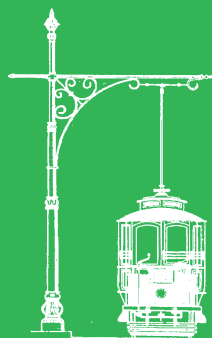


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In this issue

- Restoration of the last of a species
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TROLLEY WIRE

AUSTRALIA'S TRAMWAY MUSEUM
MAGAZINE

MAY 2009

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*J 675 has cleared the Princes Highway level crossing
and is heading back to the Sydney Tramway Museum
after making a return trip to the Royal National Park
on 22 February 2009.*

Liam Brundle

Front Cover

*Adelaide's car No. 1 emerges from the Australian Electric Transport Museum's depot at St. Kilda on 8 March 2009,
to mark the 100th anniversary of the opening of the South Australian capital's first electric tramway.*

Robert Merchant

RESTORATION OF THE LAST OF A SPECIES

Sydney J class tram 675

By Martin Pinches and Howard Clark

The restoration of the sole remaining Sydney J class tram, No. 675 was completed with the official handing over of the tram on Saturday, 13 December 2008 at Bendigo Tramways' Heritage Rail Workshops. The tram was officially returned to service by Howard Clark, the Chairman of Directors of the Sydney Tramway Museum, after being handed over by Darren Hutchesson, the Bendigo Tramways Manager at 1:45pm. The ceremonies took place in front of a large number of interested tramway enthusiasts, with a small contingent from Sydney Tramway Museum present, just prior to the car's first run on the streets of Bendigo carrying members of the public. This took place more than seventy years after the tram last ran in Sydney.

Brief early history

Of the 47 members of the J class, 42 including No. 675, were built by the Meadowbank Manufacturing Company between 1904 and 1908. Thirty five of these cars were delivered by the end of 1904 to enable the conversion of the King Street to Ocean Street cable car line to electric operation. This took place on 14 January 1905, and the majority of the J class were used on this service between King Street and Signal Station until January 1909 when the line was extended to Watson's Bay. The King Street, City end of the line was extended twice with the final terminus being the Erskine Street balloon loop at the new Balmain ferry terminal.

J 675 was placed in service on 24 December 1904 and plied the service to the Signal Station and Watson's Bay for about the next 30 years until displaced by the delivery of the first members of the new R class in late 1933. J 675 was withdrawn and stored at Leichhardt Depot on 13 April 1934, and was condemned on 10 October 1935. The car's body was sold in July 1936 for use as a shed to Mr Herb Woodroff, whose father was working at Randwick Workshops at the time.

J 675 acquired by the Sydney Tramway Museum

The acquisition of the J car body by the Sydney Tramway Museum and the history behind its purchase by Herb Woodroff was covered in a comprehensive article by Howard Clark in the May 1997 issue of Trolley Wire. Recapping briefly, Herb used the tram body as a workshop at his residence in Punchbowl and

after approaches from members of the Sydney Tramway Museum around 1988 he agreed to donate it to the Museum, the donation to take effect after his passing.

Herb passed away in 1991 aged 84. With assistance from his family the tram body was removed from the back of the house on 29 November 1996, where it had rested for over sixty years. This move was difficult as access was not possible for cranes, and the body had to be winched on a trolley down a neighbour's driveway onto a trailer before being towed to Loftus.

The restoration commences

Due to the lack of undercover storage space at Loftus the J car was kept in open storage on a pair of bogies but with the external fibro and roof covering still in place for protection. It soon became a convenient repository for loose spare parts. In 2004 a pro-rata grant of \$50,000 from the NSW Heritage Office was announced and arrangements were made for the restoration to be undertaken at Bendigo Heritage Tramway Workshop. Consequently, with cladding and unneeded contents removed, the fragile body was loaded onto Mario Mencigar of Australian Train Movers' trailer on 14 January 2005. After some strengthening bracing timbers were affixed to secure the bare body shell from possible damage on the long road trip, J 675 was safely transferred to Bendigo.

The restoration was an extremely complex project as the tram had to be virtually rebuilt from the underframe up. Fortunately the roof was in extremely good condition, with only the end bow rails requiring replacement and the side gutter rails repaired. The underframe was reasonably sound, although driver's end floor bearers were repaired, strengthened with steel sheathing or replaced as necessary, and steel was used in the central underframe area to accommodate the longer wheel base ex-Brussels truck. Replacement side frame pillars were installed by the three coachbuilders in Bendigo, Luke Jenkins, Dennis Rodda and George Stirling, and the Bendigo team. Driver's aprons were fabricated and installed in Bendigo, with window sashes made in Sydney by our joiner, Ross Traeger.

Replacement doors from a stock of N class doors at Loftus were dismantled and painstakingly restored in

J 675 in High Street (McIvor Highway) at Wattle Street, Bendigo with the cathedral as a backdrop on 13 December 2008.

Martin Pinches



Sydney by Geoff Spaulding, assisted by Howard Clark, and using, as needed, new cross rails fabricated by our joiner, Ross. These doors were very similar if not the same as those fitted to the J class which is not surprising as both types were constructed around the same time at Meadowbank Manufacturing Company. All but two of the doors were a perfect fit in Bendigo, with the others needing marginal adjustment. Other items restored off-site were original cedar E or N class seat arm rests and other panels from N cars, including solid cedar seat back mouldings, which have been stencilled with their original N car numbers. The seat frames and bulkhead panelling were made in Bendigo with bases fabricated in Sydney by Ross. An article, again by Howard Clark, in the February 2005 issue of *Trolley Wire* entitled 'Sources for J Car Restoration'

covers in detail all the work that was undertaken to source the various components for the restoration.

A Brill 21E truck was imported in 2003 from Brussels, originally from a works car, and after underframe modifications were undertaken at Bendigo it was fitted to the tram. A \$5000 grant from the NSW Heritage Office assisted with the purchase and transport of this item.

One aspect of the restoration was the decision to restore the coupling end to an open configuration as originally built. The other end was restored with driver's windscreen protection as fitted from around 1910 to all the J class. No. 675 had had this improvement fitted by 10 February 1913.



After arriving at Loftus on 11 February, Mario's truck with J 675 awaits entry to the museum for unloading.

Martin Pinches

A view of the launching of J 675 from the Railway Square Waiting Shed signal box.

Dale Budd



The Woodroff family at the launching of their father's former workshop as an operating tram.

Dale Budd

The handover of J 675 at Bendigo

Saturday, 13 December 2008 dawned wet and windy in Bendigo, very unseasonal weather for the Bendigo Vintage Tramway's 36th anniversary. However, by the time it was J 675's turn to join the festivities, the rain had partly cleared allowing the formalities to proceed and the tram to make the first of three trips carrying the public on the streets of Bendigo. The Victorian Department of Infrastructure (the accrediting body) had only authorised the operation less than 48 hours before! The magnificently restored car was the subject of many photographs taken during the afternoon.

The first trip headed off for the Gold Mine and North Bendigo at 1:50pm with a full complement of passengers, the tram being driven by Bill Jolly with Terry Boardman as conductor, both fully accredited

Bendigo tram drivers and members of the Sydney Tramway Museum.

The second trip left Bendigo Depot at 3:20pm with almost as many passengers on board, all admiring the interior timber and varnish work that had been undertaken by the staff at the Workshops. Bill and Terry shared the driving duties during the afternoon and were very 'chuffed' to have been given the privilege of driving the tram on the day.

