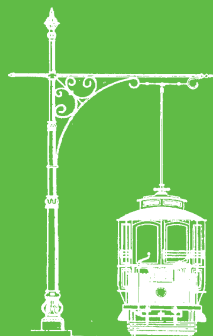


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In this issue

- Adelaide's Electric Trams

TROLLEY WIRE

AUSTRALIA'S TRAMWAY MUSEUM
MAGAZINE

FEBRUARY 2009

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In typical pose, the Sydney Tramway Museum's track gang stand aside to let Brisbane centre aisle car 180 pass on its tabled run to the northern terminus on 17 January 2009.

Matthew Geier

An omission

The following sentence was omitted from the end of the 'Melbourne Trams, 44 Years Ago' article in the November issue of *Trolley Wire*:

Thanks are expressed to Brian Carter, Ken Hall, Graham Jones and Ross Willson for the provision of information and checking of this article.

Our apologies to those concerned for this omission.

Front Cover:

SEC bogie car 26, built by Duncan & Fraser in 1917, in Nolan Street, Bendigo on 13 December 2008.

Mal Rowe

ADELAIDE'S ELECTRIC TRAMS STARTED 100 YEARS AGO

By Colin Seymour and John Radcliffe

Introduction

On 30 November 2008, the Australian Electric Transport Museum (AETM) celebrated the centenary of the first trial run of Adelaide's first electric tram at its St Kilda, SA museum site. The first electric tram line to Kensington opened on 9 March 1909 (the centenary is to be celebrated on 8 March 2009). This article traces events leading up to the introduction of electric traction in Adelaide and the building of the initial tram lines (referred to as the inner circle lines).

The horse trams

Adelaide had an extensive private horse tram system, beginning with the Adelaide and Suburban Tramway Company service that commenced operating to Kensington on 10 June 1878. It then opened lines to North Adelaide, Walkerville, Magill and Burnside, ultimately operating 90 cars with about 650 horses. Seven other companies opened lines to Henley Beach, Hindmarsh, Mitcham, Parkside, Glen Osmond, Hyde Park, Clarence Park, Paradise, Prospect and Nailsworth by about 1883. There were also isolated lines from Brighton to Glenelg, and Port Adelaide to Albert Park.

Early electric tramway proposals

By the early 1900s, the cars and tracks were becoming increasingly uncomfortable. Various schemes were proposed for a system of electric tramways for Adelaide. The first was promoted by F H Snow on behalf of the British Westinghouse Electric Company Limited of London and Manchester and Callender's Cable and Construction Company Limited of London. Under this proposal, a new electric

tramway company would buy the Adelaide and Suburban, Hindmarsh, Payneham and Paradise, Mitcham and Hyde Park companies and give their shareholders a prior right to reinvest in the new company.

Around this time, the Adelaide Corporation was supporting another proposal submitted by W J Bingham, who represented the British Electric Traction Company Limited and the Auckland Electric Tramways Company. Under this proposal, Adelaide's municipalities would indirectly become involved in the development of tramways. The proposal was controversial as the city's suburban councils had not been consulted. As it turned out, the councils would have been unable to raise the capital to purchase the existing horse tramway companies. Another group of citizens attempted to promote government acquisition and ownership of the tramways by the formation of a Public Tramways League.

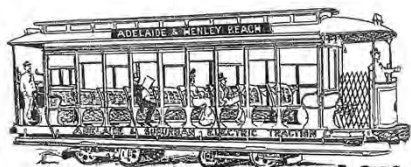
A Bill to approve the Snow scheme was passed by the South Australian Parliament on 6 December 1901. In a referendum on 8 February 1902, the Act's provisions were overwhelmingly supported. However, the subsequent processes took so long that its implementation coincided with the onset of a credit crisis. This resulted in the failure of the scheme.

By 1906 the absence of electric trams in Adelaide was becoming a matter of some embarrassment. By that year electric trams were running in all other mainland capitals as well as Hobart, Fremantle, Kalgoorlie, Bendigo and Ballarat.

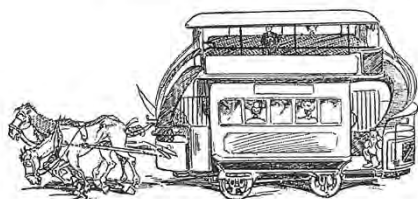
The balloon loop terminus at O'Connell Street North Adelaide, adjacent to the Caledonian Hotel which is still standing, was very quiet in 1878.



SATURDAY, FEBRUARY 8, 1902.



Those who want this Car, Vote **YES** ☒



Those who want THIS, Vote No ☐

The Name Westinghouse is a Guarantee

Ward & Pritchard, Printers, Adelaide

The Municipal Tramways Trust

In 1906, the South Australian Government negotiated to purchase the assets of the Adelaide and Suburban; Adelaide, Unley and Mitcham; Adelaide and Parkside; Adelaide and Hindmarsh; and the Adelaide and Hyde Park Tramway companies, as well as the two lines owned by Mr Charles Wilcox, namely,

Leaflets supporting for the poll on 8 February 1902 encouraged electors to vote 'yes' to support electrification, but by the time they did so, credit had dried up.

the Payneham and Paradise and Goodwood tramways. The Municipal Tramways Trust Act 1906 was passed, creating a Trust of eight members. Two were to be appointed by the Government, two by the Adelaide City Council, two to represent the Corporations of Hindmarsh, Kensington and Norwood, St. Peters, Thebarton, and Unley, and two to represent the District Councils of Burnside, Campbelltown, Mitcham, Payneham, Prospect, Walkerville, West Torrens, Woodville and Yatala South.

The Municipal Tramways Trust took control on 5 February 1907. The formal transfer of assets occurred at a ceremony in which the Treasurer, Mr A H Peake, handed a cheque for £280,372.9s. 3d to Mr A M Simpson, Chairman of the Adelaide and Suburban Tramway Company. Mr Simpson handed over a receipt and the titles of the companies.

The Engineer-in-Chief, Mr A B Moncrieff was appointed Chairman of the new MTT Board. Mr J J Bodley, formerly of the Adelaide and Suburban Tramway Company, was appointed General Manager and Secretary.

Building the tracks

The Municipal Tramways Trust appointed Mr William George Toop Goodman¹ (who became Sir William Goodman in 1932) as Chief Engineer in May 1907, and he commenced duty the following

For details of Goodman, see the Australian Dictionary of Bibliography <http://www.adb.online.anu.edu.au/biogs/A090047b.htm>



Mr Theodore Bruce, Mayor of Adelaide, turned the first sod for Adelaide's tramways on 17 May 1908 at Hackney.

The arrival of the body for the first car at Hackney evoked considerable interest.



month. Mr Bodley soon returned to the United Kingdom. From August 1908, Mr Goodman also assumed the post of General Manager, a position he was to hold until 30 June 1950.

The Trust secured the former Government Experimental Orchard at Hackney for its depot and offices. Lines close to the centre of the city, known as the 'inner circle routes', were to be electrified first, and horse cars were to continue operating beyond the electric termini to the 'outer circle' termini for the time being.

The original plans included electric lines to North Adelaide, Walkerville, Payneham, Maylands, Kensington, Marryatville, Parkside, Unley, Hyde Park, Henley Beach and Hindmarsh. Heated debate ensued about the routes to be taken by the new lines, especially through the city. After strenuous debate, it was decided to relocate the tracks in Rundle and Hindley Streets to North Terrace.

One perceptive writer suggested that the new electric tram lines should be largely laid in single track to save money, justifying his opinion in the following words: *'For one reason, it is as certain as anything human can be that within the next 25-30 years the present mode of locomotion will be superseded by some other as superior to electricity as at present applied as that is to horse traction.'*

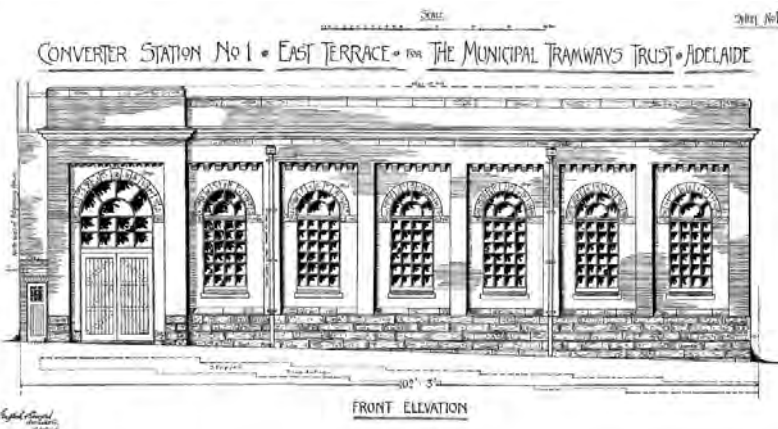
Turning the first sod

Mr Theodore Bruce, Mayor of Adelaide, turned the first sod at the Tramways new site on Hackney Road on 17 May 1908. Messrs Smith and Timms, who had been given the contract for the tracks as well as the depot, constructed them at a rate of six miles a month.

The old horse tram rails were levered out with poles. The sleepers were removed and the trackbed then ploughed with 14 horse teams. The electric tracks were laid on hardwood sleepers using rails varying from

The impressive Converter Station No. 1, which still stands in East Terrace, was a critical component of the new system.

English and Soward -
architect's drawing





Laying the grand union at the intersection of King William Street and North Terrace.

