having tramway operating capability. No. 378 normally operated at series speed to lengthen the journey and minimise the effect of track imperfections.



The restaurant car and service car 370 at the Moseley Square, Glenelg terminus, December 1990.

John Radcliffe

Distinguishing features of the car include its double-glazing, air conditioning, elegant upholstery and curtains, an aircraft-style toilet and a galley where precooked food could be warmed and served.

The car carried a maximum of 42 diners 'in an environment of opulence and old world charm'. Seven tables for two and another seven each accommodating four were provided, 'serving all South Australian food and wine of the highest quality'. Breakfast, lunch, morning tea and afternoon tea runs were planned with 'lavish brunches on weekends and high tea on Sundays'. Professional caterers attended to cooking and serving duties.

Unfortunately, the enterprise was not viable and the operator went into liquidation. Unlike Melbourne, where the restaurant tram passes a variety of inner city locations, Adelaide patrons had only one line and less to view. This resulted in the journey being less appealing to the public.

Ownership of the tram ultimately reverted to the STA. Several years later, TransAdelaide attempted to resurrect the business by renaming the tram 'The Grand Lady' with meals precooked by the Grand Hotel at Glenelg, but without much success. TransAdelaide then called tenders, unsuccessfully, for the sale of the tram as a going concern. It is noteworthy that it would not have been possible to add 378 to Melbourne's fleet of restaurant trams as the dimensions of the H class are too large for that city.

Following cessation of the restaurant tram service, 378 was used on occasions as a crew car because of its on-board toilet. In January 2001 it was placed at Jetty Road, Glenelg, where trams were terminating due to a bicycle race. In March 2002 it was parked at South

Terrace when the tram service was cut back to that point during the Adelaide Festival of Arts. About 2003, it was covered with a tarpaulin and parked at the rear of Glengowrie depot where it remained until being sold.

As recorded elsewhere the restaurant tram was eventually allocated to the History Trust of SA after TransAdelaide advertised most of the H cars for disposal in September 2005. It arrived at St Kilda in June 2007 for storage and eventual display on behalf of the Trust.



Restaurant car 378 in front of the old depot at St Kilda in June 2007.
Ian Seymour



Restaurant car 378 at Mangrove Loop on a test run with one trolley pole. Note the faded paint work and the sign 'Grand Lady'.
Ian Seymour



The AETM Friday gang enjoy a meal on the restaurant tram on 29 June 2007. Ian Seymour

The restaurant tram represents an exhibit that is different from any other tramcar. The museum intends to use the tram within its own capabilities. It will be ideal for charter groups who can order a snack from our existing kiosk and enjoy it on a luxurious tram ride. Even as a static exhibit, far more people will be able to view the tram than was possible previously.

Although the tram was returned to operational condition before leaving Glengowrie Depot, a

preliminary assessment has revealed that the tram will require detailed remedial work to comply with the Conservation Plan developed by the History Trust. It will be some time before it can be returned to service.

The main reference source for this article is a Conservation Plan for Restaurant Tram 378 compiled for the History Trust of SA in 2006 by David Williams with assistance from John Radcliffe.

HERE AND THERE

AUSTRALIAN AND OVERSEAS NEWS

New Orleans update

Since Hurricane Katrina devastated the city of New Orleans and its historic tramway system in August 2005, *Trolley Wire* has reported on the city's efforts to get the trams running again. Another stage in the reopening has now been reached.

New Orleanians rejoiced on Saturday afternoon, 10 November 2007, as the historic St. Charles Avenue streetcar returned to part of its uptown route. Spectators lined the streets bearing signs, smiles, cameras and, in a few instances, Mardi Gras beads as streetcar No. 900 made its inaugural post-Katrina run from Napoleon Avenue to Lee Circle, followed later by three other streetcars that made runs all the way to Canal Street.

Preceded down the avenue by the Warren Easton High School marching band, streetcar No. 900 drew honking of car horns and cheers from pedestrians. The Columns Hotel bore a large banner welcoming back the line, and crowds formed at house parties and watering holes to celebrate its return. Free rides were offered from 2:30pm to 5:00pm, but the standard \$1.25 fare came into effect on 11 November along the reopened route.

"This is a symbol of New Orleans, a part of our identity. It's what makes New Orleans feel like home," said District B Councilwoman Stacy Head, standing on the neutral ground (the New Orleans term for a centre-of-the-road reservation) at St. Charles and

Napoleon Avenues, where the New Orleans Regional Transit Authority held a ceremony to usher in the return of 3 miles (4.8km) of the line's 6.5 mile (10.4km) route.

Saturday's celebration also signalled "good-bye and good riddance to those awful buses," said Stacy Head, to the cheers and laughter of more than 200 spectators. New Orleans Regional Transit Authority (RTA) will not entirely discontinue bus service along St. Charles Avenue, but will reduce the number of buses on the route from seven to four, said RTA spokeswoman Rosalind Cook. Bus service will terminate at Napoleon Avenue, where passengers may transfer to streetcars. The agency may remove additional buses after the rest of the St. Charles line is reopened to Carrollton and South Claiborne Avenues, which is projected to occur in mid 2008.

Before Katrina, the St. Charles line, from Canal Street to Carrollton Avenue and Claiborne Avenue, ran 24 hours a day, but the new Canal-to-Napoleon service will operate daily from 5:27am to 11:55pm with a fleet of five 1923 Perley Thomas streetcars running a 10 minute service. If additional riders are expected for special events or conventions, RTA may add more cars and once RTA reopens the rest of the line, round-the-clock service may return.

The St. Charles Avenue line was opened in 1835 and powered by mule-driven streetcars. The line was electrified in 1893. Pre-Katrina, it was powered entirely by a substation at Carrollton Street, but the restored line currently gets its power from a substation at Calliope Street under the Pontchartrain Expressway. Eventually, RTA will connect it to two additional substations at Willow and Valence Streets.

Before Katrina, RTA had already received a \$11.8 million from the federal government to repair the city's century-old overhead system, with work slated to begin in 2005. Hurricane Katrina's high winds, however, destroyed most of the St. Charles overhead power lines, taking out a number of poles with it.

Post-Katrina, the Federal Transit Authority added an additional \$3 million to the original appropriation, and the Federal Emergency Management Agency contributed \$420,000 to round out the rebuilding project's \$14.2 million total.

RTA first resumed streetcar service in December 2005 on the Canal Street line, with cars running from the Mississippi River to Crozat Street. The Canal line's red streetcars, which were flooded after the levees breached, were replaced with the green Perley Thomas cars housed at Carrollton Street Depot which was not reached by the floodwaters. By April 2006, the entire

Canal line was opened, and in December 2006, service returned to the St. Charles line's CBD loop, running from Lee Circle to Carondelet Street, Canal Street and St. Charles Avenue. The latter thoroughfare was honoured this year by the American Planning Association as one of America's 10 great streets.

Jack Richardson's tramway publications

The May issue of *Trolley Wire* stated that a bibliography would be provided of the tramway publications produced by the late Jack Richardson under his Traction Publications imprint. The complete tramway listing is shown here.