The final journey took place after the finish of the day's public running. A trip to the Gold Mine was undertaken with the main purpose being to obtain photographs both near the fountain in Pall Mall and with the Bendigo Cathedral as a backdrop. Even the sun managed to put in an appearance on a couple of occasions, to the pleased surprise of the few

photographers that had stayed for the final trip. J 675 was also photographed with a rainbow in the background at the fountain!

The return of J 675 to Sydney

With the annual Tramway Festival being held on 22 February 2009, plans were put in place to transfer the restored tram back to Sydney and for it to be operational at the Sydney Tramway Museum on that day. Consequently Mario Mencigar was contracted to transfer the J on his purpose-built trailer, leaving Bendigo on the afternoon of 9 February with an arrival at Loftus around 11.00am on 11 February. On arrival at Loftus the tramcar was quickly and safely unloaded using a ramp and then placed over the inspection pit for safety checks to be undertaken by Maintenance Manager Bill Parkinson and Chief Engineer Richard Clarke over the next few days. A few trial runs were undertaken to ensure that the tram was mechanically and electrically sound, with no major problems being found.

Accreditation with the Rail Regulator had been organised by Richard and Bill and in due course J 675 was certified as fit to operate at Loftus.



Sydney J class 675 approaches the Princes Highway level crossing on a return journey from the Royal National Park.
Dale Budd

Official return to service

A number of interstate visitors, including a contingent from Bendigo, and members of the late Herb Woodroff's family were in attendance on Sunday, 22 February 2009. There was also a surprise visit by one of the major donors to the project, Mr Christopher Flynn and his wife from the UK. The ceremonies began around 11:15am.

Following speeches from Bendigo Tramways Manager Darren Hutchesson, the Chairman of the Museum's Board of Directors, Howard Clark and members of the late Herb Woodroff's family, J 675 was officially returned to service, 74 years after the its last operation on the streets of Sydney, with the cutting of a gold braid by Darren Hutchesson.

At the completion of these formalities, all the invited guests and donors to the restoration cost proceeded on a triumphant trip on the J to the Royal National Park in the company of another vintage Sydney tram, N 728, carrying other visitors. On the return from the Royal National Park J 675 and the N joined other vintage Sydney trams in operations carrying the many visitors who had come to Loftus to join in the festivities and ride on various trams that are usually reserved for display only.

The return to service of No. 675 marks the most intensive and costly restoration ever undertaken by the Sydney Tramway Museum. From what was only a body of a long-forgotten Sydney tramcar, devoid of all interior and exterior fittings, the Museum now has a magnificent operational tram that will be available for use at Loftus. Our thanks especially go to members of the Woodroff family for facilitating the donation of 675, to the dedicated staff and volunteers at Bendigo Tramways, NSW Heritage, and all those members and friends who volunteered their time, and particularly significant benefactors Messrs Hugh Ballment, Dale Budd, Warrington Cameron, Christopher Flynn, Bob Merchant, David Wilson, Ross Willson and Bruce Worthington, along with countless others, without whose financial contributions the restoration would not have been possible.

References

A Century of New South Wales Tramcars Volume II Electric Era 1903-1908, McCarthy and Chinn, SPER Co-op Society, Sydney and Sutherland 1968, pages 39 to 76.

Trolley Wire, May 1997 and February 2005 issues.

CINEMA TRAFFIC IN SYDNEY

In the days before television, the family entertainment was to visit the local cinema to see the latest feature film, shorts, cartoons and newsreels. Trams played a major part in taking cinema patrons home after the show. In 1938, the following list of weekday picture show and theatre special trams was published in the Tramway Weekly Notice.

Picture Show and Theatre Specials – Weekdays

The following Relief Specials are to stand by at Depots and run as directed. District Inspectors are to stand by from the undermentioned times in connection with Picture and Theatre loading:-

DOWLING STREET DEPOT

Doncaster Theatre – One Special (single O car, Mondays to Fridays, and coupled set O cars, Saturdays), from 10:40pm.

Amusu Theatre – One Special (coupled O cars), Saturdays from 10:40pm.

Clovelly Theatre – One Special (coupled O cars), Saturdays from 10:30pm

RUSHCUTTERS BAY DEPOT

Double Bay Theatre – One Special (R car), Saturdays, from 10:40pm.

Dover Road Theatre – Two Specials (R cars), Saturdays, from 10:30pm.

NEWTOWN DEPOT

Majestic Theatre (Petersham) – One Special (single O car), Saturdays, from 10:30pm.

Hurlstone Park Theatre – One Special (single O car), Saturdays, from 10:30pm.

Stanmore and Enmore Theatres – Saturdays. District Inspectors to arrange for Coursing Specials to be utilised when required.

WAVERLEY DEPOT

Regal Theatre, Bondi Junction – One Special (single O car), Mondays to Fridays, coupled O cars, Saturdays, from 10:45pm.

Star Theatre (Waverley Line) – One Special (single O car), Saturdays, from 10:45pm.

ULTIMO DEPOT

Empire Theatre (Quay Street) – No. 248 (single O car), Mondays to Thursdays from 10:30pm, No. 228 (single O car), Fridays, Depot depart 10:52pm, Quay Street depart 10:55, thence as shown in Circular Quay Ryde Timetable, and No. 239 (coupled O cars), Saturdays, to stand by from 9:30pm.

Drummoyne Theatre – One Special (coupled O cars), Saturdays, to stand by from 10:30pm.

R 1926 passes the Hoyts Theatre at Crows Nest, in Falcon Street at the corner of Alexander Street.

Photographer unknown



ROZELLE DEPOT

Marlborough Theatre (Norton Street) – One Special (single O car), Mondays to Thursdays, coupled O cars, Saturdays, from 10:30pm

Kings Theatre (Balmain) – One Special (single O car), Mondays to Thursdays and Saturdays, from 10:25pm.

Hoyts Theatre (Balmain) – One Special (single O car, Mondays to Thursdays, and coupled O cars Saturdays), from 10:30pm.

Olympia Theatre (Parramatta Road and Johnston Street) – One Special (single O car), Mondays to Thursdays and Saturdays, from 10:30pm, to be attached at Ross Street to a suitable run from Miller's Point to Leichhardt.

Haberfield Theatre – One Special (single O car), Saturdays, from 10:25pm.

Five Dock Theatre – One Special (coupled O cars), Saturdays, from 10:20pm.

Lilyfield Theatre – One Special (single O car), Saturdays, from 10:30pm.

TEMPE DEPOT

De Luxe Theatre (Marrickville) – One Special (single O car), Mondays to Fridays, coupled O cars, Saturdays, from 10:30pm.

Kings Theatre (Marrickville) – One Special (coupled O cars), Saturdays, from 10:30pm.

St Peters Theatre – One Special (coupled O cars), Saturdays, from 10:30pm

Kogarah Theatre – Two trolleybuses, Saturdays, from 10:30pm.

Ramsgate Theatre – Two trolleybuses, Saturdays, from 10:30pm.

Brighton-le-Sands Theatre – One Special (coupled cars), Saturdays, to stand by at Depot from 10:30pm to work as directed.

ENFIELD DEPOT

Hoyts Theatre, Ashfield - One Special (single O car, Mondays to Fridays, one single O car and one coupled set of O cars, Saturdays), from 10:30pm.

Burwood Palatial Theatre – Two specials (Coupled O cars), Saturdays, from 10:30pm.

Kings Theatre, Ashfield - One Special (single O car), Saturdays, from 10:30pm.

NORTH SYDNEY DEPOT

Orpheum (Cremorne) – Two specials (R and O cars, Mondays to Fridays), and three Specials (R, O and coupled E cars, Saturdays), from 10:35pm.