80 to 101lb per yard. Tracks in the city were finished with wood blocks, and those in the suburbs were surfaced with rolled tarred screenings.

The new construction appeared sufficiently substantial for a local commentator to inform his readers that male passengers who were periodically asked to re-rail horse cars when they left the tracks could be sure that derailments would not occur on the electric tracks.

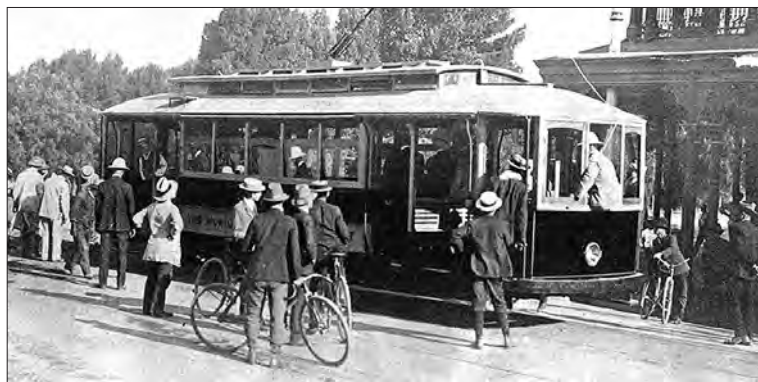
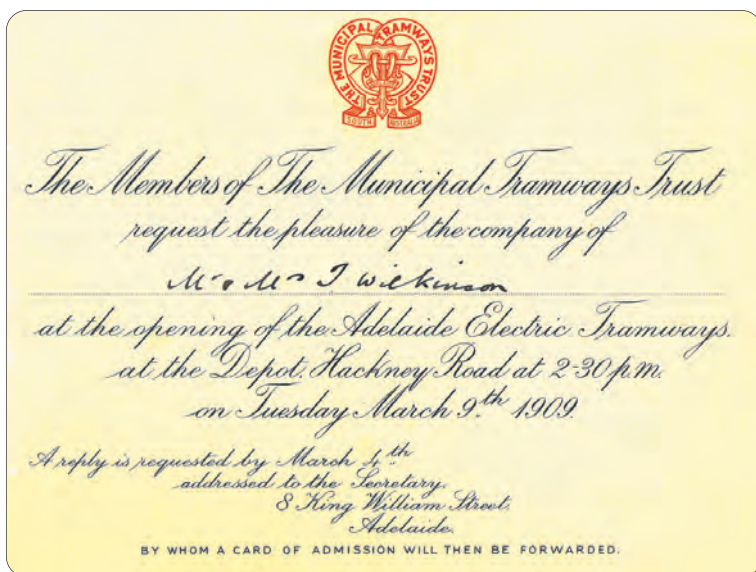
Four new bridges were built for the Henley Beach line including a viaduct over the reed beds of the River Torrens at Fulham. On the Hindmarsh route, the Thebarton and Hindmarsh Councils declined to contribute to the new bridge over the Torrens at Holland Street, so no provision was made for road traffic.

Tracklaying resulted in some unusual horse tram workings. Usually, services were operated using one



The Municipal Tramway Trust Administrative Building was built alongside the 24 bay depot at Hackney.
MTT

Formal invitations were issued for the opening procession of cars.



The first trial runs by car No. 1 on 20 November 1908, seen here in North Terrace at East Terrace, were well photographed.

The Observer

track while the other was relaid for electric trams. When cars travelling in opposite directions met, the one with the fewer passengers was derailed and pulled along the road to allow the other car to pass. The horse cars transferred to the new electric tracks as they became available.

British Insulated and Helsby Cables supplied overhead for 55 miles of track, 15 linear miles of overhead feeder cables, 20 linear miles of underground cables, and the installation of a telephone system. A battery house and converter station were built on East Terrace at the corner of Pirie Street, and these remain there today. Power was supplied by the Adelaide Electric Supply Company Limited from their adjacent power station (now the Tandanya Aboriginal Cultural Institute and gallery) until the Trust was able to complete its own power house at Port Adelaide.

The battery used was composed of 293 lead-sulphuric acid cells supplied by the English Tudor

Company. A tank to house 50 tons of acid was erected with the battery. Five 500 kW rotary converters to produce power at 600 volts DC were also included at East Terrace, which was designated No. 1 converter station. Four additional rotary converters were provided in the No. 2 converter station at Torrensville. One was initially used as a generator, being driven by a gasoline engine.

Mr H B Sibley and Mr C W Wooldridge of the firm of Messrs Garlick, Sibley and Wooldridge designed the administrative building, the depot which had 24 tracks and was 380 feet long, and associated workshop buildings with connecting traverser at Hackney.

The new cars

The first order of 100 tram car bodies was let to the well known Adelaide carriage building firm of Duncan and Fraser. Seventy cars were of the California combination type, seating 20 passengers on



The departure on 9 March 1909 of No. 1, driven from Hackney Depot by the Premier's wife, Mrs Tom Price, assisted by Mr Goodman, marked a new transport beginning for Adelaide.

crossbenches at each end and 20 seated on reversible rattan seats in the saloon. These cars, later called type A, were numbered 1-30 and 61-100. A group of 30 open toastrack cars, seating 50, were numbered 31-60, and later became type B. The cars were painted Tuscan red and cream with varnished window frames and interior woodwork. The cars ran on Brill 21E four wheel trucks and had two 33hp Westinghouse 204 motors, Westinghouse TIC controllers and magnetic track brakes.

Construction of the cars started in the machinery building of the Jubilee Exhibition Grounds, now occupied by the University of Adelaide. When the building was required for the Adelaide Show, assembly

was transferred to the first completed part of Hackney Depot.

Two trial runs were made with the first car, No. 1, on 30 November 1908, and late that evening a special demonstration trip was made for the Governor, His Excellency Sir George Le Hunte. Numerous other special trips for councillors and visiting dignitaries followed.

In January 1909 the first open car, No. 32, was delivered. During March, tourist trips for one shilling were running to Kensington for visitors in town for the Show.



The official procession turned at Gurr's Road Kensington.

The Observer

The procession arrived back in Grenfell Street to be welcomed by a large crowd.

The Observer



The handles used to drive No. 1 in the opening procession were presented to Mrs Price. The Price family made them available to the AETM for No. 1 to open the St Kilda Tramway in 1974.

The first tickets issued on 10 March 1909 were purchased by an enterprising inspector who claimed the prize. The penny ticket was on blue-green paper; the 2d ticket was pink and the 3d ticket was white. The central numerals were overprinted in red.



Henley Beach cars initially operated from the old Thebarton horse tram depot.



The official opening

The electric tramway system was officially opened on 9 March 1909, when Mrs Tom Price, wife of the Premier of South Australia, drove car No. 1 to Gurr's Road, Kensington under the guidance of Mr Goodman. Thirteen other cars followed, and the procession travelled from Hackney Depot via North Terrace, Pulteney Street and Grenfell Street to Kensington, and then returned to King William Street. Six hundred guests rode in the cars. The Mayor of Adelaide refused to attend because of perceived inadequate representation of the Adelaide City Council on the MTT Board.

That evening, Norwood Corporation commemorated the occasion with a banquet held in the Norwood Town

Hall. A special car returned late diners to Victoria Square in seven minutes to catch the last Glenelg train.

The Kensington service commenced the following day. A five minute service was provided in the morning, a three minute service in the afternoon, and a nine minute service in the late evening. The fares were one penny for each of the three sections which ended at Dequetteville Terrace, Kent Town, Edward Street, Norwood and the terminus.

The South Australian wine making firm of B Seppelt and Sons offered a prize of two guineas for the issued first tickets which are now held by the History Trust of South Australia. The prize was claimed by an enterprising tramway inspector who



North Adelaide cars connected with horse trams at the Caledonian Hotel.

purchased the tickets as the first car left the depot, there being no evident concerns about conflict of interest. Revenue on the first day of operation of the Kensington line alone was £229.15s.0d. A standing loop at Norwood Oval was first used on 22 May 1909.

On 7 April 1909, the tramway to North Adelaide was opened. Cars ran to either Victoria Square or to Kensington. The North Adelaide terminus was at the intersection of Prospect and Main North Roads. At this point, passengers transferred to horse cars to continue to Prospect or Nailsworth. Hill Street (North Adelaide) horse cars also met the electric cars at both Ward Street and Childers Street. On the same day, cars also commenced running from the City to Church Terrace, Walkerville. A single track spur line was provided for cars catering for Adelaide Oval crowds.

The lines to Payneham and to Frederick Street, Maylands opened on 5 May 1909 and that to Northgate Street, Hyde Park on 21 July 1909. This line was single track in King William Street south where it paralleled the Glenelg train.

As the electric services expanded, a new City Ticket was introduced, allowing passengers to travel between 9:00am and 4:30pm anywhere within the city bounded by North, South, East and West Terraces, for one penny. This unique ticket continued in use, albeit at an increased price of 1½d, until 1947. It reappeared for a short time in 1950, priced at 2d.

The new Marryatville tramway was opened as far as the Britannia intersection for a Mayoral Garden Party at Victoria Park Racecourse on 23 October 1909, but full services were not instituted to Marryatville until Sunday, 1 November. A special loop in Victoria Avenue (now Fullarton Road) was later provided for racecourse trams.

The Parkside and Unley (Cross Road) lines also commenced on 1 November 1909, using double track throughout. In the following football season a line was opened on 28 May 1910 in Oxford Terrace to the Unley Oval gates.