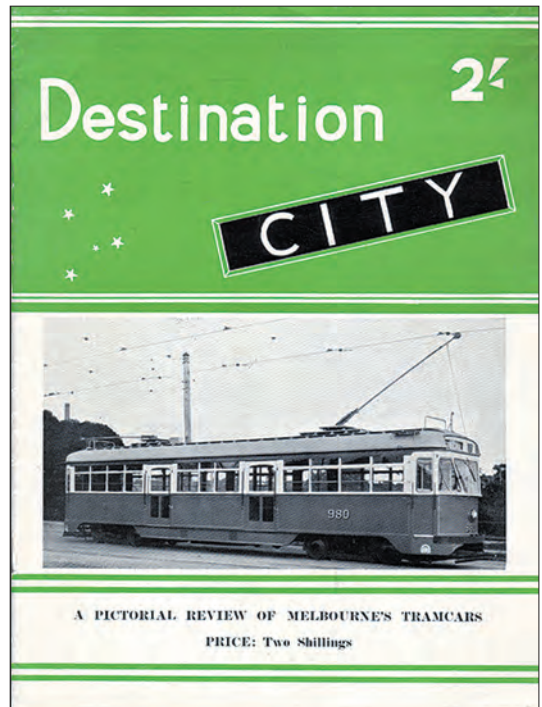
1949: *Australian Tramway Album*
(with J.B. Stranger)

1950: *Australia's First Electric Tram* (2nd edition)
(J.K. Moir)

About 1950:
Fifty Questions and Answers about Australian Trams

Destination series

1954: *Destination City*
(Reproduced from *Australian Tramway Album* 2nd edition revised)
(K.S. Kings)



1956: (No. 5)
Destination Valley
 (The Brisbane section of *Australian Tramway Album* – 2nd edition revised)
 (with A.J. Antcliff and K.S. Kings)

1957: (No. 7)
Destination Subiaco
 (The Western Australian section of *Australian Tramway Album* – 2nd edition revised)
 (with A. Cooke and K.S. Kings)

Around this time Jack discarded the large Australian Tramway Album format in favour of more compact publications.

1958: (No. 3)
Destination Circular Quay
 (with N.L. Chinn and R.L. Young)

1960: (No. 1)
Destination City (2nd edition)
 (K.S. Kings)

1961: (No. 3)
Destination Circular Quay
 (2nd edition)
 (with N.L. Chinn and R.L. Young)

1963: (No. 21)
Destination Valley (2nd edition) 5 1964

1964: (5)
Destination Valley (2nd edition)

1965: (No. 42)
Destination Eaglehawk
 (with K.S. Kings)

1967: (No. 31)
Destination Circular Quay (3rd edition)

1967: (No. 71)
Destination Subiaco (2nd edition)

1968: (No. 61)
Destination Paradise
 (R.T. Wheaton)

1971: (No. 41)
Destination City (3rd edition)
 (with K.S. Kings)

1971: (No. 51)
Destination G.P.O.
 (I.G. Cooper)

Historical series

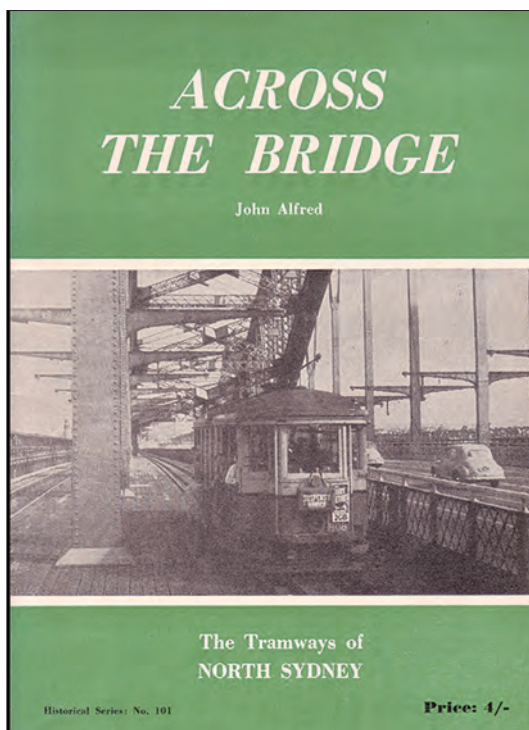
1956: *The Brighton Electric Line – The Story of Victoria's First Permanent Electric Tramway*
 (L. Marshall-Wood)

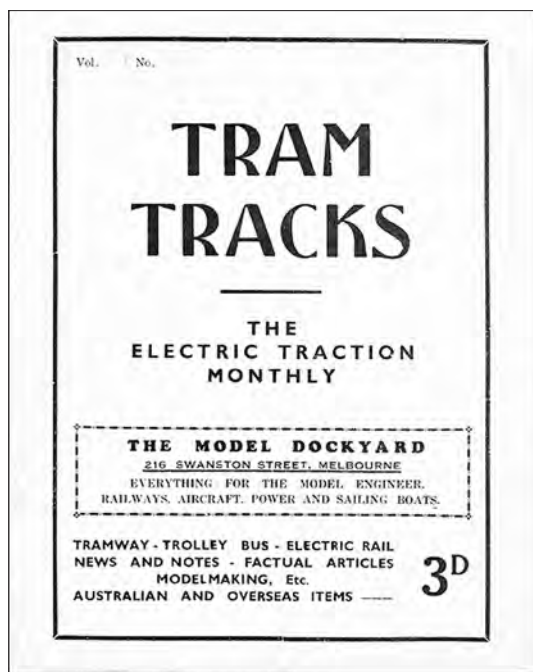
1956: (No. 3) *Electric Tramways of Essendon – The Story of the North Melbourne Electric Tramways and Lighting Company*
 (J. Richardson)

1957: (No. 1)
Australia's First Electric Tram
 (3rd edition) (J.K. Moir)

1958: (No. 2)
The Brighton Electric Line – The Story of Victoria's First Permanent Electric Tramway
 (2nd edition) (L. Marshall-Wood)

1960: (No. 101)
Across the Bridge – The Tramways of North Sydney
 (J. Alfred)





1961: (No. 151)

Australia's First Electric Tram – The Story of the Doncaster and Box Hill Electric Road (4th edition)
(J.K. Moir)

1963: (No. 153) *The Essendon Tramways – The Story of the North Melbourne Electric Tramways and Lighting Company* (2nd edition)
(J. Richardson)

1966: (No. 142) *The Brighton Electric Line – The Story of Melbourne's Bayside Tramways* (3rd edition revised and enlarged)
(L. Marshall-Wood)

Journals

1946-49: *Tram Tracks – The Electric Traction Monthly*

1949-50: *Tram Tracks – The Electric Traction Monthly* (incorporated within *Railways in Australia*)

1951-59: *Electric Traction*

COTMA

COUNCIL OF TRAMWAY MUSEUMS OF AUSTRALASIA

PO Box 61, Carlton South, Victoria 3053

www.cotma.org.au

From Warren Doubleday

2008 Conference

The 2008 COTMA Conference will be being hosted by the Launceston Tramway Museum Society (LTMS). It is planned to commence on Friday, 22 August and end with the Conference general meeting on Tuesday, 22 August.

The conference will be based at Launceston's Inveresk Precinct, which is the site of the former Tasmanian Government Railways workshops and railway yards. The Precinct is now the home of the Launceston Tramway Museum and Queen Victoria Museum. It includes part of the former workshops which are exhibits in their own right. While in Launceston, visits are planned to the Don River Railway and other transport museums.

A post-conference tour is being organised which will include visits to Wee Georgie Wood, West Coast Wilderness Railway, and the Tasmanian Transport

Museum in Hobart. The post-conference tour will end in Hobart on the weekend of 30-31 August 2008.

Groups Tasmania will be handling bookings for the conference, accommodation will be offered at a range of places from pubs to four-star hotels. Details will be sent shortly to past participants and those who have registered with the LTMS. Conference details and links to the booking agency are available on the COTMA website: www.cotma.org.au.

Items remaining from the 2006 conference

Supplies of several items remain unsold after the 2006 COTMA conference in Melbourne. These items, which feature 'Melbourne Tramway Centenary' the conference logo, are available for sale from Warren Doubleday. Warren can be contacted at tramwad@alphalink.com.au.

Caps 5 only -	\$12.50 each
Mugs 6 only -	\$11.00 each
Bags 3 only -	\$10.00 each

Postage costs are extra, and will depend upon the order and the mode of delivery.

BENDIGO

BENDIGO TRAMWAYS

1 Tramways Avenue, Bendigo, Victoria 3550

www.bendigotramways.com

From Len Millar

Rolling stock

Birney car No. 30 has been placed in our workshop where it is receiving some overdue attention. The interior timbered surfaces have been re-varnished and the brass-work polished. The Bendigo Trust's red and white livery has been applied to the exterior of the car. No. 30 has been on a test run and will soon re-enter traffic.