Crows Nest Theatre – One Special (O or R car) Mondays to Fridays, three Specials (two single O cars and coupled E cars), Saturdays, from 10:40pm.

Orpheum Theatre (North Sydney) – One Special (O or R car), Mondays to Fridays, three Special (single O cars) Saturdays, from 10:35pm.



P class 1667 passes the Kings Theatre at Marrickville.

Photographer unknown

O car 1032 passes the Royal Theatre at Willoughby. Turning from Mowbray Road into Willoughby Road, the tram is inbound from Chatswood but the rear destination indicator has not been reset.

Photographer unknown



Kinema Theatre (Mosman) – One Special (O or R car), Mondays to Fridays, one Special (coupled E cars), Saturdays, from 10:30pm.

Southern Cross Theatre (Neutral Bay) – One Special (R car), Mondays to Fridays, and one Special (O car) Saturdays, from 10:30pm.

Ridge Street Theatre – One Special (R car), Mondays to Fridays, and two Specials (single O cars) Saturdays, from 10:40pm,

Kings Theatre (Mosman) – One Special (single O car), Saturdays, from 10:25pm.

Royal Theatre (Willoughby) – One Special (single O car), Saturdays, from 10:20pm.

Kings Theatre (Chatswood) – One Special (single O car), Saturdays, from 10:20pm.

Arcadia Theatre (Chatswood) – One Special (single O car), Saturdays, from 10:20pm.

MANLY DEPOT

Rialto and Embassy Theatres – One Special (single O car), from Manly to Ethel Street, Mondays to Fridays. Stand by at Depot from 10:40pm.

Manly and Arcadia Theatres – One Special (single O car), Mondays to Fridays, from Manly to Harbord. Stand by from 10:40pm.

Saturdays – Two Specials (coupled O cars) to Balgowlah and two Specials (single O cars) to Harbord. Stand by from 10:30pm.

11:10pm trip ex Manly to Narrabeen to consist of coupled O cars.

A coupled set of O cars passes the Star Theatre in Bronte Road, Bondi Junction.

Leon Manny



HERE AND THERE

AUSTRALIAN AND OVERSEAS NEWS

Adelaide

ENTERTAINMENT CENTRE EXTENSION

Work commenced on the tramline extension on 15 April with the first task being removal of trees on the northern side of North Terrace to make way for the widened boulevard.

The SA Government has indicated that the project will be completed by early 2010. Due to the size of the project, which includes the need to build a new tramway bridge over seven railway tracks, construction will take considerably longer than was the case for the previous extension. EDI Downer and Thiess have been awarded the main contracts for the current project.

CONSTRUCTION OF SOUTH ROAD TRAM OVERPASS

The State Government has appointed McConnell Dowell Constructors to build an overpass to take Glenelg trams over South Road, near the Gallipoli underpass at Anzac Highway. Construction of the overpass, to cost \$32 million, will begin in May and is set to be completed in December.

Transport Minister Patrick Conlon said the overpass was part of the Government's commitment to a non-stop, north-south traffic corridor from Darlington to the Port River Expressway. Tram services will continue to run during construction and the project will include a shared-use bicycle and pedestrian overpass.

TRAM NETWORK VISION UNVEILED FOR SUBURBS

A \$779 million 'vision' for a tram network across the western suburbs of Adelaide has been unveiled by local councils. The plan which incorporates routes from the city to Adelaide airport and along Grange Road to Grange is a key feature of a report from Melbourne consultants Linqage International.

Jointly commissioned by Port Adelaide Enfield, West Torrens, Charles Sturt, Holdfast Bay and Adelaide councils. The scoping study calls for an extensive network of tracks to be established north and west of the city. The network would use 36 trams.

Linqage director Chris LeMarshall said trams were an ideal means of public transport for Adelaide. "And

unless you invest in a decent public transport system ... Adelaide is going to be gridlocked in about five years," he said. "We have calculated that 14 trams will replace 30 buses every peak hour. They are a much, much more efficient way of moving people and they put out about a quarter of the emissions of buses."

Mr LeMarshall said a tram route to the Adelaide Airport was "ripe for the picking". "The airport has something like 22 million people movements a year, which is perfect for trams." He said the fastest route was down Richmond Road, avoiding the high traffic density and major intersections on Sir Donald Bradman Drive. Part of Prospect Road was also identified as a priority route, while another with potential was Grange Road. "There is a lot of schools down there, the population density is right and you would reach more passengers as opposed to the current railway line, most of which goes through a golf course."

The Executive Director of South Australia's Office of Major Projects and Infrastructure, Rod Hook, said Adelaide commuters had "voted with their feet" in support of the 2007 extension from Victoria Square to North Terrace. The Government had since committed to the 2.8 km extension from North Terrace to the Entertainment Centre and the coast to coast network from Glenelg to Semaphore via the city.

"We have had a number of councils putting their hands up saying we would love you to come to our area," he said. "We may see in the future, trams looping around other roads around the city. There may be instances further down the track where trams go on other roads, but that is not part of the current government's decision."

David Goldsmith

Hong Kong

Wharf Transport Investments Limited, a subsidiary of The Wharf (Holdings) Limited, and Veolia Transport China Limited, a subsidiary of French water, waste and transportation giant Veolia Environnement SA, signed an agreement on 7 April 2009 to form a

50-50 partnership to operate Hong Kong Tramways. Veolia said it has an option to buy the remaining stake in the tram operator, but has no immediate plans to do so.

Bruno Charrade, head of operations for Veolia Transport China, said running the Hong Kong tram would help provide know-how as it builds an urban rail business in China. "Operating the light rail system in Hong Kong will give us the knowledge and expertise in mainland China. That is strategically why we chose to start in Hong Kong," he told a news conference.

Hong Kong's trams, which stop an average of every 250 metres, have been eclipsed in terms of technology by the city's modern subway system. However they still attract an average of 230,000 passengers a day who pay about A\$0.35 per ride. Fares have not been raised for 11 years, while passenger numbers are up 4.7% in the six months since October 2008.

Like the Star Ferry, which is also run by Wharf Transport Investments, Hong Kong's tram system is a popular tourist attraction. The trams generated about A\$27 million in passenger fares last year and an additional A\$9 million in advertising revenue.

No financial details were available about the deal which was expected to be relatively small for both Wharf Transport Investments and Veolia. The overall turnover of Wharf Transport Investments last year was over A\$350 million.

Hong Kong Tramways has 161 passenger trams and a work force of 700. Its trams operate from two depots, and its six routes total 30 km. There are 118 tram stops from Shau Kei to Kennedy Town. The system has the largest fleet of double-decker tram cars in the world.

Stephen Aldred and Sui-Lee Wee

Book Reviews

HOBART'S TRAM TRILOGY

By David Kirby

Published by Hobart City Council, 2008

GPO Box 503, Hobart Tasmania 7001

ISBN 978-0-9805139-5-0 hard cover

ISBN 978-0-9805139-6-7 soft cover

560 pages (200 x 290mm)

RRP \$60 soft cover; limited hard cover RRP \$100 (plus postage)

It is fitting to note at the outset that David Kirby had a distinguished career of some 40 years, serving the Government and people of Tasmania. His career culminated in his appointment in 1984 as the state's Auditor General, a position he held until his retirement in 1991. Previously he served as a member and Deputy Chairman of the Metropolitan Transport Trust from 1977 to 1984.

What hardly anyone knew was that this skilled professional was a closet historian and author who took it upon himself to undertake following retirement some 14 years of painstaking research. After 17 years, this came to fruition as a wonderful book, with enthusiastic support from the Hobart City Council. David Kirby accessed information far and wide, including sources well outside his home state, to produce the book.