Guests alight from the first Henley car at the terminus outside the Ramsgate Hotel, Seaview Road, 23 December 1909.



The first Henley car led a procession of four over the viaduct on opening day.



Map of the inner circle routes, from the Adelaide Tramways Pocket Guide, 1910.

Henley Beach

The beaches at Glenelg, Largs and Semaphore were connected to the city by direct steam railways, but the train journey to Henley Beach involved a long roundabout journey across the sand hills from the Port line. Consequently a fast direct electric tram service was considered an essential part of the first stage of the tramway electrification scheme.

Building the line to Henley Beach presented many difficulties because of the three bridges and the viaduct required. The line from Thebarton (later Torrensville) to Henley Beach was completed before the connecting track to the City. Consequently, four toastrack cars were towed from Hackney Depot to the Thebarton Horse Car Depot by a steam traction engine. These cars were used to operate a service between Thebarton and Henley Beach beginning on 23 December 1909, just in time for the holiday season. Horse cars continued to run between Thebarton and the city until the full electric service was introduced. With the completion and opening of the Hindmarsh and Henley Beach lines on 9 March 1910, the Trust completed the first stage of its electrification program – the inner circle lines. The cost of the work averaged less than £12,000 per mile.

Historical souvenir copy of *The Critic*

The *Critic* newspaper published a special 40 page souvenir booklet to commemorate the opening of Adelaide's tramways. Titled *The Tramways of Adelaide – Past, Present and Future*, it was described as ‘a complete illustrated and historical souvenir of the Adelaide tramways from the inception of the horse

The table below gives the opening dates of the inner circle routes.

ROUTE	DATE OPENED
Kensington	9 March 1909
North Adelaide	7 April 1909
Walkerville	7 April 1909
Adelaide Oval spur line	29 May 1909
Payneham	5 May 1909
Maylands	5 May 1909
Norwood Oval standing loop	22 May 1909
Hyde Park	21 July 1909
Marrystville	1 November 1909
Unley	1 November 1909
Henley Beach (from Thebarton)	23 December 1909
Victoria Park Racecourse loop	24 January 1910
Henley Beach (from City)	9 March 1910
Hindmarsh	9 March 1910
Unley Oval	28 May 1910

trams to the inauguration of the present magnificent electric trolley car system.’ The booklet started with a full page photo of the first trial run with car No. 1 on 30 November 1908 and ended with a photo of car No. 1 leaving the depot for the first official trip to Kensington on 9 March 1909. A facsimile version of this wonderful publication was printed by the AETM in the 1970s and is still available for sale at the Tramway Museum, St Kilda.

Acknowledgement:

The assistance of Ross Willson in refereeing the text is gratefully acknowledged.

More detailed reading:

Radcliffe J C and Steele, C J M (1974) *Adelaide Road Passenger Transport 1836 – 1958* (Libraries Board of South Australia: Adelaide)

(Pictures from John Radcliffe collection unless otherwise acknowledged)



HERE AND THERE

AUSTRALIAN AND OVERSEAS NEWS

Rockhampton

Rockhampton City Council's Archer Park Museum will be celebrating an anniversary on 5 June this year with 100 years of the commencement of Purrey steam trams running in the streets of Rockhampton. There will be a wine and cheese night on Friday, 5 June followed by a Carriage Shade Capers Day on Sunday,

6 June. They will be asking that everyone come in period costumes of the early 1900s, and there may be a reduced admission on that day also.

The Purreys commenced running in Rockhampton on 5 June 1909 and ceased on 24 June 1939.

ST KILDA

AUSTRALIAN ELECTRIC TRANSPORT MUSEUM (SA) Inc

PO Box 213, Salisbury, South Australia 5108

www.tramwaymuseumadelaide.com.au

From Colin Seymour

No. 1's 100th birthday

A very busy and overall successful Special Day was held on Sunday, 30 November 2008 to celebrate No. 1's 100th birthday. No. 1 ran its first trial run along North Terrace on 30 November 1908. The aim of the day was to re-create the trial run with a few concessions to allow for more vintage vehicles. The sausage sizzle was again a huge hit, so much so that extra supplies of meat and soft drinks had to be obtained. The second-hand book stall was also very successful.

Our four A cars, Nos. 1, 15, 14 and 10 (now Ballarat 21) were on display on Road 10 out the front of the

Northern Depot. Operations started with the first tram leaving at 10.00am with a 15 minute service using cars 42, 192, 282 and 360 running until the speeches started at 1.30pm. Restaurant tram 378 ran its first public trip. Car 360 ran a shuttle service from the beach end of the yard while the speeches and recreation photos took place.

Almost a century ago, *The Critic* newspaper published a special 40 page souvenir booklet to commemorate the trial run and the official opening on 9 March 1909. The booklet describes the trial run:

Tram No. 1 awaiting its turn for glory.
Kevin Collins



- The Official 'First Car' -

Monday, November 30, was a red-letter day in Adelaide, for it witnessed the trial trip of the first electric car which Adelaide has seen. Everything turned out splendidly. The car looked symmetrical and handsome, and the electrical motor and brake attachment sustained successfully a severe working test. The first trial run was made in the morning, and a second one made in the afternoon, when the car ran from the Car Barn, at Hackney Road, as far as the Botanic Gardens' gate, and back again. In the evening – at the mystic hour of 10.15, in order to accommodate Sir George Le Hunte – the official trial took place in the presence of a large number of people. His Excellency, the Premier, and many others, were on board, and the run was made successfully.

We sent Rob Elliot of the Veteran Motorcycle Club a copy of the 'At Last' photo that appeared in the newspaper. Rob was able to identify the motor cycle as a 1903 Kelecom. As he owns an example of this type he was able to bring it to the Museum for the re-enactment ceremony, with himself dressed to suit.

At 2:30 pm after the photos were taken, Salisbury Mayor, Gillian Aldridge rode in the front cabin of tram No. 1 for its re-enactment journey. Member, John Morphet, grandson of Sir William Goodman, General Manager of the tramways from 1908 until 1950, also rode up the front. Dr Duncan McFetridge, State Shadow Minister for Transport rode in the front cabin of No. 1 for its return journey.

Tram rides continued until 7.00pm with No. 1 running several trips. Some members enjoyed refreshments until late in the evening.



A type cars 1, 15, 14 & 21 (ex 10) on Road 10.

Paul Shillabeer



The crowd listens to the speeches.
John Radcliffe

No. 1 gets ready for its re-enactment journey with vintage cycles and cars to its left.
Paul Shillabeer



Mayor, Gillian Aldridge, Driver Mike Bosworth (in period costume), John Morphet (grandson of Sir William Goodman) and John Pennack with the engineer's dustcoat and hat.
John Radcliffe

Restaurant tram 378 made its first public run on the day.

Paul Shillabeer



Mayor of Salisbury Gillian Aldridge, AETM President Colin Seymour and Shadow Transport Minister Dr Duncan McFetridge in front of the large scale 'At Last' photo of No. 1's trial run on 30 November 1908.

Trevor Triplow

The two types of trams which opened the system in March 1909: open crossbench 42 and combination car 1.

Paul Shillabeer



The crowd builds around cars 42, 192 and 282. Kevin Collins

Dr Duncan McFetridge, Museum member John Morphett, grandson of MTT General Manager Sir William Goodman and driver Michael Bosworth ready for car 1's return trip to the museum.

Trevor Triplow



E type tram No. 118

Now that the Bib and Bub cars, although incomplete, have completed their trial runs on the 21E trucks, work is now concentrating on Adelaide's E type 118.

Jack Pennack has installed a replica panel, manufactured by Husnjack Joinery, in the upper portion of the bulkhead separating the driver's compartment from the crossbench section.

Following some thorough checking of the 22E truck dimensions by Bruce Lock, it was found there are small but significant differences between the 22E trucks used on Adelaide's type D and E trams and the 22E trucks destined to be used under 118. As a result much of the truck's turntable guide rails mounted under the body have had to be modified, rebuilt or relocated.

A GE201 motor purchased from Bendigo Tramways has arrived at St Kilda and is being prepared for use under 118.

Cast bronze motor suspension bearings are receiving their final machining by Ian Seymour. Andrew Hall's father, Maurie, visited the museum on 7 November and gave valuable advice on determining the condition of the motor bearings in each of the traction motors to be used under 118.

In the workshop

Car 118's journal bearings for the motored axles have been repoured ready for re-machining. The pony axle's bearings had been completed some time ago. Two brackets for nose mounting the GE201 motors have been made from commercial angle steel, drilled and oxy cut out for clearance where required. Step brackets for 118 on the open end have been forged by an outside contractor ready for drilling and fitting.

Motor suspension bearings were machined for Ballarat Tramway Museum's car 38 at the same time as 118's were under way. Wheels have arrived from Ballarat 38 for turning, along with a spare pair of Birney wheels for Bendigo.

Motor suspension bearings have been received from Bendigo for W7 1013. They will be machined to suit each axle and motor on the car.

BALLARAT

BALLARAT TRAMWAY MUSEUM

PO Box 632, Ballarat, Victoria 3353

www.btm.org.au

From Dave Macartney

The annual Springfest lakeside market day took place on Sunday, 16 November. Thankfully this year the area around the loop was kept clear of stalls to enable the trams to run normally and with no risk to pedestrians, unlike the hazardous situation that occurred last year. This year the stalls were all concentrated around the western half of the lake; in previous years they have extended over the full six kilometre perimeter. The tramway was therefore right in the centre of the action, and a good crowd of 383 passengers for the day was carried as a result.