Prahran & Malvern Tramways Trust car No. 44 is also about to return to service. Painting has been completed and it looks most attractive. A motor has been removed from one of the bogies so that one of the car's field coils can be repaired. No. 44 has also been taken on a test run and performed very well. We look forward to having these two historic vehicles back in our operating fleet.

Herald Sun bike tour and Bendigo on Wheels

This year, the annual Herald Sun Bike Tour was scheduled to start from Bendigo on 14 October. The City Council therefore planned a celebratory event called Bendigo on Wheels. We were advised that Pall

Mall would be closed to all vehicles on the Sunday to enable cycling to take place around several city blocks.

In readiness for the event, road maintenance workers visited the depot and laid a quantity of removable hot-



*Angelique Whitehouse and Darren Hutchesson cut the ribbon at the launch of Birney 30.
Bendigo Tramways*



The Work for the Dole crew with the staff from Employment Plus and Supervisor Damien Steel.

Bendigo Tramways



Tram 44 turns from Tramways Avenue into McCrae Street on a test run.

Bendigo Tramways

mix to show us how track at the intersection of Mitchell and Bull Streets would be covered whilst cycling was in progress. The hot mix was placed in the flangeways and was smoothed to provide a flat, groove-free surface that would enable the bikes to corner at speed. We were also required to place yellow and black striped covers over the trolley wire at the site of the Start/Finish/Time clock gantry.

The day dawned and, by arrangement, we provided a free shuttle tram service with 808 running from the Central Deborah Mine to the Cenotaph at Charing Cross, and Z1 74 and Adelaide H 369 running from Bull Street to North Bendigo. Toast-rack car 17 was also dusted off and provided free rides along Pall Mall north from Bull Street. Although passenger numbers were disappointing on this occasion, we hope that more Bendigonians will travel to future major events by free shuttle tram.

Pall Mall points

The existing single-blade (with open mate) points at the end of the double track in Pall Mall are no longer adequate for our current track and operational standards. Accordingly they will be replaced during November with a new set of points that will add to the comfort and safety of our passengers and crews.

Gasworks depot

Recently, we had bulk concrete poured around the new point-work that was installed on the access track to the gasworks depot. The points lead to a new unloading ramp that will prove to be a valuable facility in the future. Track to the ramp still awaits tamping which will take place soon. We thank our friends from the Victorian Goldfields Railway at Maldon who helped us to lay the new track.



The Weeroona Depot points have been set in concrete.



Bendigo Tramways



The Mundy Street points being fabricated in the yard behind the depot.

Mick McGowan

HADDON

MELBOURNE TRAMCAR PRESERVATION ASSOCIATION

PO Box 324, Prahran, Victoria 3181

www.railpage.org.au/mpta

From Kym Smith

Tower wagon shed

The doors for our tower wagon shed have been completed by Anthony Smith and Frank Schroeders and the tower truck now resides in the new shed. We plan to install shelving and benches in the shed for the storage, overhaul, maintenance and assembly of overhead fittings. In addition, another shelter will be constructed at the rear of the shed for storage of heavier tram components. This shelter will be designed for forklift access.

SW5 843

Pre-commissioning testing of SW5 843 continues, with several deficiencies being identified in the



Arthur Ireland replaces a handrail on SW5 843.

Anthony Smith



Arthur Ireland sands back trolley decking timbers prior to repriming.
Anthony Smith

compressor and springs of one truck. The defective components will be exchanged for others retrieved from cars 890, 809 and 1008. Although documentation is being prepared to accredit the tram for operation, it will not be available for regular service until it has been overhauled and repainted.

SW6 890 and W7 1008

Dismantling for parts of 890 was completed during August with only its basic structure remaining after the removal of all retrievable parts. Body parts that were not compatible with SW5 843 were made available to the TMSV at Bylands and were delivered to them in October.



The completed doors on the tower wagon shed.

Anthony Smith



W7 1008 being unloaded at Haddon on 6 August 2007.

Jacqui Smith



Kym Smith and Anthony Smith remove door engine components from W7 1008. Jacqui Smith

In recognition of the long-standing assistance provided by the Australian Electric Transport Museum in Adelaide, we offered to help the AETM obtain spares parts for their No. 1013, their W7 class car. Former Moomba tram W7 1008, which was provided to us incomplete by VicTrack in August this year, will be dismantled at Haddon with parts being shared between the Museum and MTPA.

Like SW5 890, all retrievable parts are being removed from W7 1008. In addition to the parts being retained for the AETM and MTPA, the internal drop-centre bulkheads and a full set of seats from 1008 have been made available to Museum of Transport and Technology for future use on their ex-Melbourne trams. These items will be delivered to Bendigo prior to being transported with other parts to Auckland.

L 103

The drop-centre seats have been refitted to 103 and touch-up painting completes restoration of this tram. New internal numbers and overhaul dates have also been applied, and aluminium step treads have been fitted.

No. 103 has been fitted with new GE controller badges supplied by MOTAT for MTPA trams. The badges were provided in exchange for a headlight changeover switch. We thank MOTAT, in particular Clinton Pearce and Dave Lee, for arranging the exchange.

We expect to transfer 103 to the car barn in November where the roof will be painted. It will be replaced in the workshop by 843 which will undergo maintenance and repainting.

Consolidation of components

With storage space currently at a premium, Arthur Ireland has consolidated some of our stored components so as to make best use of available space. Items such as trolley decks and lifeguard trays have

The interior of W7 1008 looks bare, with almost every removable component having been salvaged for either the MTPA, AETM or MOTAT.

Anthony Smith





Looking like new – the reinstalled drop-centre seats in L 103.
Anthony Smith



The newly installed GE badge on the K35 controller in L 103.
Anthony Smith

been dismantled and sorted to ensure that only serviceable components are kept. These components have been cleaned and primed and will be ready for immediate use as required. Stored parts now take up less than half their former space and more room will be available for components being removed from 809, 890 and 1008.

Accreditation

As with all Victorian rail groups, the MTPA is reviewing its accreditation systems to ensure compliance with Victoria's Rail Safety Act. Kym Smith has been aligning our Safety Management System, procedures and documents to the new requirements. He is being assisted by John Withers who is ensuring that technical drawings of our track,



The barbecue on 8 September 2007, with representatives from Safety Action.
Jacqui Smith



John Withers updates our technical drawings folios.
Anthony Smith

overhead, and substation are up to date and ready for inclusion in our revamped accreditation arrangements.

The Public Transport Division of the Department of Infrastructure (DoI) and Public Transport Safety Victoria are assisting Victoria's tourist and heritage rail groups to meet the new regulatory requirements. Assistance is being provided in two forms: the supply of pro forma documentation and access to technical consulting services. These services are being provided by Safety Action Pty Ltd, a firm engaged to help preservation groups develop transition strategies. So far, Safety Action Pty Ltd has run information workshops and has carried out on-site gap analysis for various groups.

Safety Action visited Haddon on 8 September 2007. After reviewing our processes and carrying out a gap analysis, company representatives joined us for a barbecue and social afternoon. Also present were our friends from DoI and visitors including Pat and Terry Boardman from Sydney, and Michael McGowan from the Bendigo Trust who had earlier conducted an internal audit of our operations.

Exchange with Sydney Tramway Museum

Recently the MTPA negotiated with the Sydney Tramway Museum to exchange four section insulators for a telephone box that was surplus to the STM's needs. In turn the telephone box will be purchased from the MTPA by one of its members, which will provide funds for several current projects. We thank David Rawlings from STM for his assistance in negotiating and arranging the exchange.

Depot fan improvements

The depot fan area is currently being re-ballasted with grey road base. Daniel Edwards has tackled this task with assistance from Jacqui and Anthony Smith.