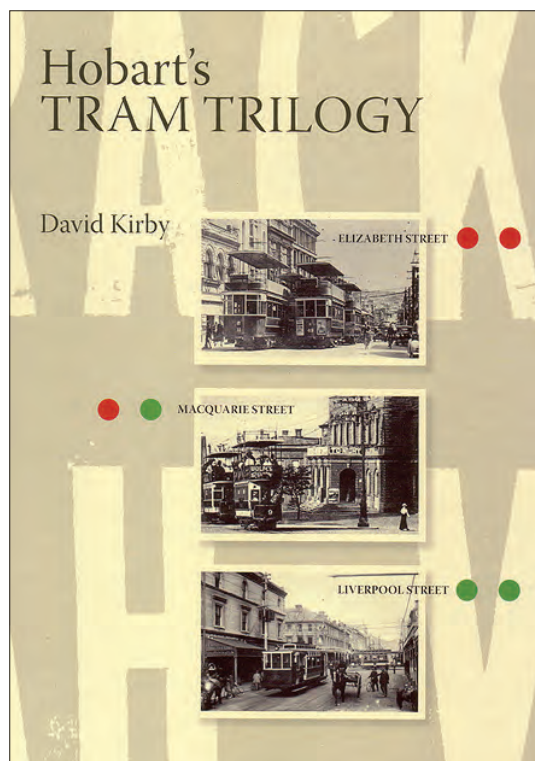
Originally planned as a series of three books, the works have been incorporated into one huge book of some 560 pages. It is no doubt heavier but of much more informative and intrinsic value than the Hobart telephone directory.

This is the most comprehensive and widely researched transport history your reviewer has ever



South Caulfield Junction is the most southerly tram junction in Melbourne. Over the Easter weekend the junction was re-laid to allow East Brighton trams to run in and out of Glenhuntly depot without having to shunt at this very busy intersection. The former crossover was removed and replaced by additional curves from Hawthorn Road into Glenhuntly Road.

Steven Altham



encountered. There is great insight into the early days, commencing with the Hobart Electric Tramway Company Limited in 1893, until 1913 when the Hobart Municipal Tramways took over. Developments are tracked throughout, until the demise of the trams in 1960.

The three individual tables of contents, marking the divisions in this book, are an informative guide as to what follows in each section. Unfortunately there is a degree of overlap, particularly in the first two sections, which clearly posed an issue when the planned series was amalgamated. This does not detract from the relevance of the research if one chooses to read the book as three separate episodes.

It is extraordinary how the reader can be almost brought into the life and career of Arthur Charles Parker, an extraordinarily bright electrical engineer who, at the age of 31, arrived in Hobart in 1892, charged with the responsibility of installing the new tramway system by his employer, Siemens. Essentially, Parker remained in charge until 1919, when ill health brought about his retirement, prior to his death in 1920. In between, the author captures many fascinating episodes, including the revelation long afterwards that, when staff wages were reduced in a period of economic downturn, Parker, without notice, worked for several months without drawing any salary!

There are many interesting anecdotes and stories throughout the book, including information on various 'Tea Gardens', serving strawberries and cream near terminus points; references to the camaraderie of passengers and good natured banter with staff on the trams; issues with young enthusiastic and less experienced drivers racing down hills whilst the older drivers were away at war; one man trams; visitors impressions compared with Melbourne's cable cars, and so on.

There are many excellent photos in the book. Regrettably, many should have been larger, although no doubt due to space considerations, it was deemed more important to include a greater selection which provides a broader public record for future generations to absorb.

The book is written in the overall historical and sociological sense which includes the more complex people issues and stories which brings the chronicle to life, rather than the usual statistical approach detailed in most transport histories. One source of uncertainty on my part; is the constant use by the author of his 'third person' commentary. In some instances this seems fitting, and in others not quite so.

I did like to see the current day photo of the well restored car 39 with the author and his grandson. This brings the book to the present day, and demonstrates the support the Hobart City Council has given to restoring some of their tramway heritage to its former glory. Another pleasing aspect of the book is the extensive detail in the appendices and bibliography, particularly the chronological order of appearance of tramcars revealing the long established habit, somewhat unique to Hobart, and thoroughly described in the book, of introducing a new car to service with the same number as the replaced car.

The excellent map by David Jones and the other two appendices showing key personnel and conversion tables are clear, and the fitting 'VALE!' to the two key managers, who served Hobart Tramways for most of its duration, wraps up an excellent work, worthy of any discerning historian's bookshelf.

Howard R. Clark

SHOOTING THROUGH - SYDNEY BY TRAM

By C. Butler-Bowdon, A. Campbell and H. Clark
Published by Historic Houses Trust of NSW, 2009
10 Macquarie Street, Sydney NSW 2001
ISBN 97818769991333

28 pages, B6 (176 x 125 mm) hard bound
RRP \$24.95 (plus postage) from the Historic Houses Trust (www.hht.nsw.gov.au)

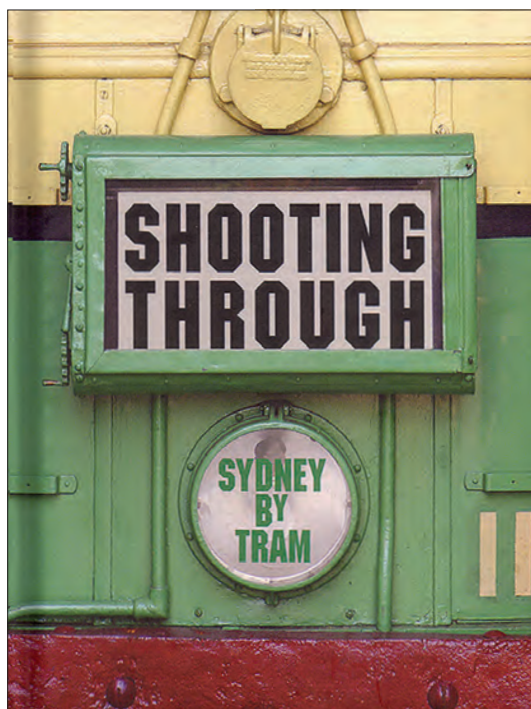
Shooting Through has been published by the Museum of Sydney in association with the exhibition *Shooting Through: Sydney by Tram* of which Ms C. Butler-Bowdon and Ms A. Campbell are the curators. The period of the exhibition is 4 April to 18 October 2009. The book and the exhibition were produced in close association with the Sydney Tramway Museum.

Fairfax Photos were a sponsor and have contributed many excellent views which greatly enhance the book's value. Two which must attract attention show heavily loaded O class No. 829, probably at Darlinghurst Junction, in 1949 and a line of trams in Pitt Street the leading one being an N car bound for Erskineville. Another view from 1940 shows a loaded O car with a soldier riding in the driver's cab. There are quite spectacular views of a range of accidents which will appeal to many readers.

The book comprises an essay by the two curators outlining the history of the tramways and in which they draw attention to the undertaking's distinctive and unusual features. This is followed by a personal account contributed by Howard Clark of his involvement over more than 50 years with Sydney trams and outlining the various operational practices the combination of which had no parallel elsewhere.

Many of the photographs have probably never been previously published. One taken in the rain shows cable trams at King and George Streets and another shows them at Ocean Street, Edgecliff. There is a watercolour painting showing a steam tram on the first night of operation in 1879. In the case of photographs inevitably familiar, modern technology means that the quality of reproduction is much better than was previously possible. Thus views of men constructing bogie combination cars at Clyde Engineering's works, of the electrical shop at Randwick and of Alfred Street, Circular Quay and Railway Square take on a fresh dimension. Another example shows O class No. 1106 on the first trip across the Sydney Harbour Bridge in previously unavailable clarity.