Saturday, 29 November saw a busy and varied day for the museum. The morning started with the 'Amazing Ballarat' orienteering event organised by Eureka Orienteers and St Patrick's College. This event involved groups of orienteers calling into the tram depot and undertaking a work task and a tram ride after being prompted by several clues. It was a bit like a car rally with the journey being undertaken on foot. The first task devised for the orienteers by Richard Gilbert was to have them pump water from a 44 gallon drum into works tram No. 8. The organisers considered this

Driver Mark McKay at the controls of No. 27, as the Museum's 2009 Christmas Tram in Wendouree Parade on Sunday 7 December 2008.

Peter Winspur



As part of an event arranged by Eureka Orienteers and St Patrick's College, orienteers had to pump water from a 44 gallon drum (200 litres) into No. 8, along with riding the tram and unravel other orienteering clues on the day.

Roger Salen

to be a novel and ideal task. Their other task was to purchase a tram ticket and have a tram ride.

The visit by the orienteers fitted well with another event being conducted at that time. This was the Great Victorian Bike Ride where 2,000 cyclists set off from the Botanic Gardens on a three day bike ride around western Victoria. The cyclists had camped in the north reserve of the Gardens overnight and their departure from there occurred progressively between 10.00am and 1.00pm. The organisers asked if the tramway museum could delay the start of the operating day until all the riders had departed the Gardens. This worked out well as the road was taken over entirely by cyclists, traffic cones and other paraphernalia. By running the orienteers' tram rides on the depot access line only, we achieved two excellent results: first, we earned revenue from the orienteers which compensated for us not being out on the Wendouree Parade track; second, the cyclists were spared the confusion of competing with our trams as well as the twice monthly Farmers' Market in Wendouree Parade. What a day! The three events resulted in us having a highly successful day, to the satisfaction of all concerned.

As Christmas approached, No. 27 was decorated in the usual manner and took up the bulk of the running until early January. During this period Bill Kingsley's 73rd birthday was celebrated using cars 33 and 40 ($33 + 40 = 73$). Various other permutations were possible, such as $13 + 27 + 33$, with some unkind person suggesting that No. 661 might be a future option!

The car parking area at the level crossing in front of the shed has finally been fenced off, as advised by the City Council a while back. Bollards have been placed at Wendouree Parade, so all staff parking is now at the Gillies Street end of the shed. Fortunately the new arrangements with the door at the rear of the shed fit in well with this change. Now all we need is a proper driveway.

Prior to the commencement of Christmas holiday running in December, attention was paid to welding a number of cracked rail joints in Wendouree Parade. Unfortunately time did not permit repairs to be made to all the joints that require excavation and the rest will have to be tackled in February. An extensive inspection of the overhead was also carried out in December.

At the depot, the museum display area has had the concrete stumps for the new flooring installed with the framing due to follow early in 2009. No. 38 received some attention with sticking doors at the No. 1 end being traced back to a sagging platform. The offending timber wedge, which had split, has been replaced. The cream paintwork on this car is in the process of being redone. Young Daniel has taken on the task of cleaning down the undersides of the fleet, an often neglected area. It is a good excuse to get really dirty.



Work to reconstruct the display area along the north wall continues. New foundations were provided recently.

Warren Doubleday

Alan Snowball straps down the wheels from No. 38 on 12 October 2008. The wheels then headed off to Adelaide and St Kilda Tramway Museum for re-profiling.

BENDIGO

BENDIGO TRAMWAYS

1 Tramways Avenue, Bendigo, Victoria 3550

www.bendigotramways.com

From Len Millar

Happy Birthday – to us!

We all like to celebrate a birthday, especially our own. At Bendigo Tramways we like to remind our fellow Bendigonians that 9 December 1972 was a special day. On that day our Talking Trams started carrying passengers, just eight months after the State Electricity Commission street tramway service closed.

In the past we have sent up to 16 cars of our fleet down Pall Mall to the centre of the city and parked them on the broad thoroughfare for an hour or so. But this year, we turned the 'City' Depot inside out in the days prior to 13 December. Some rarely-seen cars were retrieved from the Gasworks Depot and serviced. The plan was to operate the usual half hourly service, with a different tram for each run

Superintendent Darren Hutchesson became shunter for the day. His job was to set up a spare road on the fan for each incoming tram, and have the next tram ready (on another road) for the driver and conductor to depart within five minutes. Darren had the help of Tim Blythman, Simon Jenkins and Julie Cain, who also doubled as depot guides. Our passengers, who numbered more than 100 on the day, certainly had some variety.

We employed 16 different trams during the day, plus two special runs by Sydney J class car 675, a trip by

Santa's decorated tram 21 and a transfer of 976 to the Gold Mine for its usual Saturday mobile restaurant duties. Three of the service cars lacked sound systems, so the conductors were expected to 'speak up' along the route with comments about lineside attractions. This was a challenge given that the three cars (5, 26 and 122) all have somewhat noisy spur gears.

No. 976 was the first car out at 9.14am, to make space at the depot. The sequence of departures was then 33, 21, 17, 34, 31, 610, 19, 25, 30, 44, 122, 369, 675, 26, 74, 5, 675 again, 808 and 15.

We suspect that Depot Starter Anita Bagley was relieved at the end of the day that things went so smoothly. A lot of planning had been required to put it all together.

Sydney J 675 handed over

On our birthday Saturday, we took the opportunity to officially hand over to our Sydney colleagues, fully-restored Sydney J car 675. Several Sydney Tramway Museum members ventured down to Bendigo for the day, and STM Chairman Howard Clark formally accepted the gleaming product of the skills of our workshop.

Three of the original Talking Trams lined up on the depot fan for our 36th birthday celebration.

Bendigo Tramways





The donated cable tram headlight.

Bendigo Tramways

Readers have been kept up-dated of 675's progress in their successive reports in *Trolley Wire*. At the hand-over we felt quite proud of our workmanship. Visitors to our depot can see a collection of photographs of 675 that cover its progress from the start. People are amazed at the structural intricacies revealed as work progressed, as well as the finished product.

Commuter service

From 8 to 12 December, a commuter service was trialled from the Central Deborah Gold Mine to the Fountain, and from North Bendigo to the Fountain. The shuttles ran between 8:00 and 9:00am and from 5:00 to 6:00pm, and were designed to free up parking in central Bendigo. City workers could park at the mine or near three special stops along the North Bendigo line and commute for a gold coin donation for a return ticket. Adelaide H 369 looked after the southern leg down to the mine, whilst two W cars (crossing at the Lake View loop) serviced the North Bendigo section.

There was some useful publicity in the local media, and patronage, which grew as the five days passed, was

encouraging. Passenger comment was most favourable, and a petition to make the shuttle more permanent was organised. Local student Joseph Gould almost single-handedly collected some 2,000 signatures. He rode the service and stood at the Charing Cross stop accosting passers-by with a smile, a clip-board and his spiel. We look forward to presenting the petition to the City of Greater Bendigo Council and the State Government (which regulates public passenger transit arrangements) in due course. Thanks Joseph for your hard work!

Christmas and the New Year in Bendigo

On 21 December we provided a shuttle tram service to the annual Christmas Carols in Rosalind Park. Again this year the local Myer store applied extensive decorations to single trucker 21, and it ran daily trips from the depot down to Fountain stop in Pall Mall for local children to catch up with Santa at the nearby Myer department store.

Passenger numbers have been quite good in December and into the January holiday period, sometimes exceeding 400 for a day or two. Kiosk sales have also been strong.

Cable tram headlight

Recently a Melbourne cable tram headlamp was donated to us. Many thanks are due to the donor, since this very rare artefact from the once-vast and now extinct Melbourne cable tram network has now found a good home in our museum.

The kerosene lamp is in very good condition and is brown, with 'V St. 34' inscribed across the sloping panel between the lens and the flue vent. It is understood that the legend indicates that the lamp belonged to Victoria Street line dummy No. 34.

We start 'em young

The lead article and photo of the 27 December edition of the local paper, *The Advertiser*, featured our six-year-old Conductor Finn Hourigan. Finn was shown in uniform standing in front of Birney 30 and grinning happily. Finn and his father Leo are regularly rostered alongside other volunteers on the trams, but we suspect he would be at the depot at weekends whether we rostered him or not. Leo is quoted in the article, "He's just a classic little boy. He always loved trains and trams." Since moving to Bendigo from Melbourne three years ago, Finn and Leo are seen most weekends 'supervising' the trams being put to bed. Now with uniform, cap, bag and tickets, Finn is a very happy young chap selling tickets and head-counting passengers like his adult counterparts.

BYLANDS

TRAMWAY MUSEUM SOCIETY OF VICTORIA

38 Piccadilly Crescent, Keysborough Victoria 3173

www.tmsv.org.au

From Running Journal

Mitchell Shire open day a success

Saturday, 17 January was a perfect day for our open day for the residents of Mitchell Shire. Within 15 minutes of the museum being opened, our car park was overflowing and the roadside verges of Union Lane began to be lined with vehicles. The entry fee was a gold coin donation, and over 300 people came through our gates providing plenty of support. Many of the older visitors had fond memories of their younger days riding trams in Melbourne. It was surprising how many visitors originated from South Australia and took great delight in renewing acquaintance with our Glenelg car No. 373.

The suggestion to hold the event came from member John Walker, who as one of our few local members believed that there was a general lack of knowledge within the community as to our existence. The Board took up the challenge and the result was beyond expectations. Good publicity was organised through the three local newspapers, and posters were placed in strategic locations around the Shire. The event was listed on the Mitchell Shire website.