The recently purchased ex SEC Yallourn rail saw.

Allan Porterhouse



Daniel Edwards spreads new road base on the depot fan.

Anthony Smith

When it is finished, the appearance of the yard will be considerably improved.

Equipment purchases

A powered rail borer for drilling fishplate holes, a powered rail saw, and a hand-powered hydraulic crimper have recently been purchased and donated to

the Association by its members. These items will be very useful when laying additional track at Haddon, namely the installation of the checkrail and tie-rods to the curves at the rear of the carbarn, and the alignment of the overhead when track work has been completed. The rail saw has an interesting history, coming originally from the SEC's Yallourn Power Station railway.

BALLARAT

BALLARAT TRAMWAY MUSEUM

PO Box 632, Ballarat, Victoria 3353

www.btm.org.au

From Dave Macartney

The quieter months of winter have seen a few outstanding jobs undertaken. Nos. 26 and 27 have had their roofs attended to, with a multitude of small cracks sealed and the whole lot given a generous coat of Cumberland Stone paint. The centre section of No. 661's roof has also received a weatherproofing with Emerclad, with the paint job yet to be carried out.

The interior of 661 has been receiving a lot of attention, with the dreaded Colorflek being stripped and sanded off the ceiling, to be replaced with Haymes Biscuit. Several sections of the ceiling had been painted in different colours to gauge the effect, with Biscuit, a cream colour, being the popular choice. It certainly brightens the previously drab interior of this car. At the same time attention is being given to the varnish work, which has been showing its age. Once the interior is finished a decision will be made on an exterior repaint, probably to take place after next year's Begonia Festival.

The display area of the Museum moves ahead very slowly, with a new and more substantial floor having been installed in the section under reconstruction. This level of improvement will be extended to the whole area over time.

Botanical Gardens 150th anniversary

The Ballarat Botanical Gardens celebrated their 150th anniversary during September. The Friends of the Gardens group celebrated the event on Sunday 23rd with a tram ride through the Gardens on No. 40, suitably decorated. The junior classes at Begonia Park Specialist School were recruited to manufacture hundreds of crepe paper flowers, which were joined together into long garlands and strung around No. 40 just below window level. The result was very colourful, but it was realised that the crepe paper was anything but colourfast, and rain on the day would



Depot Junction on 21 July after the line marking on the road was completed, with No. 40 rolling down the hill. This view follows on from the roadworks photos in the last issue of Trolley Wire.

Warren Doubleday

9:30am on a very cold 17 July 2007 and it is snowing. The lake was filling slowly during July, but it has stopped raining since early August. The lake has some water, but is only just deep enough for the swans.

Alan Snowball



have proved disastrous to No. 40's paintwork. By some minor miracle the rain stayed away and the scheduled trip ran without incident. In fact, the weather was behaving itself so well that the tram ran the full service on Monday 24th.

The decorations were removed that night, but rather than store them the interiors of Nos. 27 and 33 were suitably adorned, and these two ran the bulk of the school holiday traffic for the next two weeks.

To help celebrate the 150 years of the Gardens, an on-line exhibition has been added to our web site, featuring some photographs which have not been published for a very long time. It can be viewed from the Exhibitions Tab on our web site:

www.btm.org.au/exhibition/

The Museum is now a Ballarat Treasure

On 20 August 2007 the City of Ballarat formally announced the Ballarat Treasures Register. Nominations to the Register were community based taking into consideration the primary aspects of significance: historical, aesthetic or technical design, scientific and social aspects.

The register is a first in Australia. It seeks to recognise buildings, places, structures, landscapes, collections and objects that have been significant in shaping Ballarat's history and cultural identity. The Ballarat Tramway Museum, its collection and remaining tracks have been listed within the category Pioneering City Structures. This increased recognition of the Museum is an important step in increasing community awareness and commitment.

WHITEMAN PARK

PERTH ELECTRIC TRAMWAY SOCIETY (INC)

PO Box 257, Mount Lawley, Western Australia 6929

www.pets.org.au

From Michael Stukely

Annual General Meeting

The twenty-sixth Annual General Meeting of the Perth Electric Tramway Society was held in the theatre at the Public Transport Centre, East Perth, on Friday 27 July. The following Officers and Councillors were elected: President, Michael Stukely; Vice-President, David Brown; Secretary, Robert Pearce;

Treasurer, Tony Kelly; Membership Secretary, Jim Paton; Councillors, Ric Francis, Les Hunt and John Shaw.

Some highlights from the Annual Report are given on the following page.



Positioned on the track at the eastern end of the Engineering Shed, the widened left-hand door of the pit road is worked on by Trevor Dennhardt (left), Tony Grose and Jack Kendall on 12 July. W2 No. 329 is standing over the servicing pit.

Ric Francis

During the 12 months to 31 March 2007, five trams travelled a total of 10,103km on 234 running days. Distances travelled by the trams were:

Fremantle	No. 29	415 km
Melbourne	W2 329	2,563 km
Melbourne	W2 393	436 km
Melbourne	W4 674	3,295 km
Melbourne	W7 1017	3,394 km

A total of 26,652 ticketed passengers were carried, which was significantly higher than the previous year but still well short of the 2004-05 record number of 32,819 (these passenger totals exclude Special Days and Bush Dances, when the trams are hired). PETS membership reached an all-time high total of 101 by 31 March, with 52 of these members contributing voluntary work for the Society at the Park during the year.

Following the success of the Operations Group Committee since it was formed in October 2005 (chaired by Lindsay Richardson), a Restoration Group Committee has been formed along similar lines to coordinate activities in tram restoration and museum site management. The new committee is chaired by Lindsay Richardson, while John Azzaro has taken over from Lindsay as chairman of the OGC.

Improved access to pit road

Modifications to the eastern doorway of the tram servicing pit road in the Engineering Shed were required in order to allow a wider opening to accommodate the body overhang as trams approach on the curve from the carbarn fan points on Road 4.

Starting in June, Jack Kendall carried out preparatory work for the relocation of the left-hand upright of the portal. On 11-12 July the left door was removed from its hinges by Noel Blackmore operating the crane, and the door was then extended. A new upright was installed to give an extra 440mm of entry width through the door. The base was concreted in place, and the old upright removed with the assistance of the Bennett Brook Railway's crane, operated by Paul Willemse. The following Wednesday, the door and adjacent shed wall were re-clad and the door was re-installed using the Society's crane. Jack Kendall was assisted in this major task by Trevor Dennhardt, Tony Grose and Lindsay Richardson, and an excellent result was achieved, with all trams now able to enter. Finishing of the flashing around the widened doorway was being completed in early October. The small floor area at the south-east corner of the pit, adjacent to the widened doorway, remains to be concreted.

Steel steps obtained by Pat Ward have been modified by Pat, John Azzaro and Noel Blackmore and installed for safe access into the pit.

Track and overhead

Work has continued on the replacement of rotted timber sleepers with steels. The 'second pass' of sleeper replacement from Mussel Pool has now been completed along the straight, west of the Triangle. A total of 34 sleepers were replaced on weekend workdays in July and September. Trevor Dennhardt and Lindsay Richardson were assisted by John Azzaro, John Shaw, John Davies, Russell and Shane Parsons, Michael Stukely and Tony Grose.

The installation of double insulation of the overhead in the Village Mall was almost complete by early October, with one pole still to be finished. Tightening of the overhead at the Bennett Brook South level crossing was carried out by Noel Blackmore and John Azzaro. Plans are being finalised with Park Management to extend the small culvert here, to provide a sound footing for a replacement traction pole.

General

Winter and especially early spring patronage on the trams has continued at very good levels. School holiday services (seven days per week) during the July and October holidays were very popular. In spite of being out of service at times due to numerous roof leaks, W7 No. 1017 provided sterling service for these holiday periods. The Bennett Brook Railway's 'Friends of Thomas the Tank Engine' day was held in the Park on 23 September. This was also our monthly Car barn Tour day, and the two service cars (Fremantle 29 and W2 No. 329) carried good numbers of visitors to boost the numbers inspecting the Car barn.