The quality of colour merits particular commendation. The matches of shades are exact and make the book even more evocative. These faithful matches apply particularly to the representations of tickets and ticket cases, cap badges and the coloured destination symbols which may well be the most instantly recognisable memento of the system. There are facsimiles of land sale advertisements and cinema advertisements featuring trams as well as the signage at Wynyard tram station. Others reproduce posters exhorting people to take up work as conductors and not to evade payment of fares and to watch one's step when leaving tram. Of additional interest are the admonitory



signs and tram stops which were painted red with white lettering.

Other features include reproduced coloured postcards and enthusiasts' photographs while perhaps the saddest is that of a line of P class trams being burnt at Randwick in 1959.

This book represents a significant achievement for all concerned. It could be described as a sampler of the essential features of the Sydney tramway system. In addition to the appeal engendered by its attractive appearance and presentation, such is its intrinsic value that it can be recommended to anyone with the slightest or the most profound interest in this subject.

Ross K. Willson

TRAM IMAGES of a journey through Australia and New Zealand

By Hugh Ballment

Published by Transit Australia Publishing, 2009

GPO Box 1017, Sydney NSW 2001

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120 pages A4 (210 x 297mm)

RRP \$39.95 (plus postage)

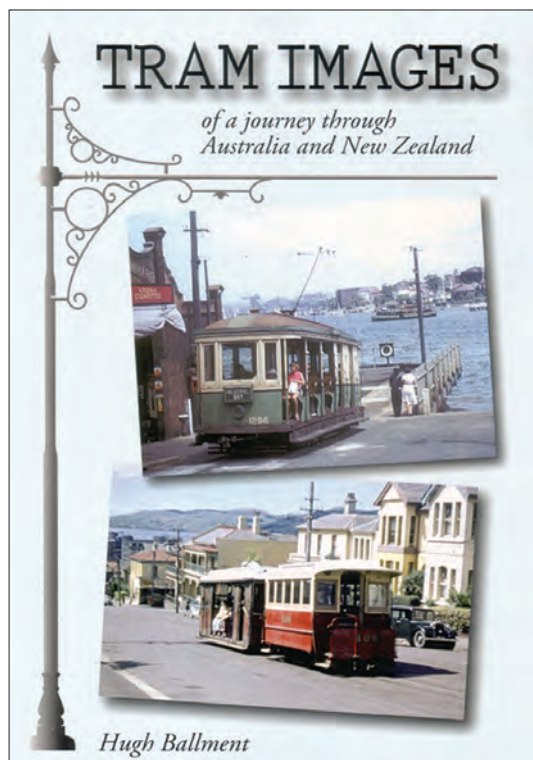
The author is a life-long tramway enthusiast and light rail advocate, living in Melbourne, having spent

his early years in Sydney. As mentioned in the Preface, his interest in public transport and tramways started in the early 1950s, about the time of wholesale closures of tram systems.

Purchasers of this book will be delighted that Hugh decided to share some of his collection of photos, early colour slides, and postcards of all Australian and New Zealand cities which operated trams in this refreshingly different book.

If readers are expecting a detailed history, this will not be the book for them. It commences with a double page spread of early postcards, depicting various opening ceremonies and fanfare, before taking the reader on a journey with Hugh covering each city in alphabetical sequence.

What is neatly shown by the name of each city is a diagrammatic image of Australia and New Zealand, with the locality highlighted and the city pinpointed in red. The name of the operator, the gauge, opening and closing dates and system size are referred to here. It is necessary to first read the preface to determine the key to these descriptions. Further details of each city and topography and other items of interest are contained in an appendix.



There are some neat touches within the pages. For instance the author has carefully ensured that facsimiles of tickets used in each city are depicted. Another quaint touch is the use of self explanatory keyhole images here and there, along with generally clear captions to photos.

Other oddities and special features, including contending with the elements, the passengers, the staff, signal boxes, royal occasions, works cars, Sydney Harbour Bridge, signs and many others, bookend the volume.

The reproduction quality of the photos and general layout of the book is of a high standard, particularly of the many rare coloured postcards spread throughout. Of necessity there is some minor repetition of similar scenes in a couple of areas, where the author clearly had limited choice. However he can be excused for this, particularly with the images of working ballast motors in Sydney, many not published before. Equally some pictures could have been sharper, had the author chosen to use images supplied by others. However that would have watered down the 'raison d'être' of his work, and he is to be congratulated for sticking to his own personal journey with this unique production.

Overall this is a well presented and informative book, bringing within its pages a snapshot of tramways throughout Australia and New Zealand. It is an ideal quick reference tome for the bookshelf, or an excellent gift for an enthusiast overseas.

Howard R. Clark

Obituary: David Keenan

David Robert Keenan was born on 31 March 1940 and died on 2 April 2009 following a period of prolonged and serious illness. With the accelerating onset of dementia in his last three years and the deterioration in his general health, regrettably he had to leave his home and was confined to a nursing home from around the middle of 2008. His death represents a significant loss to those who were close to him over many years, and to people concerned with the recording of material relating to the history and operations of Australian tramways, or who shared experiences with him.

The level of his energy and enthusiasm enabled David to achieve much, and to complete significant projects about which others have only talked in broad outline. He set out to document the complete history of electric tramways in New South Wales, a task which took twenty years. The initial work was *Tramways of Sydney* (1979), an umbrella book, the object of which

was to assemble the basic data relating to this historically significant undertaking, with detailed line histories to follow.

David was conscientious, dedicated and skilled in pursuing research tasks extending over a wide area. The task of locating rare photographs from obscure sources represented a particular application of his tenacity of purpose. A classic example was in planning for the cover of South Western Lines. David wanted to depict King Street, Newtown showing the experimental double deck car, instead of an image he had of other cars in that location. Without any such photo he had arranged for a commercial artist to overlay a sketch of the desired car in the scene. Such, however, was his happy knack of timing that one of his postcard collector friends sourced in the nick of time, an authentic image of the car in that location, and David was able to dispense with the artist's prospective work.

David was a giving and generous person in many ways. To many he was a private, almost reclusive, and shy person who did not see the need to share his privacy with others if it was outside the task at hand. However it was never too much trouble for him to share research material with others. He was always a trusting person, and sadly in latter years, he was apparently taken advantage of by some unknown individuals until steps were taken by his partner to protect him from further exploitation.