Thanks go to our dedicated volunteers who provided their assistance on the day. They included William Fedor (customer relations), Graham Jordan (OIC), Aileen Jordan (kiosk attendant), John Walker (driver), and Maggie Walker who worked hard on the sausage sizzle.

Museum operations

It has been necessary to reduce our operating days and times in an attempt to spread the load on our small and ageing workforce, so that the museum at Bylands can at least continue to operate in a reduced capacity. Attempts to attract additional support from within the membership have failed to motivate members to offer their time, to relieve the current workforce which has been stretched to the limit to keep the museum viable.

The Board agreed to reduce the number of operating days to the first and third Sundays of each calendar month, effective from 1 January 2009. It further agreed to reduce the opening hours to 11:00am to 4:30pm, the closure time of 4:30pm can be extended by demand during the summer months when daylight saving time is in use. New brochures listing our new operating days were printed and distributed before the end of 2008, as well as notations on our website.

Infrastructure rehabilitation

No major works have been commenced in the last few months. However there is still the ongoing need for maintenance and upgrading of the main line, the major task being the replacement of sleepers. This will continue when time and a suitable labour force are available.



Assisted by H373 the track gang prepare to replace another sleeper on our main line.

Michael Fedor

Work continues on repairs and alterations to the overhead at the depot fan at Bylands. In undertaking this task our former MMTB tower wagon was used to full advantage.

Michael Fedor



In the latter part of 2008, the Bendigo Tramways were contracted to undertake considerable work on our rail infrastructure, including completion of the pit shed track connection, installing additional earth return track and pole bonds, and the repair of broken welded track joints. The resultant job is a credit to those involved. However, the works proved so successful that they showed up some other deficiencies mainly associated with our traction power supply and earth returns.

Soon after the completion of the works, we experienced problems with our traction power supply dropping out at the most inappropriate times for no obvious reason. Testing of the pole mounted transformer and the substation resulted in no faults being found. Pending resolution of the issue all tram operations were suspended.

Other tests indicated that the problem may have been our earth return. As a result a new earth return cable has been installed between the main line and the substation, connecting to all tracks in both tram sheds and to the alley track. Additional track bonds have been installed where the existing bonds were suspect, and the bonds on the steel centre poles have been disconnected in case a power leakage was returning to earth through the rails. This improved the situation sufficiently for tram operations to recommence in time for the Mitchell Shire open day. Work continues in an attempt to completely resolve the issue once and for all. We appreciate the efforts of Corey Robertson, Graham Jordan, John Walker and Harry Twining for their continued efforts on this project.



Bylands depot fan on 17 January 2009 with (from left to right) SW6 963, W1 427 and Y1 612.
P. Keating



Looking from the rear of No. 2 shed between roads 4 and 5. The cars in the foreground are (at left) W7 1001 and SW6 887.

P. Keating

Museum works

In late November our most northern neighbour contacted us with a proposal to replace the boundary fence between our properties. After negotiation an agreement was reached, which included a provision that all the original ex-railway concrete fence posts removed be left on our property for use in the rebuilding the Union Lane boundary fence. The replacement northern fence was completed early in January. We now have a reasonably strong and sturdy fence line along both sides of the entire rail corridor from the Bylands site to Mc KERchers Road.

Every year, especially in the summer months, we have the need to keep the vegetation around the site in check. Usually this is in the form of grass slashing, which comes at some expense. Several years ago we allowed a local farmer to run his cattle on-site, which cleaned up the area considerably better than slashing. With the wet weather experienced last December the grass in the main museum area 'took off', so our neighbour Dennis was asked if he could place some cattle to get it down again. The cattle have done a good job, and we will not have to engage a contractor to slash this year.

Early on Christmas morning our caretaker noticed that there was no water supply to the house or the toilet block. It was found that deliberate damage had been done to the base of the water tank and outflow pipe at the Exhibition Shed, causing the tank to drain out. Repairs were completed in the first few days of January. Water has been purchased, at great expense, to replace that lost from the tank which had benefited from rain in December.

William Fedor has spent many hours revamping our display panels on the western wall of the Exhibition

Adelaide H 373 awaits its next call for service at Bylands. The special fare boards under the driver's window were once commonplace on all Adelaide trams.

P. Keating



shed. This is an ongoing project and the results so far are very impressive indeed. They attracted favourable comments on the recent Mitchell Shire open day. John Walker is presently updating or renovating damaged or faded signage around the site, with repairs also under way to our sign at the highway intersection, recently found to be damaged. Parts of the main highway signs are presently being changed to indicate our new operating days and times.

HADDON

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

From Kym Smith

SW5 849

An assessment of SW5 cars 843 and 849 during October resulted in a role reversal for these trams, with 849 becoming the preserved tram and 843 being used to provide components to assist 849's restoration. The assessment revealed that although 843 at first looked to be the better tram, significant body work had been done on 849 previously which made it a better restoration project.

After gaining approval from VicTrack to change the status of these trams, 849 replaced 843 in the Car barn and work commenced on commissioning it for operation. Once the change management paperwork had been completed 849 was made operational on 22 November 2008.



Frank Schroeders and Anthony Smith clean the undergear of SW5 849.
 Jacqui Smith



SW5 843 enters the car barn to start its new life as a preserved tram.
 Anthony Smith

Once 849 had been given a thorough cleaning, work concentrated on overhauling the door pistons using components from 849, 843 and parts obtained from Newport. A replacement lifeguard tray has been prepared for fitting to replace the one damaged in transit to Haddon.

Spare parts trams

Work on dismantling SW6 947 has continued, with 843 joining it in the same process. Numerous components from 843 and from previously dismantled trams were made available to the Ballarat Tramway Museum for use on their W3 and W4 class trams, and for use in the restoration of their 1905 Company tram. Alistair Reither, Alan Snowball and Phillip Work from Ballarat Tramway Museum assisted in removal of some of these components from 843.

Spare parts storage

Two additional former shipping containers have been purchased and installed to the east of the existing containers. These containers are being modified to house the collection of spare trucks and motors so that they are stored and protected out of the weather.

Audits, accreditation and documentation

The last quarter of 2008 was a busy time for audits, with an internal audit being undertaken and two visits from Public Transport Safety Victoria as part of the re-accreditation process.

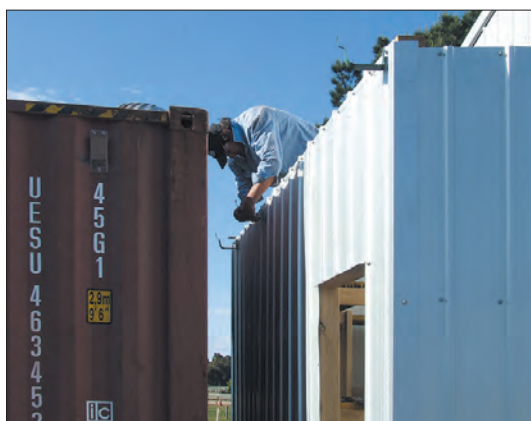
Revision 2.1 of the Safety Management System was also approved by the Committee and issued for use on 14 December 2008. Many hundreds of hours were put in to getting our SMS revised both to meet the requirements of the new Rail Safety Act and to improve the operational functionality of the system.

Overhead store and other site works

An extension had been constructed to the Tower Wagon Shed to house the spare overhead components that have been collected. Shelving was included in the construction and most of the sorted spare fittings have now been transferred from various locations around the site.

A new pole 7 has been installed to the north of the Tower Wagon Shed to allow the existing pole 7 to be removed to improve clearances in the area and to remove one of the less attractive poles on site.

Replacement skylights and ridge capping were also installed on the Car barn roof, to replace components which had deteriorated with age.



Concrete is delivered for the new pole 7 behind the Tower Wagon Shed. The pole to be replaced is near the wheelbarrow.

Anthony Smith

LEFT:

Anthony Smith overhauls one of the door pistons for SW5 849.

Jacqui Smith



W4 670 returns from the Upper Terminus with Anthony Smith at the controls, 20 September 2008.

Robert Wilson

LEFT:

Anthony Smith constructing the Overhead Store extension on the Tower Wagon Shed.

Jacqui Smith

W4 670 is ready to depart on the next trip after the return of VR 41 to the carbarn fan, 20 September 2008.

Robert Wilson



LEFT:

The replacement lifeguard tray prepared for SW5 849.

Anthony Smith

PORTLAND

PORTLAND CABLE TRAMS INC.

2A Bentinck Street, Portland, Victoria 3305

www.portlandcabletrams.com.au

From Alan Rees

RSL Water Tower shunt

In recent years, the cliff face at the RSL Water Tower shunt has suffered major slippage, such that in the past 12 months it has fallen away some four and half metres. In response, the Department of Sustainability and Environment erected a 5m exclusion zone in the vicinity of our shunting area. Fortunately we were still able at that time to shunt our grip car and saloon trailer together.

However on 18 September last year, the department increased the exclusion zone to 10m. This halved the size of our shunting area and requires us to uncouple the grip car from the trailer for shunting prior to commencing the return journey. This additional step calls for considerable physical effort on the part of some of our older volunteers.