The damaged Melbourne No.1 truck retrieved from W2 No. 368 has had its frame straightened, and its refurbishment is continuing.

Gareth Watts and John Davies have continued working on the wiring and controllers of WAGT E class No. 66, with the wiring above floor level now largely complete. The Restoration Group Committee has carried out an assessment of the work required for completing the restoration of the car. The body is soon

to be lifted onto support dollies, which have been repaired and modified. This work was done by Frank Edwards, Graham Bedells, Tony Grose, Jack Kendall, John Budd and Ern Cole. It is planned to install the second set of 77E trucks from Kagoshima, Japan, under No. 66 (as for Fremantle 29). The trucks will be retrieved from beneath the body of Perth No. 130. One motor requires major work, and will be sent out for this to be done.

Restoration of the body of Perth B class No. 15, for future static display with the City of South Perth Historical Society, is progressing at a rapid pace. Bryan Adcock and David Carling have been joined on the team working on this special project by new members Max Hayles and John Budd. Recent work has focussed on the western end motorman's platform, where new floor-support beams are being grafted in. Bill Blain has installed a new electrical board on the north wall of the Lindsay Richardson Car barn, and a three-tube fluorescent lamp has been installed above the work area. David Carling has modified the work bench here, providing a new top with vice attached, which gives a greatly improved facility.

The shrubbery along the north wall of the Lindsay Richardson Car barn was removed on 27 June by Frank Edwards operating the chainsaw, assisted by Les Hunt, Graham Bedells and Lindsay Richardson with the tractor. Following the wildfire in Whiteman Park last December, all groups are making efforts to remove fire hazards from around their buildings. A quote has been accepted for replacing the retaining walls along the west and north sides of the Lindsay Richardson Car barn.

Trevor Dennhardt cuts the base of the old upright for the eastern door of the pit road prior to its removal by Paul Willemse, seen behind on the Bennett Brook Railway's crane, on 12 July. The new upright is on the track to Trevor's right, ready for installation, and the extended door is leaning on the wall at left. The small floor area in the foreground, which is adjacent to the pit, remains to be concreted.

Ric Francis



Pat Ward continues the maintenance of our motor vehicles, which are essential to many Society work programs. Much of the work carried out involves the continual improvement of the state of these vehicles.

Over the October long weekend, a group of thirteen members travelled to the Kalgoorlie goldfields on a Society tour. This was arranged by Beth Kelly, and the

bus was driven all the way by Garry Barker. Sydney-based PETS member, Bruce Worthington, travelled west to join the tour. One of several highlights was a close and detailed inspection of the unique Leonora tram No. 1, whose body survives in a surprisingly good state of preservation. It is soon to be placed under cover by the local museum, in whose care it remains.

ST KILDA

AUSTRALIAN ELECTRIC TRANSPORT MUSEUM (SA) Inc

PO Box 213, Salisbury, South Australia 5108

www.railpage.org.au/aetmsa

From Colin Seymour

New AETM postal address

The AETM has a new postal address:
PO Box 213, Salisbury SA 5108

The Museum previously had a post box in the GPO in Adelaide since the early 1960s. However, several retirements from full-time work have resulted in members being unable to clear the box on a regular basis. The new box has the advantage of being much closer to St Kilda.

Bib and Bub project

Disassembly of Bib (No. 14) is progressing rapidly, particularly at the drop-ends. The side frame timbers

were in a poor state and have been removed, showing evidence at the driver's end of repairs probably because of accident damage during MTT service. This exposed the steel drop-end side frames enabling decades of accumulated dirt and rust to be removed and the condition of the steel to be assessed. Although there was rust pitting, the steel frames were considered to be sound. Freed of rust and with a coat of rust-resistant paint they should remain in good condition for many years. New crown planks, which comprise that part of the floor at the front of the motorman's cabs on which the controller is mounted, were fabricated by a joinery and are currently being installed.



Cars 118 (front) and 14 being worked on in the body shop. Timber and cleaned up steel work for car 14 is next to car 118.
Chris Summers

Steel rubbing strips being drilled by Bruce Lock will be attached to the body of car 118. Their purpose is to take the load of the side bearers of the 22E truck. Chris Summers



Mike Crabb turning up rivets to 'hot rivet' together the steel rubbing strips of car 118's chassis. Chris Summers

E type tram No. 118

After being in the doldrums for quite a while, E 118 has been a hive of activity of late. Newcomer Bruce Lock has been a very welcome addition to Friday's work team. He and Mike Crabb have made great strides in preparing E 118 in readiness for placing on its Brill maximum traction 22E trucks which Ian Seymour has continued to reassemble.

H type tram No. 378 (restaurant tram)

As reported previously, the restaurant tram arrived at the museum with its pantograph removed. For testing purposes, a trolley pole was fitted at one end. A roof-mounted air conditioning unit at the opposite end delayed the installation of a second pole. Testing was accomplished by driving the tram to Mangrove Street

loop and returning at a crawl 'spear-pole' to the depot. Junctions were a challenge. However, that is all in the past now as Jack Pennack has fitted a second trolley pole, customised by reshaping, to enable it to clear the air conditioning unit.

Tram maintenance

W7 1013 is out of service awaiting replacement of five off-motor suspension bearing shells.

Museum displays

We are continuing the program of adding new displays and refreshing existing displays to contemporary standards of presentation to meet the History Trust of SA's new and higher standard for accreditation for museums of significance.

Bruce and Mike bolting up the steel work on car 118.

Chris Summers



Stage 1 of this project saw the outdoor signage and entrance signage on the display buildings door backs completed in time for the 50th Annual General Meeting.

Stage 2 is to re-present the existing northern depot displays to contemporary standards and develop new displays to fill in the bays long provided for them.

We currently have a full size proof print pinned up in one bay of the northern depot. It re-presents half the photos and text from the existing routes panel and sets out the northern and southern routes on a street map of metropolitan Adelaide. A companion panel will re-present the eastern and western routes using the existing material so that nothing is lost from work done previously.

Eight panels are in various stages of preparation at present:

- City routes
- Transition from horse trams to electric and route development
- Tram routes (Northern & Southern)
- Tram routes (Eastern & Western)
- Tram types (A – D)
- Tram types (E – H)
- Tram technology (street system)
- Tram technology (tram system)

A revised Museum history display is being mounted on a movable pylon (with lockable castors) to stand in northern depot corridor. The display is demountable so that it can be used at events and foyer displays at conferences and exhibitions.

A grant of \$9,900 from the History Trust of SA plus a \$4,000 museum contribution held over from the 2006/07 budget will cover the work put in place for the AGM plus five of the proposed panels.



Bruce Lock and Mike Crabb with the steel bracing and corner gussets attached to the new timber fitted to the open end of car 118. Nearby are the steel components that will replace the deteriorated diagonal timbers on the car. This method of strengthening was previously carried out on car 111.

Chris Summers

BYLANDS

TRAMWAY MUSEUM SOCIETY OF VICTORIA

38 Piccadilly Crescent, Keysborough Victoria 3137

www.tmsv.org.au

From *Running Journal*

Annual General Meeting

The Society's Annual General Meeting was held on Saturday, 1 September 2007 at Hawthorn tram depot, and was attended by a small number of members. Those present endorsed unanimously the Annual Report and Financial Statements as presented to the meeting.

At the close of nominations for the vacant Board positions, only five valid nominations were received. As the number of valid nominations equalled the number of vacancies the following members were elected unopposed:

Chairman	Russell Jones
Deputy Chairman	Andrew Hall
Board Members (3 positions)	Geoffrey Dean Aileen Jordan Shane Moore

Afternoon tea was served after the meeting, and this was followed by a DVD presentation of *Tramcar Tapestry*, a production of the AETM museum in Adelaide for their 50th anniversary. The Society thanks those members who made themselves available to attend this event, as well as those who had the courtesy to tender an apology.