David's prolific output represented a formidable contribution to Australian transport history which nobody else will probably even attempt to emulate. His own books, together with those with which he was closely associated, comprised:

Brisbane Tramways the Last Decade (published in 1977, and since reprinted four times)

The City Lines of the Sydney Tramway System (1991)

The Enfield Lines (1971)

First Stop Central (1964)

The Eastern Lines of the Sydney Tramway System (1989, reprinted once)

The Green Lines (1966)

The Manly Lines of the Sydney Tramway System (1995)

Melbourne Tramways (1985)

Melbourne Tramways in 1974 (1974)

The North Sydney Lines of the Sydney Tramway System (1987, reprinted once)

The Red Lines (1970)

The Rockdale and Enfield Lines of the Sydney Tramway System (1994)

The Ryde Line of the Sydney Tramway System including the Pyrmont, Erskineville and Ryde Station Lines (1988)

The South Eastern Lines of the Sydney Tramway System (1982)

The South Western Lines of the Sydney Tramway System (1992)

Tramways of Sydney (1979, reprinted three times)

The Watson's Bay Line of the Sydney Tramway System (1990)

The Western Lines of the Sydney Tramway System (1993)

Tramways of Newcastle (1999)

In addition, he did much to facilitate the production of Hobart Electric Tramways in 1960. He succeeded Bob Young as Editor of *Electric Traction* in March 1960, a position he held until January 1969. In this period his first major work, as joint author, was the production of *First Stop Central*, produced in 1964, after some two years in planning and research. During his time as editor, with others, he serialised tramway line histories in *Electric Traction* which later became the trio of books covering the Green, Red and Enfield Lines, published between 1966 and 1971. He also contributed much editorial skill in assisting with the elevation of the articles written from 1968, relating to the history of the Glenelg tramline in Adelaide, into book form as *Rails to the Bay*, in 1971. In subsequent years he continued to contribute much material to *Electric Traction*, *ET* and *Transit Australia*.

A conspicuous achievement was the preparation of detailed hand drawn track maps of tramways, a task which in the early 1960s and subsequently had to be done the hard way involving walking and driving over the tram lines of those other cities which still had trams, to ensure complete accuracy of detail. These cartographic skills, which were self taught, came from researching and checking various styles he had noted in other publications, until he developed the familiar format we came to enjoy alongside his printed works. His maps of the Sydney suburban and interurban network prepared for the astonishing achievement *First Stop Central* have never been surpassed. It was claimed at the time that the Commissioner for Railways was amazed to learn that two young transport enthusiasts had been able to amass so much intrinsically useful data about the electric railway system.

David had detailed knowledge of tramway undertakings in other Australian, New Zealand, British and US cities, and collected many history books dealing with British and US tramway, electric railway and subway systems. His knowledge, in particular, of the operating aspects of the Brisbane and Melbourne

Tramways was vast and the three books on these two cities have not been matched since. In 1975, he established with Howard Clark, the business entity, Transit Press, under which all books after that date were published. He made several overseas trips for the purpose of enhancing his knowledge of developments in the field of public transport. This included visits to a number of British cities, where he gained much useful comparative data on operational, timetabling and ticketing systems applicable to bus operations in those cities, as well as the then newly established light rail applications in Croydon, Manchester and Sheffield. There is no doubt he applied this information to the benefit of his employer upon his return.

David's photographic skills and knowledge of the working timetables facilitated the task of photographing tram, train and trolleybus on unusual and business period workings. The photographs were indexed in such a way that he could readily locate a view by reference either to the vehicle number, the date, or the location. Generally, he was not a 'tram number' photographer, and his interest lay in photographing trams (or locating historical images) in their operating environment, by 'mapping' a particular line from one end to the other. Although not known for his athletic activities, (which included dislocating his knee on one occasion trying to scale a wire rail boundary fence), over the years he would have walked every inch (at least once) of the Sydney system from 1955 and the Brisbane and Melbourne systems, as well as the Glenelg line. His planning for books, such as *Melbourne Tramways*, usually included a listing of photographic requirements at specific locations, and this often entailed a long patient wait, until the desired photo was obtained. He also drew representations

(miniature) of NSW tram and trolleybus destination signs including coloured symbols and lettering.

David joined the Department of Government Transport when he left school in 1955 and worked with that organisation and its three statutory successors until his retirement in 2005. Throughout nearly all this period he was involved with traffic and timetabling issues as well as arranging services in connection with special sporting and similar events. It is notable that his initials appeared on the last working timetable issued for the La Perouse and Maroubra trams, produced in late 1960. In his publications, he concentrated on these service or traffic issues, being less concerned with the treatment of social, political and engineering aspects. His real interest lay with traffic matters.

One hope, tragically now never to be fulfilled, was to produce a comprehensive work dealing with the organisation and operation of a large tramway undertaking.

Friends and colleagues from State Transit were well represented at his funeral service on 9 April 2009 at Botany Crematorium, as were a number of those in the rail fraternity who were associated with him over the years.

Our condolences and sympathies are extended to David's partner of more than 35 years, Sam Hash, and to Sam's sister, Amelia and to her caring daughters and family members, to whom David was family. Sadly they have lost a caring and thoughtful person who has been such a part of their lives.

Ross Willson, with Howard Clark



The restoration by Hobart City Council of Hobart bogie car 118 is progressing well. Unrestored car 133, also owned by the council can be seen behind 118.

Jeremy Kays

COTMA

COUNCIL OF TRAMWAY MUSEUMS OF AUSTRALASIA
 PO Box 61, Carlton South, Victoria 3053 www.cotma.org.au

Conference in Wellington in 2010

The COTMA Conference in Wellington, New Zealand, is planned to commence on the evening of Thursday, 16 September 2010. From Friday through to the following Monday, there will be conference sessions and activities that will include a visit to Wellington Tramway Museum, a trolleybus tour and the COTMA Conference General Meeting.

A mostly self-arranged pre-conference visit will be organised to Christchurch as well as a post-conference tour that will finish in Auckland the following weekend. Accommodation during the conference itself

will be in the Wellington city area. Organisation of the conference is being led by Bryce Pender of the Wellington Tramway Museum.

The 2010 conference is timed for the last weeks of the school term so it is hoped that those with young and school aged children can attend.

For further information or to register an expression of interest please email Bryce on
cotma2010@paradise.net.nz

ST KILDA

AUSTRALIAN ELECTRIC TRANSPORT MUSEUM (SA) Inc
 PO Box 213, Salisbury, South Australia 5108 www.trammuseumadelaide.com.au

From Colin Seymour

Centenary of first electric tram line

The centenary of Adelaide's first electric tram line down the Parade to Kensington on 9 March 1909 was celebrated at the Museum on Sunday, 8 March 2009.

The electric tramway system was officially opened at 2:30pm 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 Tramways General Manager, Mr Goodman. The Premier, Mr Tom Price was ill and unable to attend. 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 where the cars then reversed direction to return to Hackney Depot for afternoon tea. Six hundred guests rode in the cars.

For the celebrations 100 years later, the Museum gates opened at 10:00am. In a departure from recent special event days, trams were run in convoys, instead of single units passing at the loop. The morning and early afternoon convoys were 111-192, 186-360 and

264-282. This proved very popular with the public, especially the two drop-centre cars. Car 186 was withdrawn from traffic at 12:30pm to keep Road 2 free for the later appearance of cars 1 and 42. The Adelaide Model Rail Operators again set up an excellent model tram layout in the Northern Depot.

Just before 2:00pm, our special guests arrived:

- Hon. Patrick Conlon MP, Minister for Transport, Infrastructure and Energy
- Michael Harbison, The Right Honourable the Lord Mayor, Adelaide City Council
- Robert Bria, Mayor, Norwood Payneham and St Peters Council
- Mark Butler MP, Federal Member for Port Adelaide
- Tony Zappia MP, Federal Member for Makin
- Hon. Duncan McFetridge, Shadow Minister for Transport



From left to right, Robert Bria, Michael Harbison, Colin Seymour and Duncan McFetridge on the speech dais.
Paul Shillabeer

The H type tram front display and controls proved a perfect platform for the speeches from the President, Transport Minister, Lord Mayor and Mayor of Norwood Payneham and St Peters.

At 2:30pm the crowd moved to the front of Road 2 where the doors had been opened to reveal a decorated car 1.

Hon. Patrick Conlon MP, Minister for Transport, was handed the original handles used to drive No. 1 by Mrs Price. Car 1 was then driven out of the shed followed by car 42 (representing the toastrack trams which also took part in the original opening). Cars 192 and 282 then joined the official convoy to the Playground.