Because of these difficulties we have decided to relocate the shunt from the east side of the water tower to the west side near Hanlon Parade. The project is likely to begin in February. Track excavation work will be undertaken by G M Carr Excavations, a Portland firm, and John Shaw and a team from Puffing Billy will carry out the trackwork. Both organisations were involved in constructing the original track prior to 2002. Funding the relocation of the shunt will be shared between the Glenelg Shire Council, the Department of Sustainability and Environment and Portland Cable Trams. Regional Development Victoria may also provide some funding.

Getting the Portland cable tram project to its current stage has involved hard work by many people and organisations including state and federal politicians. We are hopeful that relocation of the shunt will ease the workload of our volunteers and add to the enjoyment of riding on our cable tram.

Accreditation

Accreditation is proceeding satisfactorily with the Risk Register being completed in February 2008 and the Safety Management System (SMS) being submitted in May that year. There were a number of points relating to the SMS that required clarification and these have since been resolved to the satisfaction of the Department of Transport. The auditing stage was expected to be performed in January 2009.

New grip car and saloon car

A second grip car has been built from scratch. The body was constructed by Don Errey at a cost of slightly more than \$86,000. This does not include the man hours spent on its construction. When this is included the total cost of building the grip car is estimated at \$150,000. A second saloon car, No. 171, was restored by our volunteers to original condition. The work performed on both vehicles is of an exceptionally high standard and is a credit to all concerned. It took 18 months to complete the construction of the new tram set which is valued at \$330,000 by the Glenelg Shire Council.

The grip car is powered by a Cummins B Series diesel engine which drives a Sumstream pump 46. The engine was supplied by Cummins Mount Gambier which helped in building and commissioning the tram. The Sumstream pump drives two hydraulic motors which are mounted onto two Ford 9 inch limited slip differentials. Disc brakes are fitted to each wheel and these operate independently of each other. Should there be a total loss of brakes, the hydraulic system on the tram will automatically shut down, locking all wheels and stopping the tram. The chassis and wheel assembly were constructed by Sobeys Engineering in Portland at a cost of \$44,500.

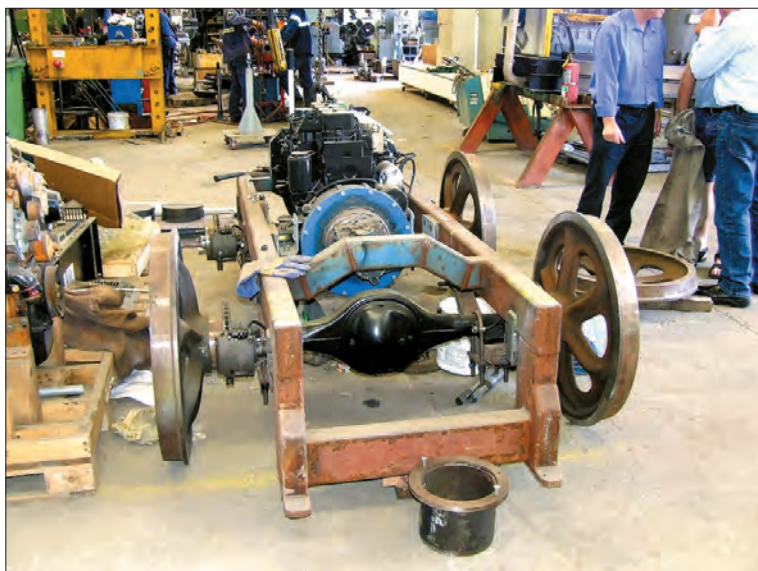
There are major differences in the general construction of our two trams. The diesel engine on our new tram generates twice the power of the original tram engine, and a push/pull throttle on the dashboard allows the driver to increase the speed of the engine for additional power. The new tram has disc brakes on each wheel and an emergency brake button on its dashboard. It also has checker plate flooring to help reduce slipping by passengers.

The new tram set has been fully accredited; the grip car receiving its accreditation on 12 September 2008 and the saloon car shortly afterwards on 2 October.

Traffic lights

We are endeavouring to have traffic signals installed at both major intersections along our line. The intersections concerned are Bentinck Street at the entrance to Henty Park where the depot is located, and at Cliff Street.

Chassis contruction at Sobey's Engineering plant, January 2008.
Alan Rees



Construction of our second grip car body, February 2008.
Portland Cable Trams

Our new grip car under test at Cliff Street intersection in September 2008.
Portland Cable Trams





Our new grip car in the depot yard on 17 August 2008.
Portland Cable Trams

The control panel and engine cover of the new grip car.
Portland Cable Trams

Portland Aluminum gave Portland Cable Trams a grant of \$7,000 to commence initial planning for installation of the traffic signals. Trafficworks Pty Ltd has provided plans for lights at both locations and these have been submitted to the Glenelg Shire Council and to VicRoads.

Patronage

Patronage for the financial year 2008-09 is down slightly on the same period in 2007-08. By January 2009, Portland Cable Trams had carried over 80,000 passengers since it commenced operation in 2002.



Trailer 171 being moved into the depot on 13 February 2009.

Alan Rees

WHITEMAN PARK

PERTH ELECTRIC TRAMWAY SOCIETY (INC)

PO Box 257, Mount Lawley, Western Australia 6929

www.pets.org.au

From Michael Stukely

Perth E class car 66

Momentum on the restoration of this historic car – Perth's official Last Tram at the closure of the system on 19 July 1958 – has again picked up and significant progress can be seen in several areas. The fully overhauled Mitsubishi motor from one of the ex-Kagoshima 77E type trucks has been returned from the engineering works. It required the manufacture of new field coils and re-metalling of the bearings. The truck centre-bearings were removed – a hard task for Graham Bedells – and sent out for servicing. The bolster rubbing-plates have also been sent out for machining. Life-guards have been fitted at both ends and made functional. The air compressor is still out for overhaul; the air tank awaits hydrostatic testing. Electrical wiring in the car body is almost complete, and under-floor wiring installation by Gareth Watts continues. Resistance grids have been sent out for surface grinding. The original sander valves were found to be too badly deteriorated for use, and W2 type gear will now be installed. All four refurbished steps into the end platforms have been attached, painted and treads applied.

Graham Bedells sands the floor of Perth E class No. 66 on 15 October in preparation for installing the floor covering treatment.

Lindsay Richardson



Sanding of the saloon floor was commenced by David Secker and completed by Graham Bedells, with excellent results. The vinyl covering was laid on 10 December. Aluminium stripping is to be applied around the floor traps. Timber runners (for beneath the seats) have been machined externally, arranged by Restoration Supervisor, Frank Edwards and Bryan Adcock. The body is to be lowered from its present elevated position on dollies, and the installation of seats can then progress.

Perth B class car 15

The appearance of this car body, which is being restored for future static display with the City of South Perth Historical Society, has been completely transformed in recent months. David Carling has completed painting in tramway green of the newly-installed exterior timber panelling below the saloon windows on the north side, with the window mullions in cream gloss. Bryan Adcock has concentrated his efforts on the east end cab, completing the installation of the new floor timbers and two side pillars with assistance from Max Hayles. Fabrication of the timber window frames for the cabs was started in October, and the fit-out of the windshields at both ends by Bryan, David, and John Budd is progressing well.

Service cars and traffic operations

W2 441 was thoroughly cleaned inside and out and returned to regular service on 17 October after the installation of two replacement motors from our recently acquired supply of spares. Its long absence was due to the failure of two of its original motors. It now performs very well indeed, and was the mainstay of our services until the start of the summer school holidays, when W7 1017 was again rostered for the seven days per week service. The multi-coloured Melbourne Sesquicentennial livery of 441 always attracts comment and questions from visitors.

The return of 441 to the roster was very welcome, as three of our ex-Melbourne cars are restricted to emergency backup status only, due to the level of wear on their wheels. W2 393 has recently been joined in this group by W4 674 and W2 329. Operations Group Committee Chairman, John Azzaro, reports that the



The derelict body of Perth Sunbeam trolley bus 869 had been stripped of useful parts and after the steel side pillars were cut, the roof was lifted off the chassis by crane on 9 July before its disposal for scrap. John Azzaro is at left, with Frank Edwards on the steadying line. The bodies of Nos. 869 and 872 were acquired in 2001 as a donation from a Gingin winery for the salvage of parts for our complete buses.

Lindsay Richardson

search is now on for replacement wheel-sets for these cars, all of which have been in regular use at Whiteman Park for over 20 years. The W2 class cars, especially, have been heavily used.

Noel Blackmore and the Engineering team have also been busy with SW2 426 which was placed on the pit in December awaiting the start of its axle-box seal replacements on the second truck. This car, too, has had a long absence from service.

While priority is given to maintaining our fleet of service cars, and the restoration of Perth 66, our two ex-Adelaide H cars 371 and 372 are not forgotten. They are both regularly powered up for maintenance purposes. The trolley pole bases have been installed on the roof of 371, the pole mounts cleaned and fitted, and two trolley poles cleaned and modified. As time

permits, this car is progressing gradually towards its recommissioning.

A new Motorman's Manual, developed by Motorman Instructor, David Brown, has been tested in use by recent trainees, and has now been adopted. It is a highly informative and useful document.

Traffic revenue continued at good levels in September and October, but an unusual number of wet operating days in November and early December produced lower patronage and poorer results.

Members' Room extension, and museum site

Removal and relocation of large quantities of stored parts and their shelving from the north-west corner of the Oketon Geddes Car barn, behind the Members'



Peter Day (left) and Tony Grose digging a trench to check rail bonds and electric cabling on Road 2 at the front doors of the Oketon Geddes Car barn on 26 November 2008.