Kilmore cable tram

Although it has been more than five years since we have operated the motorised grip car in Hudson Park, Kilmore, we had hoped that one day it may again be possible to reinstitute operations there. However, because of a lack of qualified volunteers to operate the vehicle, the security of the vehicle itself in that location, and the fact that it is not accredited, the decision was made to return the grip car to Bylands.

The opportunity to do this presented itself on 18 August when a tilt-tray tow truck was used to load the car in Hudson Park and unload it onto B road in the Exhibition shed at Bylands. The car has been coupled to trailer car No. 586. We hope that at some time in the future (providing accreditation is obtained), it may be possible to operate the car for special events. We appreciate the efforts of Graham Jordan, Corey Robertson, Aaron Davy and Harry Twining for moving the tram back to Bylands.

One of our newer members, David Lyons spent several hours cleaning down motorised grip car No. 593 and trailer car 586. The combination of grip car and trailer results in a very presentable display.

Museum works

The main thrust of our works has been the continuing rehabilitation of our main line track at the south end near the kiosk. The final 20 metres has now been completed, with the replacement of most of the sleepers in this section, followed by total reballasting. The result is over 150 metres of track rebuilt over the last 12 months. The visual impact of this is remarkable, and we wonder what the original builders of the line would say if they could see it now, nearly 120 years later. We congratulate our dedicated track gang for a job well done. Andrew Hall, Geoff Dean, Russell Jones, Graham Jordan, Corey Robertson and Aaron Davy have worked over many hours to achieve an outstanding result, of which the society can be justly proud.

Work has commenced on the next stage of our track reconstruction program with the replacement of six sleepers adjacent to the stock crossing near One-Tree Hill. We have only another 60 sleepers to go in this section. Ballast to pack these sleepers had to be wheel-barrowed uphill to the site from a stockpile over 150 metres away! Our new electric generator was used for the first time on this job. It is easier to start than our previous unit and performed faultlessly.

Tramcar work

Work is continuing on the repair of the door motors of Y1 612 by the Melbourne Tramcar Preservation Association at Haddon. Unfortunately, this work has been delayed because of the illness of the fitter concerned. It is hoped that these units can be completed shortly and re-installed in the tram. Kym Smith recently came to Bylands and undertook repairs to the boxes above the doors where the motors are positioned. Kym has cleaned out and painted these boxes in readiness for the return of the overhauled door motors.



Cable dummy No. 436 and trailer No. 290 on display in the Exhibition Shed. Dale Budd

Restoration work continues on Q 199 and X2 680 by Doug and Sawako Prosser. Jobs currently being undertaken on 680 include the replacement of sections of roof canvas and several glass windows, and the manufacture of new side skirts. Almost all the external painting of the body is complete and the monograms and numbers have been applied. An approach has been made to external organisations for assistance to re-upholster the seats for this car.

Work on Q 199 has seen more Colorflek removed from the ceiling and bulkheads, as well as the rubbing back of the exterior body panels in preparation for repainting in chocolate and cream. The fitting and panelling of the door pillar frames (from Q 200) on the end platforms is now complete, returning the car to its former passenger configuration. The work being undertaken on the two cars is of a high standard, and when complete will give us two very presentable tramcars to display.

Several of the display vehicles in the Exhibition shed were repositioned to make space for the return of the motorised grip car from Kilmore. The Malcolm tram was slewed off B road and pushed across the floor, being relocated on A road. The Studebaker bus and the tower wagon have been placed between B and C roads with Mk VI bus 776 just inside the doorway at the northern end of B road. We now have two complete cable tram sets on display: the Twentyman set of dummy 436 and trailer car 290, and motorised grip 593 and trailer car 586.

Corey Robertson continues almost single-handedly the servicing and maintenance of our tram running fleet, with trams Ballarat 36, 373, 643, 644, 667, 795 and 902 being available for traffic. No additional work has been undertaken on tank car 7W or W 220. A replacement lifeguard has been fitted to W2 643 to

replace one damaged some time ago. Corey was also able to get Z1 No. 5 operating again, having located a faulty switch which governs the motor generator set. A replacement switch has been obtained with the assistance of Bendigo Tramways.

John Walker continues controller refurbishment on Ballarat 17. A number of new fluorescent tubes have been obtained for H 373 to replace a blown tube and to provide spares for future use. We thank TransAdelaide, especially Pascal Labhart of Glengowrie Depot for assisting us in this regard.

Tram fittings and equipment

The Society was recently offered a quantity of internal parts and fittings from former Melbourne SW6 No. 890 which had been acquired by the Melbourne Tramcar Preservation Association for stripping. The parts were not required by MTPA and were offered to the Society free of charge. These parts are compatible with other cars in our collection and are a welcome addition to our stores. A rather full trailer load of parts was delivered to Bylands by Kym Smith, and we therefore record our appreciation to the MTPA and Kym for their co-operation and assistance.

For some time the Society has needed several brake compressors to replace faulty units on trams Nos. 996 and 1001 which have been loaned to us by the Victorian Government. We were advised recently by the Department of Infrastructure that two compressors will be made available to us from two W series trams that were stripped at Bendigo prior to being transported to Wattle Park for use as shelters. The compressors will be fitted to the trams concerned at the earliest possible time, which will enable them to be returned to service. We appreciate the assistance received from DoI in obtaining these items.

When the old Thornbury depot was demolished earlier this year, various items were offered to museum groups by Victrack through COTMA. We initially obtained a quantity of overhead fittings and indicated that we would also be interested in some 100 metres of

wooden troughing, which has since been made available to us through COTMA. We thank Victrack for these items and COTMA for organising initial removal and storage. The troughing in the Pit shed and the two annexes of the Exhibition Shed.

LOFTUS

SOUTH PACIFIC ELECTRIC RAILWAY CO-OP SOCIETY

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www.sydneysteamway.museum.com.au

From various members

Works report

The relaid western track north of Pitt Street continues to receive free concrete on an intermittent basis. Greg Sutherland and the CSO workers extend the formwork to keep ahead of the concrete, and lay and finish it when it arrives. Mike Giddey has been pre-fabricating Sydney style track drains in the welding bay of the workshop. One of these was welded into position on the western track near the future trailing crossover on 26 September.

A number of the clear fibreglass roof sheets that form the skylights in the front part of the main building erected in 1980 had deteriorated from exposure to ultra-violet light and were leaking. All were so deteriorated that the admission of light was severely restricted. On 22 September contractors replaced most of the defective sheets with new material. So much light comes in now that you look twice to make sure the roof sheets are still there. They were back on 6 October to form up and place reinforcing steel for a strip footing along the eastern wall of the display building. When the original 1980 building was extended in about 1991 the eastern side wall was temporarily clad with Colorbond steel sheeting in lieu of the brickwork as on the original section. The YMCA building now covers most of the 1991 extension and the new footing is required for the erection of one additional panel of brick wall, to replace the only section of temporary wall remaining.

The timber point covers on the scissors crossover in Tramway Avenue have deteriorated from the passage of heavy vehicles over the years. The south-western cover was reconstructed on 13 and 22 October. This time three pieces of steel channel recycled from the old underframe side members of 42s were used to support the hardwood planking. The covers maintain their authentic Sydney appearance. The north-western cover had previously been reconstructed by our CSO workers.

David Rawlings is continuing adjustment of the yard overhead to reduce the chance of dewirements. Technically it is a challenge due to the various combinations of tram types that we operate.



Tom Tramby assists David Rawlings with overhead wiring adjustments in the depot yard. David has constructed a laser unit to help pinpoint the relationship between track and overhead.