Upon return, guests joined the President for afternoon tea in the museum kiosk where a commemorative birthday cake was cut. Cars 1 and 42 continued to run in convoy during the afternoon.

ABC television news filmed the event. Our good friend, Brenton Ragless, Channel 9's weekday weather



The birthday cake was almost too good to eat.
Paul Shillabeer



Visitors listen to the speeches from inside H 362.
John Radcliffe

Left to right, Colin Seymour, Michael Harbison, Tony Zappia, Patrick Conlon (with original handles), Mark Butler, Duncan McFetridge, Robert Bria and Michael Bosworth.

Kevin Collins



Lord Mayor, Michael Harbison in the cab of car 42 at the Playground.

Paul Shillabeer



presenter was also there. Treasurer, Barry Fox, was very pleased with the takings.

E type tram No. 118

Over the last few months a considerable effort by Ian Seymour, Bruce Lock and Mike Crabb has gone into

making the 22E trucks for car 118 operational. Motors have been checked and new pinion gears fitted; then the motors were remounted in the trucks.

Following a number of trial tows of the refurbished trucks, complete with their motors, up and down the track behind the works car, no faults were found and the trucks were then run under the body of 118.

On 27 February, 118 was towed from the bodyshop on its own trucks out into the open for the first time. Trolley poles were fitted and Peter Letheby had the privilege of cutting first notch. There was a clunk and a hum, but the car refused to move. The motors were in opposition. A quick exchange of motor leads fixed that! Peter again cut first notch and the car moved under its own power for the first time since disposal by the MTT.

Since then the tram has made several runs under its own power to ascertain any problems, both in relation to the tram itself and its negotiation of various switches and curves. The tests revealed a tendency for one of the pony wheels to derail. Work is in hand to adjust spring pressure in an attempt to rectify this problem. Meanwhile, interior fit-out and painting is continuing.

Workshop activities

A new pinion was obtained from Bendigo Tramways for car 118. It had to be bored out because the armature shaft on the second motor we bought had been turned

Dropcentre F1 type 282, B type 42 and A type 1 at the Playground terminus.

Bob Merchant



Car 118 is finally on the move again, on 6 March 2009.

Chris Summers

down at some stage, probably due to damage done during its time with the State Electricity Commission of Victoria.

To fit the pinions, a large spanner was made for the nut on the shaft. Another was made to lock into the pinion teeth. The purpose of the second spanner was to

stop the armature from turning when the nut was tightened. The pinions were expanded by heating them in water prior to fitting. The bronze motor suspension bearings have been tailor made to fit each motor and shaft. The white metal axle bearings will be monitored and scraped where necessary to ensure they do not overheat.



TransAdelaide decorated Flexity tram 109 to promote the centenary of the opening of Adelaide's first electric tram line. Four panels on each side of the tram depicted tram No. 1, a drop-centre, an H type and a Flexity.

Bill Holmes

Track and overhead

Kym Smith was assisted by Jack Pennack in

upgrading the overhead in accordance with the report he prepared during 2008. This will include replacement of some poles in St Kilda township.

BENDIGO

BENDIGO TRAMWAYS

1 Tramways Avenue, Bendigo, Victoria 3550

www.bendigotramways.com

From Len Millar

‘Take a tram’

On 16 March we began a four week trial of a commuter tram service. We encouraged Bendigonians to park their car at a convenient tram stop, and to take a tram to work or to the shops for only \$2 a day. Leaflets were printed, and we received a very positive editorial in the *Bendigo Advertiser* on 5 March. ‘Time to get on board and back trams’ was the editor’s heading, and the point was made that a lot of our citizens have never known what it was like to commute by tram.

The trial ran between 8 and 9:00am, and 5 and 6:00pm each week day, with a 20 minute headway. Trams ran from North Bendigo to the Central Deborah Gold Mine and back, unlike the last trial which involved cars terminating from the outer ends at Charing Cross. Our depot starter, Anita Bagley, rostered crews to do a mix of tour and shuttle trips with usually two service trams being operated before and after the day’s Talking Tram tours.

Joseph Gould travelled on many of the shuttles, collecting signatures for the petition to include trams in the various transit services provided in and around Bendigo. Unfortunately, despite favourable publicity, ridership was disappointing.

Easter 2009

Easter each year sees a large influx of tourists into Bendigo and our tram services are usually taxed to the limit. This year was no exception with a 20 minute service being run on the first three days, and shuttles operating from outside the central city area during the highly popular Easter Monday street parade.

Again, there was a torchlight parade at dusk on the Sunday, wherein seven of our trams mixed it with school floats, Country Fire Authority tankers and so

on. Our volunteers again stepped up to help out in our busiest time of the year.

PMTT No. 44 – 95 years on

April the 4th was a special day for this maximum traction car which was issued to traffic 95 years ago by



Become a fan.
Take a tram!

5 GOOD REASONS TO TAKE A TRAM:

1. Your car will produce zero carbon emissions if you choose to catch a tram instead!
2. Wherever possible, most tram components are either recycled or reused.
3. More tram users means less cars on the road.
4. Cars produce around 30% more carbon dioxide per passenger kilometre than trams.
5. Leaving your car in a free parking zone on the outskirts of the CBD will save you time and money.

www.bendigotramways.com

Show your support for the "Take a tram" campaign by participating in the Take a tram trial from 16 March until 9 April. Watch the press for details.

Working with you for a greener city.

The flyer issued for the Take a Tram trial.

Bendigo Tramways



*Bendigo No. 16 is waiting to be transformed back to PMTT 84.
Bendigo Tramways*

the Prahran and Malvern Tramways Trust. The tram was built by Duncan and Fraser of Franklin Street, Adelaide, and it carried the number 44. When the Melbourne and Metropolitan Tramways Board was established in 1919, it became one of ten E class cars, and retained its original number.

No. 44 was purchased by the State Electricity Commission in 1951 for use in Bendigo, where it was re-numbered 17. It remained in traffic until the closure of the Bendigo tram system. Early in the Trust's life, it was converted back to its original layout, which included full-width slatted drop-centre seating. A few years ago, however, we cut an aisle through the bench seats for safety reasons. Last year No. 44 was re-launched into Talking Tram Tour use complete with replica PMTT destination boxes.

Given that not many 95 year-old trams still turn a wheel in traffic, we thought we should mark the occasion with a proper birthday party. From 10.00am on 4 April, the depot was alive with people. We turned on fairy floss, balloons, snow cones and entertainment for our visitors. A long, iced cake was dissected and



*Car No. 44's birthday cake.
Bendigo Tramways*



Ron Scholten addresses the crown at the launch the PMTT 84 paint fund.

Bendigo Tramways

Members of the Trams Down Under internet chat group with ex-PMTT cars 5 and 44 at the Deborah Mine terminus.

Mal Rowe



pieces were handed out to kids and grown-ups alike. Along with fellow PMTT bogie car No. 5 (PMTT C class 26), 44 did a ceremonial trip for the visitors, including members of the Trams Down Under online chat group. Two other former PMTT cars were on display on the depot fan: No. 7 (J class 76, built in 1915) and No. 16 (B class car 84, built in 1917).

Tram restoration and repainting

On the same day, with impetus from Malvern tram driver Ron Scholten, an appeal was launched to restore SEC car No. 16, formerly PMTT No. 84. This former Melbourne B class car has received no restoration

work since we inherited it in 1972. Whilst its steel panels are in reasonable condition, the car's Baltic pine side panels are badly cracked. In 2002 we decided to make a virtue of the unrestored state of the car by placing a sign on it to encourage people to make a donation towards its refurbishment. A shop dummy, clad in our uniform and carrying a conductor's bag, has stood alongside the sign. The bag has netted thousands of dollars over the years.