Lindsay Richardson

Room, was carried out in August and September by Lindsay Richardson, Peter Day, Tony Grose, Ric Francis and Ern Cole. A clear area measuring 5 x 3 metres was created for the room extension. Bryan Adcock and Jack Kendall are obtaining materials to undertake the extension early in 2009. It will provide much-needed improved member accommodation, especially for the meals area.

Site clearance is progressing for construction of the proposed Electrical and Mechanical storage shed. The fence on the north side of the rear compound behind the Geddes Car barn has been replaced. The unsightly row of tree stumps that remained after the removal of vegetation along the north wall of the Lindsay Richardson Car barn has been removed. Piping for the fire reticulation water line has been installed to and past this car barn; one section remains to be installed.

Track and overhead infrastructure

Twenty steel traction poles formerly used on the Perth trolleybus system have been returned after undergoing sandblasting and anti-rust treatment, and stockpiled ready for use in the ongoing timber pole replacement program. Bracket arms are being prepared for use on the poles.

Peter Day (kneeling), Trevor Dennhardt and Tony Grose re-gauging the North points on Stockmans Triangle on 9 July 2008. The passing loop and Village line are behind them.

Lindsay Richardson



Fremantle 29 over the pit (western end) on 26 November ready for a periodic service, after running in under power using the wandering lead.

Lindsay Richardson

Work has continued along the main line on the spot replacement of rotted timber sleepers. Sleepers were replaced with steels at Mussel Pool and Bennett Brook North curve. At the Triangle, crossing timbers were replaced on the North points and the North Loop points. Track was dug up at the car barn doors to allow the old wire rail bonds to be replaced with steel plates. General maintenance including checking and tightening fishplates continues, along with the all-important greasing of curves carried out by John Shaw and Shane Parsons. Trevor Dennhardt and Lindsay Richardson have been assisted on recent occasions on track work by Peter Day, Tony Grose, Shane Parsons and John Davies.

Activities and promotional events

The Society's display team attended the annual Railfest at the Rail Transport Museum, Bassendean, in October. Car barn tours on the fourth Sunday of each

month continue to attract visitors, and are an excellent opportunity to show the collection and our current projects to the public.

An outing to Albany and Bremer Bay was organised by Beth and Tony Kelly on the October long weekend, and was attended by twelve members. New member, Chris Andrews, who lives in Albany, handed over to the group some items of tramcar woodwork that he had obtained locally. Numerous tram bodies were dispersed around the area following their removal from the caravan park at Emu Point in the 1970s. Trevor Dennhardt assisted with the driving, and gave a commentary on Albany, his old home town.

New Recruit

Latest recruit to the traffic department of the Perth Electric Tramway Society is Kwansuda Thumviaharn. Known as Kwan, she is a 25 year old university graduate from Bangkok, Thailand. In Australia on a one year work and holiday visa, Kwan wants to do voluntary work and to meet as many people as possible. A great lover of the outdoors, Kwan loves Whiteman Park and the many good walks that are on offer. Fascinated by the trams she found running through the Park, Kwan inquired about working on them. PETS accepted her readily as a trainee conductor.

Vale: Geoffrey Morrison

We record with great sadness the passing on 3 October 2008 of our esteemed member, Geoff Morrison. Geoff joined PETS in 1996-97, and his unique range of skills was quickly appreciated. He was an electrician by trade, but also a self-taught locksmith and telephone technician. He was adept at repairing TV sets, watches - in fact almost anything. He was a



Kwansuda Thumviaharn, the Society's newest recruit to the traffic department, is from Bangkok, Thailand.

Les Hunt

highly valued member of the PETS electrical and mechanical team, and took great pride in setting up and maintaining the tram servicing record cards system. He worked for some years as a motorman on the traffic roster. He served as a Councillor on the PETS Council in 1998-99 and 2000-01. Despite illness in recent years, Geoff was still a regular on Wednesdays and was busy at the carbarn only a couple of days before his passing. Geoff was a very popular and highly respected member, who will be greatly missed.

W2 No. 329 doubles as a rail transporter for the track team in May 2008. New check-rail is kicked off specially added end-bearers and the running board by Jack Kendall at Village Junction Curve.

Jack Richardson



LOFTUS

SOUTH PACIFIC ELECTRIC RAILWAY CO-OP SOCIETY

PO Box 103, Sutherland, NSW 1499

www.sydneytramway.museum.com.au

From Mike Giddey and Howard Clark

Site work

A contract painter was engaged to repaint the Miranda waiting shed, the starters cabins, signal box, bookshop car R1 1933 (now back in green and cream), the Police box and some other structures. This was made possible by a substantial donation from Ken Butt

The recently painted overhead poles – not treated since their erection in 1988 – and the well tended gardens now give the street area an inviting appearance.

The ex-Brisbane point stand was connected with underground rods and levers to the Road 4 points by Warren Howlett and Terry Thomas. The stand and all associated cover plates have been painted, completing another job with a very long gestation period.

Other items painted have included three panels on the western side of the running shed, the interior of the kiosk and all tram stops and posts along the length of the tramway. Thanks go to John McFadden, Bruce Worthington, Robert Norton and Ian Hanson for funding or carrying out these tasks.

The Railway Square waiting shed is the only building that still needs to be attended to. It is still awaiting repairs under an outstanding insurance claim.

Track and related work

Two more six-metre lengths of ex-Bondi Junction 102lb grooved rail have been laid inside the front gate on the western track. Some good loads of concrete were received during December and the concreting of this section is well advanced.

The track was excavated by hand between the gate and the Pitt Street crossing slab, the two rail joints welded, timber sleepers removed, the rails de-scaled with the small air tool and bolt-on groove installed. A 3.5 cubic metre concrete pour on 17 December saw most of this section completed.

Some further pours were carried out at the northern extent of the concrete along the western track, at times when we were not ready for more concrete near the Miranda waiting shed. Normally the area at the front gate receives priority so as to restore that area as soon as possible.

Two further sections of track drain made from old rails have been installed across the western track about 40 metres past the crossover points.

Sydney D car 117

The truck was re-assembled so that the new hornway wear plates could be accurately tack welded into

Not previously pictured in these pages was the delivery of reject concrete sleepers for the National Park line on 13 May 2008. Although unsuitable for main line railway use, they are ideal for lighter tramway traffic.

Danny Adamopoulos



position by Mick Duncan and the team. It was then disassembled again for the welding to be completed.

Geoff Spaulding is carefully crafting and fitting new seat ends in the open compartments of the car body. This is painstaking work. Fortunately, Geoff has been able to recycle some of the engineering grade Oregon from the dismantled tower from 42s for this task. There is not one blemish to be found in the grain of this fine timber, which Alan Watson has also used to turn up seat pedestals for the bench seats.

Our joinery contractor, Ross Traeger, has supplied laminated timber panels for Geoff to fit to the seat ends.

Brisbane 'Phoenix' car 548

After recent motor replacement, this well used and popular tramcar is receiving some body attention. The ever-present rust problem is again being dealt with. A small section of rust was removed and the area repainted in the correct shade of 'River Blue' on the exterior, whilst the interior is having refurbished seat squabs installed. About half the seating in this car has now been replaced, and the remainder will be recovered over the next few months. The expertise of refurbishment of the seats is being provided to the museum as a gift, thus saving a considerable sum! We express our gratitude to Tony Cliff, Darren Hutchesson and Harry Moody.

Ballarat bogie car 37

More than six months of painstaking work by the team working on this car are now beginning to show outstanding results. In mid January, after a small section of flooring was replaced with new malthoid, the whole floor area was repainted in the old SEC standard Ferric Red paving paint. The transformation of the interior of the tram is remarkable.

Over the next few weeks the refitting of the remaining grab brackets and windows will occur. This will see the completion of the interior and attention will then turn of final repainting of the exterior.

When the outside work on 37 is completed, the tram will be moved to the workshop where repairs to the roof and trolley planks will take place. At the same time the car will be lifted for repairs to bogies and other under-floor items.

During the restoration of the body by the team of four (Peter Butler, Arron Hillyer, Robert Norton and Ian Hanson) some interesting finds were noted. Car 37 was used for many years in Geelong where it ran as



Rail replacement and concreting at the front gate on 8 November 2008.

Danny Adamopoulos

car 35. Some 'Geelong graffiti' was scratched into the door of the number two end saloon, and the 1956 date was found to be still visible.

Traces of early colour schemes were also noted. The oldest paint colour found on this car is the early MMTB chocolate scheme.

Evidence of its Bendigo days, where the car ran as number 1, is apparent. The impressions of its Bendigo number are still in situ in the drop centre bulkheads.

When completed, 37 will carry special composite destination rolls including signs from Ballarat, Geelong and Bendigo. Car 37 was the only tram in the former State Electricity Commission fleet to see service on all three SEC systems, which makes it unique.

Other cars and equipment

Warren Howlett and Terry Thomas are making two new sets of covers for the switchgroups for cars O 957

Mick Duncan and Rainer Nickel guide a motor into D 117's truck while Vic Solomons operates the overhead crane.

Martin Pinches



and O/P 1089, which Frank Cuddy is painstakingly rebuilding.

42s has had both controllers connected to the wiring harness. Some preliminary work has been done on the interior of O/P 1089.

Extensive work is being carried out on the D model Bedford tower wagon and the yellow Hyster forklift. Thanks go to John McFadden and Danny Adamopoulos for donating substantial funds to finance this work and to Geoff Olsen for his role.