Martin Pinches



N 710 being rerailed during transfer operations at the old depot in the Royal National Park on 6 October. Martin Pinches

Old site transfers

On 15 September Tom Tramby and Mike Giddey moved the temporary unloading ramp from Road 2 to Road 3 at the old site in preparation for the next delivery of trams. They also aligned and fishplated the track panels on Road 1.

The body of N car 710 had been on a property near Moss Vale in the southern highlands for many years. The car was collected on 27 September, along with W2 cars 370 and 577 from the Dudley farm at Robertson. All three cars were unloaded at Mario Mencigar's property by 2:00pm that afternoon. Due to Roads & Traffic Authority holiday weekend restrictions, N 710 could not be moved to the old site the next day as planned, so the move took place on 6 October, together with the transfer from the new site of R cars 1741 and

1917. The W2 cars, which were previously at Port Kembla, have suffered from more than 20 years of open storage, and being in derelict condition have been de-accessioned from the Museum collection. Car 370 was delivered to Glenreagh on 2 October, and details are given in the notes from Glenreagh in this issue. W2 577 is expected shortly to be moved to Bendigo Tramways for dismantling as a source of equipment for the restoration of Launceston car No. 1.

N car 710 was loaded by crane onto Mario Mencigar's low loader and was placed on two unpowered W2 bogies so it could be rolled off at our old site. The corrugated iron pitched roof that has protected the car over the past 50 odd years has been retained, as the car will need it in the old shed which leaks badly. To unload the car a short track panel was lifted into place at the front of Road 3 with our yellow



R car 1917 being unloaded in the old depot yard on 6 October.

Martin Pinches

Restoration of the underframe of D 117 is proceeding smoothly. Since this photo was taken on 15 September, the flooring for the open sections has been completed. Bob Merchant



forklift on 6 October. This panel fills the gap between the track panel on the ramp and the inside track, and has to be removed to close the doors. As the N rolled down the ramp the track moved causing the car to derail just inside the doorway. It was rerailed and safely at the back of Road 3 by the time Mario returned with 1741. This car was unloaded without problems and was followed by 1917.

Workshop news

R1 1979 has been fitted with Brisbane style (as on cars 295 and 548) emergency brakes by Bill Parkinson to reduce the need for an observer on our corridor cars. The bodywork was completed by the weekday crew and paint touchups were done by Ian Hanson. The car was out-shopped on 3 October and its place on Road 10 was taken by 42s which has had its new headlights fitted to the aprons.

Cars 548 and 1979 have been fitted with air horns. Frank Cuddy has been preparing the controllers and other electrical components for D 117. The weekday crew have welded two frames to the traverser to provide a driving position at each end.

D car 117

The two new hardwood side bearers for D car 117 have been completed by Geoff Spaulding after being mortised to receive the tenons on the various horizontal cross members of the underframe, and along the top surface to receive the future vertical

posts. The two new eight metre steel side plates were drilled, cleaned and primed. The underframe was reassembled on 15 September and the steel side plates were fitted the following Saturday along with the tie rods to hold the whole thing together. Attention has now turned to the two hardwood bearers or summers under the floor at each end. These timbers extend from the saloon bulkheads to the ends of the car and had been butchered to fit two-foot (610mm) gauge bogies at Goulburn. These timbers support the coupler mounts which are mortised and tenoned into the summers, so there is plenty of detailed work to be done.

The centre end floor bearers and coupler mounts were fitted in place on 3 November, and attention will now be given to fitting floorboards to the end compartments before next undertaking repairs to the roof. This will be fixed before the body sides are attended to, as advantage can be taken of the easier working environment and the workshop cranes to eventually fit the restored roof to the body.

C car 33

Works on the car body are well advanced in Bendigo, with end platform floor timbers in place. A mock up of the staircase has been fabricated in plywood as a pattern, and the drivers roof canopies and bow rails have been fitted. Ribs to support the upper deck floor have been cut to shape. The lower deck arch roof has been canvassed and is awaiting navy dressing from the paint suppliers before the upper deck floor can be fitted.



The display hall looks like a high class disco before the invited guests arrive for Tynan Motors' Mercedes-Benz C unveiling on 31 July.

Bill Parkinson

Other restorations

Works on the end platforms of Hobart 20 have commenced in Bendigo, with removal of the ceiling boards to provide the cavity for the staircases, one of which was tested in situ. The car has received a general cleanup of the loose components in the saloon, and panelling at the car ends removed to allow timber restoration to occur.

The replacement windows for Launceston No. 1 have been completed by Ross Traeger, and planning is under way for further body work to be undertaken in Bendigo when J 675 and C 33 are more advanced. We are grateful to Garth Leyton from Launceston for providing us with a line drawing of the car and other useful information, which will help with its restoration.

New Mercedes launch

Our Display Hall was hired by Tynan Motors of Sutherland for the launch of the new Mercedes-Benz C class range of cars on the evening of 31 July. The new Mercedes range was launched simultaneously at various locations around the world. Around 250 invited guests attended the launch. Our C class trams of 1896 and 1898 provided a backdrop to the proceedings which included four Italian tenors who go under the name, 'Figaro'.

The area was partly emptied of trams, carpet laid, stage and screen erected, a circular refreshment bar brought in and disco style lighting installed. The Display Hall had the feeling of a high class disco!



More than 250 guests gathered in the display hall for the launch of the Mercedes-Benz C class on 31 July.

Bill Parkinson

Our Albion tour bus stands beside the monument marking the Memorial Gates, adjacent to where the Woolloomooloo tram line terminated. Bob Merchant



State Secrets – Annual ‘Dinner’ 2007

The Museum’s Annual ‘Dinner’ for 2007 was held on 18 August and really turned out to be an event with a difference. Not only did we enjoy canapés and light refreshments in the wonderful atmosphere of the State Theatre, we also enjoyed a vintage bus tour around inner Sydney and a highly informative and in depth tour of the State Theatre.

The afternoon started in Eddy Avenue, outside Sydney Terminal where 55 museum Members and Friends gathered to await the arrival of our vintage transport for the day. Museum member David Griffith had kindly allowed us to use his restored Albion double-decker m/o 1892. The Albion is currently on display at the Sydney Bus Museum and we thank David for allowing us to use this historic bus for the tour.

Departing Eddy Avenue, we retraced, as close as possible, the former tram route to Millers Point in Sydney’s Rocks district, although The Rocks Street Market in George Street North caused a considerable diversion of our journey away from the original route. The terminus of the Millers Point line is in a picturesque town square and the original tramway waiting shed still survives here. We had a photo stop at the terminus and the Albion provided a talking point for a couple of somewhat bemused State Transit bus drivers waiting at the terminus with their modern Mercedes and Volvos.

Our next target was to follow the long closed tram line to Woolloomooloo. It is possibly the first time a Museum tour has been to Woolloomooloo. This line was one of the earliest lines to close in Sydney, doing so in 1935. During the Great War the line was used heavily as the Woolloomooloo wharves were the embarkation point for troops heading for the conflict in Europe. The coupled C class ambulance trams also regularly used the line, transporting the wounded and sick from ships to the military hospital at Randwick.

Branching from the William Street line at College Street, the Woolloomooloo line followed Haig Street down to Sir John Young Crescent and then into Cowper Wharf Road. However, as Haig Street has been totally obliterated, the bus used College Street and St Mary’s Road to reach Sir John Young Crescent and Cowper Wharf Road.

A photo stop was taken at the final Memorial Gates terminus where a monument stands to mark the location of the original gates. This gave an opportunity to photograph the bus against the background of the city skyline.

From Woolloomooloo, we took the ‘decker up through Oxford Street and Anzac Parade and visited the site of Randwick Workshops. Much of the workshops have disappeared under recent redevelopments, but enough survives to give one a sense of the immense scale of the facilities in bygone years. It was then back to Market Street in the city where we alighted to tour the State Theatre.