‘Shooting Through’ exhibition at the Museum of Sydney

A major exhibition on Sydney and its trams, entitled ‘Shooting Through’, will run at the Museum of Sydney for six months from April 2009. It has already been in the planning stages for more than twelve months.



Bill Parkinson and our CSO worker work on the coupler of Berlin 5133 on 15 November 2008.

Josh Dreves

Junior member Robert Norton is cleaning up the interior hand rails from Ballarat car 37.

Ian Hanson

We have been heavily involved in co-operating with the curators and exhibition planners, who have had access to various members, our archives, personal files and memorabilia.

Apart from the exhibition, members will be assisting with articles, talks at the Museum, and walking tours over certain sections of former tramway.

Howard Clark has been co-ordinating our support efforts, with Peter Kahn, Bill Parkinson and Vic Solomons providing major assistance. Others involved include Ben Barnes who is lending authentic uniforms, Richard Clarke for technical advice, Tony Cody with archives, David Critchley and Bob Merchant with postcards and photos, Mike Giddey for a track panel, Ian Hanson with preparation and painting of loan items, David Rawlings with overhead components, Ross Willson with historical data, Bruce Worthington with models and memorabilia and the Wednesday workshop team for equipment items, such as an overhauled trolley base destined in due course for D 117, and the banner signal.

This promises to be a most interesting exhibition. Our Museum is receiving some financial reward for our assistance, along with the donation of display cases and the restored Wynyard destination indicator board at the conclusion of the event.



A group of retirees from Sydney's northern beaches area alight at the platform at the conclusion of a trip to the Royal National Park.

Martin Pinches

Group visits by schools and seniors are an important part of the museum's traffic operations.

Martin Pinches

Our AEC Matador recovery vehicle and Type D Bedford tower Wagon were on display in Bent Street, City for the annual Motorfest on 26 January 2009.

Chris Olsen



Mario backs his trailer carrying J car 675 through the front gate of the museum on 11 February.

David Critchley



J 675 is prepared for unloading. The car was winched down the ramp and onto museum rails.

Don Campbell

On the rails by noon, J 675 was towed by ballast motor 99u to the depot where it was placed over the pit. 675 made its inaugural trial run to the northern terminus on 14 February.

Peter Neve



FERNY GROVE

BRISBANE TRAMWAY MUSEUM SOCIETY

PO Box 94, Ferny Hills, Queensland 4055

www.brisbanetramwaymuseum.org

From Peter Hyde, John Lambert and Ken Howard

Just after 5.00pm on Sunday, 16 November a ferocious storm lashed a small part of the north-west of Brisbane for about 20 minutes. The storm cell was no more than 1km wide and the most destructive area was probably only 500m wide but the Brisbane Tramway Museum grounds were at the centre of the swathe that cut across the district. Recent data from the Insurance Council indicates that over 34,000 claims have been made; 172 houses are complete write-offs and a further 750 are so badly damaged that residents had to move out.

No tree at the museum survived unscathed. Those that were not ripped out of the ground had limbs snapped off. One tree was down on the roof of the bookshop and another on the roof of the stores building. Another large gum tree shed limbs and pulled down the overhead between the points to road 4 and the depot fan. Two more came down across the perimeter fence, ripping down the chain wire and severely bending some of the fence posts. By far the most damaging incident was the large gum that fell on the roof of the substation nearly cutting the building in two. The tree was stopped from reaching the floor by the rectifier cabinets and the 11Kv transformer outside. The rectifier cabinets suffered substantial damage and one of the glass bulb rectifiers was broken. Rain saturated the high voltage switch gear and most of the spare parts that had been stored inside the substation.

The doors on No. 1 tram shed were blown in, pushing one tram back on to the one behind it. One of the steel doors ended up impaled on the trolley pole of dropcentre 341. One of the doors on the trolley bus building was blown in and was found up against the Toyota truck. All four roller doors on the main workshop were blown in (or out for the ones at the rear) though strangely there was little disturbance inside the building. Flashing was ripped of a couple of buildings including the bookshop.

Working bees concentrated initially on securing buildings and tying tarpaulins over the substation to prevent further rain damage to the equipment inside. Even though the insurance assessor has written-off the substation building, almost \$1,000 has had to be spent on substantial temporary repairs to safeguard the 11Kv switchgear and the 240/415v switchboard which supplies the whole museum complex.

The Brisbane City Council has assisted by removing most of the fallen trees from the grounds.

Total replacement of the substation is obviously going to take a long time, as even when the new building is constructed, the task of dismantling the old rectifiers and moving them piece by piece (not to mention repairing damaged parts) will be painstaking indeed. To enable trams to run again as soon as possible, it has been decided to construct a diode



This view of the picnic area taken five days after the storm shows the extent of the damage.

Ken Howard

The trolley pole on car 341 was impaled and bent by the door blown apart by the storm.

Glen Dyer



A close view of the shed door impaled by a trolley pole on dropcentre 341.

Peter Hyde

A view from above showing the bent trolley pole on car 341.

Peter Hyde

rectifier unit similar to those used by other museums in Australia. Unfortunately, the 415v power supply in the vicinity is not adequate to power such an installation using an isolating transformer. A request was therefore made through our local MP, Geoff Wilson, for the loan or donation of a second-hand 11,000/415v transformer from Energex (the local electricity supply company). This has been most generously approved.

There is an imperative for a speedy re-opening of the Museum with the 40th anniversary of the closure of the Brisbane tram network to occur on 13 April 2009.





View of the museum site from near the main entrance gate. Underground telephone lines were pulled up by the fallen tree.
John Lambert



The tree that hit the substation.
Glen Dyer



Chaos inside the substation.
John Lambert

Traction wire was brought down by this tangle of branches covering the depot fan.

John Lambert



The tree that fell on the bookshop.

John Lambert



The rear roller doors of the restoration building were blown out when the front roller doors were blown in.

John Lambert

LAUNCESTON

LAUNCESTON TRAMWAY MUSEUM SOCIETY INC.

PO Box 889, Launceston, Tasmania 7250

www.geocities.com/tramwaysociety/

Report and all photos by Robert Quinn

The museum operates regularly on Saturdays between 9:00am and 4:00pm and several good articles, including a comprehensive two-page spread, have appeared in the Launceston Examiner.

Restoration of car No.1 is progressing with the removal of the top chords from the original Brill truck. So far, one end of the steel underframe has been cleaned, primed and painted.

Many years ago the old tram shed floor was covered with timber which conceals the pit in road 1 as well as road 2. Car No. 1 is currently on a truck that is positioned on rails fastened to the wooden floor. Recently a section of the timber floor was removed to uncover the rails laid in the underlying concrete. The roadbed outside the shed was also dug out to allow track to be laid outside road 2. Completion of this work will allow car No. 1 to be rolled outside, thereby allowing further cleaning of its steel frame.



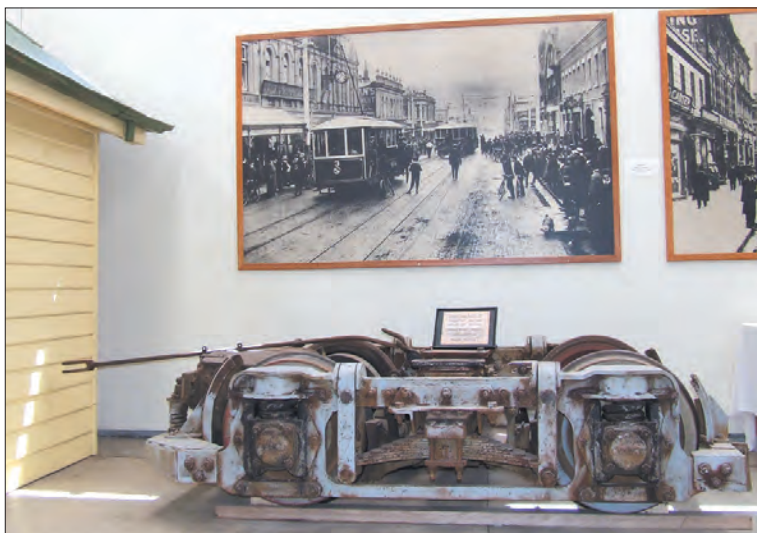
The main entrance to the Launceston Tramway Museum's display building.



The desk inside the front entrance.



This waiting shelter once protected passengers from the weather in High Street. The display in the background features each of the 29 trams in the LMT fleet.



The spare bogie for car 29 is also on display.



No 29 near the northern terminus with Aurora Stadium in the background.



Car 8 is also on display, its body almost complete, awaiting running gear.

Car 23 had many uses in its life after being disposed of by the Launceston Municipal Tramways. It is displayed as tramway museum members first sighted it, as a chook shed.



Car 23 now houses a comprehensive tramway display.

Car 1 is in the process of restoration.



Small exhibits in the display room.

A set scene – two LMT employees play cards whilst awaiting their next rostered duty. Another looks on.





Melbourne Y1 class car 610 was built by the MMTB in 1930. It is crossing Hargreaves Street as it departs from Bendigo's city depot to take up its rostered run on 13 December 2008 as part of Bendigo Tramways 36th anniversary celebrations.
Mal Rowe



Bogie car 122 was built by Duncan & Fraser in 1916 for the Hawthorn Tramways Trust. It became MMTB N class 122 and was sold in 1947 to the SECV for use in Geelong. Transferred to Bendigo in 1956, it has been restored to its former guise as MMTB car 122 and is seen here departing Bendigo depot for its rostered run on 13 December 2008.
Mal Rowe