Sydney’s State Theatre, completed in 1929, is a lavishly decorated ‘Grand Palace’ theatre. It reflects all the confidence and brashness of the 1920s. The public areas are a feast for the eyes. Original artworks and sculptures adorn the walls, chandeliers and elegant leadlight sconces provide soft lighting effects for the rich dominant red and gold colours of the theatre. And if the lavish public areas did not get our interest, then backstage surely did.

Deep below street level is all the equipment needed to keep a theatre going. In the basement there is a World War One vintage Deutz diesel engine seized from a German U-boat as war reparations, together with a big industrial boiler needed to keep the theatre warm. There is also a vintage air-conditioning plant, complete with smelly ammonia tank. Under the Stalls are twelve long organ pipes (the rest are above the ceiling) and in the blackness, a hole which gives access to the historic Tank Stream. There are also piles of original builders’ rubble from 1929.



Our 'Dinner' tour group stand on the stage of the State Theatre with its magnificent auditorium as a backdrop. Bob Merchant

We were served tea and coffee in the foyer before the tour. Two hours later, having been expertly guided around the theatre by our own cinema historian, Ian Hanson, we adjourned to the Art Deco Stateroom Bar for finger food and drinks, a fitting end to an amazing afternoon.

Our thanks to David Critchley and Ian Hanson for organising the tour and dinner and to David Griffith for the use of Albion 1892. Thanks to Craig Parkinson who expertly drove the 'decker on the day and also to Bob Merchant for essential behind the scenes work, especially on creating the replica theatre Pass Out tickets. Special thanks to the Museum's Board, for their continuing support of events and special days and the Managers and Staff of the State Theatre and Stateroom Bar for allowing us to explore this wonderful piece of Sydney.

Fast Track to the Fifties

The Museum went back to the 1950s for our Event Day on 21 October. Tramway Street looked very impressive with a virtual traffic jam of fifties era vehicles and trams. Centrepiece of visiting displays was Dan Evans' 1957 Ansair Flxible Clipper Coach parked against the tram ramp on road two. It was surrounded by some 20 classic Holdens from the FE-FC Holden Car Club, and eight trucks and cars from the 49-62 Ford V8 Car Club. In the Railway Square Waiting Shed, Suzy Goodwin from 'Suzy's Funky Junk' set up an antique stall with some fabulous 1950s retro items. Vic Solomons also had a stall selling of a number of his railway and tramway book 'seconds' while Engadine Rovers had their usual sausage sizzle to complement our own kiosk. Adding to the Fifties atmosphere, our tram crews were dressed in authentic or replica '50s uniforms and visitors paraded in Fifties fashions. The replica uniform shirts were kindly made available by Ian Saxon, who had them made on a

San Francisco PCC 1014 passes Dan Evans' Ansair Flxible Clipper in Tramway Avenue on 21 October. David Critchley



O breakdown car 141s and ballast motor 99u make a photographic run-by during the afternoon of 21 October.

Martin Pinches



recent trip to Thailand. While the material might be modern, the colour and cut of the shirts are an exact match for the originals.

We were saved from an early failure of the public address system by the combined efforts of Adam Greaves and his father Phil. Subsequently Phil Greaves has donated two amplifiers to the Museum which will allow us to enhance the P.A. system over the next few months. We thank both Phil and Adam not only for the donation but for saving the day.

Operationally, we used Sydney P 1497 and Sydney R1 2001 as the main service cars, representing trams that would have been seen in 1950s Sydney, and San Francisco 1014 representing a tram that was seriously discussed as an option for Sydney in the 1950s. For the enthusiasts, breakdown O class 141s and ballast motor 99u made a non-passenger run to Sutherland and return. This was well received by those present, and camera shutters clicked away happily.

But perhaps the highlight of the day was the entry into service of Adelaide H 358. Thanks to the hard work of Bill Parkinson, Ian Hanson, Bill Denham and Peter Black, H 358 ran its inaugural public trip in Sydney on the 11:00am service to Sutherland followed by the 11:15am service to the Royal National Park. It is now possible to ride trams from four Australian states in Sydney. The tram performed faultlessly during the day as it shared Royal National Park duties with Sydney R1 2001.

Despite smaller than expected visitor numbers (there were many competing activities around Sydney, plus the beaches on a hot day), the event was very successful. Many thanks to David Critchley, Hayden Holmes, Frank McQuade, Peter McCallum, Sam McGuinness, Ian Saxon and Ian Hanson for their work in planning the day.

GLENREAGH

GLENREAGH MOUNTAIN RAILWAY

PO Box 104, Glenreagh, NSW 2450

www.gmr.org.au

From Greg Wilson

Restoration of W2 392

Restoration of 392 occurs between the tram's weekday running operations. At present, work is concentrated on the No. 2 driver's cab. The cab apron has been removed to allow repairs to the floor and to

assist repainting of the cab interior. The apron has been taken to a local sign writer to make up new numbers for the tram when painting is completed.

W2 370 from the NSW Southern Highlands is unloaded at Glenreagh on 2 October.

Greg Wilson



The tram took on a definite lean at one end as it settled onto the sleepers.

Greg Wilson

W2 370 starts to roll as sister car W2 392 passes in the background.

Greg Wilson



The dust settles. With the car is on its side, removal of equipment can take place.

Greg Wilson

Timber work around the bottom of the driver's sash and the adjacent side pieces has been renewed. Work is also progressing on the roof and around the destination boxes with a lot of new timber being fitted. The destination boxes and route number boxes have been repaired and now await reassembly and reinstallation in the tram.

Operations

Our mid-week charters continue to be highly successful with many groups hiring the tram for various functions. We have been particularly popular with local schools where children have been studying transportation. A typical visit involves showing them our steam locomotive and various carriages together with the rail motor we are restoring. The group then boards the tram and experiences this form of travel for themselves.

Train and tram rides added to the atmosphere and vintage appeal of Glenreagh's Timber Festival, held over the October long weekend. Many prominent axemen come to Glenreagh for the annual competitions and timber cut events.

Arrival of W2 370

The arrival on 2 October of Melbourne car W2 370 from the NSW Southern Highlands will assist the return to service of W2 447, donated to us by the Canberra Tradesmen's Union Club.

As most of the electrical and brake components from the underside of 370 will be used on 447, it was decided to roll the tram body onto its side at the time of its arrival at Glenreagh. The tram was unloaded by Mario Mencigar of Australian Train Movers and first lowered onto sleepers laid on the ground. As it settled

the tram developed a distinct twist which showed up prominently in photos taken on the day. As 370 was lifted on one side by the crane, it seemed to fight to stay upright. At one point, with the chains limp, the tram sat precariously for a short time until the footboard it was resting on gave way and it gently rolled onto its side to the sound of breaking glass and movement of seats.

Over the past weeks, 370 has had everything removed from beneath the floor of the car. These components have been marked and stored prior to fitting them to 447. We plan to remove certain other parts from 370 before the body is righted and its future decided.

Tram shed construction started

Another major piece of infrastructure to be commenced at Glenreagh is stage 1 of the construction of a shed to house our trams. Initially the building will accommodate two trams: W2 447 and in the longer term R1 1936. Provision is being made for a second stage which will allow W2 392 to be housed in the shed once the rails and associated point work are completed. Components for the shed are currently on site and concrete was poured for the foundations on 25 October.

Dual operations suspended

Everything was going well for GMR until early October. GMR's Accreditation Officer realised the Railway had serious problems with its operation and so did the Independent Transport Safety Reliability Regulator. Our dual operations have been suspended until important operating issues have been addressed. For the foreseeable future, tram operation at Glenreagh will be limited to the weekday charters or times of total fire ban when we cannot run our steam train.



Concrete is poured for stage one of the tram shed. Greg Wilson



Ballarat's car 40 decorated with flowers, stands at Depot Loop in Wendouree Parade after the Friends of the Botanic Gardens group tour on 23 September 2007.

Warren Doubleday



Sydney Tramway Museum's H car 358 operated to the northern terminus during the 1950s event on 21 October 2007.

Martin Pinches