No. 16 will need a lot of work, and we are indebted to Ron for giving its restoration a much needed push. Ron spoke to the assembled visitors on the open day about the car and the project. We also thank our TDU friends for pitching in.



Z1 74 after its repaint for the Take a Tram trial.

Bendigo Tramways

In preparation for its use on shuttle work, Melbourne Z1 car No.74 was given a trip through the paint shop. Donations were received to help cover the cost and our local Solver paint dealer provided the paint. In just under two weeks, 74 looked very respectable in a fresh coat of green and yellow paint.

Substation repairs

On February 26, we suspended the Talking Tram Tour service to enable repairs to the substation and its switching equipment to be carried out with the utmost safety. Track and overhead crews both took advantage of the day without trams and now we have a much improved electrical system.

OO gauge models

Our souvenir shop recently started selling a new line: beautifully-crafted OO gauge (1:76 scale) models of our 'Nine Seven Six' restaurant tram, as well as Melbourne City Circle car 1000, W7 1027, W6 984 in Yarra green and yellow, and SW5 812 which has external advertisements from The Met days. They are produced by Cooe Concepts, and are very attractively packaged. Static models retail for \$89, and motorised versions (of 976, 812 and 1027) are \$199. Trust Members receive a 15% discount, and the models are selling very well.

Roadworks

In the week commencing 5 April, major road re-surfacing works were carried out at the intersection of High Street and Don Street. High Street is the Midland Highway, the main road in from Melbourne, and Don Street is a major cross-town road. Right-turning vehicles and trams have special phases in the



The three new 1:76 scale model trams available from our souvenir shop. They are, from the top, 976, 984 and 812.

Coee Concepts



PMTT 44 passes Melbourne Y1 610 at the Lakeview Hotel loop on 4 April. Mal Rowe

traffic light cycle at the intersection, but for a week the lights were flashing yellow. A small army of red and white safety cones and flagmen controlled High Street traffic past the works, and Don Street was closed for the duration.

Fine weather assisted an on-time completion of the project, and trams were able to continue through the area during the various stages of work. Half the roadway was done at a time, so motor vehicles in High Street were channelled in to one lane each way, which involved vehicles legally passing the trams on the wrong or off-side. It goes without saying that there

was a small army of flagmen keeping the cars and trams apart!

Our industrious 'work for the dole' talent

Julie Cain is supervising the repainting and preparation for tour service of Melbourne SW6 car 880 in the paint shop whilst Damien Steel is leading another group working on Birney 302. The Birney is also being rewired and having its wheels turned. We are delighted at the expertise that develops amongst these workers, and are grateful for the pride they take in their work.

BYLANDS

TRAMWAY MUSEUM SOCIETY OF VICTORIA

38 Piccadilly Crescent, Keysborough Victoria 3173

www.tmsv.org.au

From Running Journal

Victorian Black Saturday bushfires

The date of Saturday, 7 February 2009 will be well remembered in the history of Victoria. It was the day in which considerable destruction and loss of life occurred over a vast area of this state. Not only were whole communities destroyed, but the effect on tourism was also considerable.

Many small and local tourism operators were literally wiped out. Several tourist and heritage railway groups also suffered damage and loss to infrastructure, including the Yarra Valley Railway at Healesville, and the Daylesford Spa Country Railway. Fortunately our

museum at Bylands escaped the destructive flames, but not by much – they were less than one kilometre away. The fire which started at Kilmore East headed south-east, across the main north-east railway and Hume Freeway and through the communities of nearby Wandong and Heathcote Junction. Had it travelled due south, the result may have been different.

Our caretaker, Corey Robertson said that the size, speed and heat of the flames were something we hope we do not experience again.

H 373 makes a cross country run back to the museum in the late afternoon of 4 April.

Mal Rowe





W5 795 and SW6 902 wait to begin their journey to the end of the line in the gathering dusk.

William Fedor

Trams in the Twilight

Because of the bushfires, the very dry conditions at Bylands and the lack of a sustainable water supply on hand, we postponed this event which was scheduled for 21 February. A new date of 4 April was set, this being the last day of daylight saving in eastern Australia.

The day turned out to be a fine one. The views of our trams with their lights burning bright in the night sky made for a picture-perfect time. More than 70 people attended the event, with over 25 travelling from Melbourne on the specially supplied double-decker bus courtesy of Double Deck Tours. The sausage sizzle was a big hit, as was the kiosk which did a roaring trade.

Trams used during the evening included H 373, W1 427, Y1 612, W5 795 and SW6 902.

Vale Dennis Quillinan

It is with regret that we advise the passing of our Bylands neighbour Dennis Quillinan on 21 January 2009.

Dennis has been a friend to the museum since its establishment back in 1970. Dennis owned the adjoining properties to the east and west of our site and line. Not only did he keep a sharp eye over our property, he also ran his stock (sheep and cattle) which kept the grounds and vegetation under control. Many a time Dennis was called upon to provide assistance around the site including maintaining the fence lines between our boundaries at his own expense.

Dennis's sons are currently continuing the maintenance and overseeing the operations of the farm, and carrying on the traditions that Dennis forged many years ago. He was a friend who will be deeply missed.



With lights ablaze, W5 795 poses for photographs on 4 April.

Mal Rowe

X2 680 sparkling under the lights in the Exhibition Shed.
Mal Rowe



Museum works

Although it may not be readily apparent that works have been undertaken around the site, our small but dedicated band of workers continues to perform the chores at hand. The main thrust has been to clear and tidy unsightly areas which are either in or visible from the public area. Livestock has done a fine job in clearing the vegetation around the site but, in doing so, have unearthed some 'treasures' we had long forgotten about.

Reorganisation of items within both tram sheds has made for better access beside the walls. The cattle took a liking to the post and rope fencing around the Exhibition Shed, and these have been repaired. The final repairs to seal the top of the water tank at the Exhibition Shed have been completed.

Tram servicing and repairs continue, with several trams having their 12-month service in readiness for Trams in the Twilight. The leaking joint below the brake valve of 612 has been sealed, and the car reissued to traffic. Final adjustments have also been undertaken on 644's controllers. Adelaide H 373 receives regular inspections and battery charging.

We have not yet resolved the mystery of our power problem which surfaced several months ago forcing the suspension of operations. However the remedial work undertaken to date seems to have had a beneficial effect, with sufficient power being available to run several trams under load at once. The biggest test was the operation of H 373 on the Twilight night. Everything proved successful, with no problems occurring. As a result it has been decided to restore the full tram service along the main line to the northern terminus.



Q 199 is on display with a fresh coat of paint in the Exhibition Shed.
Mal Rowe

BALLARAT

BALLARAT TRAMWAY MUSEUM

PO Box 632, Ballarat, Victoria 3353

www.btm.org.au

From Dave Macartney

Another Begonia Festival was successfully held from 7 to 9 March. As in the recent past, the Ballarat City Council effectively hired the entire tramway for three days for a fixed sum. Melbourne bogie cars 661 and 671 provided the backbone of the service, with two single truckers providing additional capacity. The operation went off without a hitch, and some 6,321 passengers were carried.

Not so trouble-free was the performance of No. 33 on 22 February. It arrived at St. Aidans Drive and steadfastly refused to move in the other direction. In the end it had to be towed in. The cause was eventually traced to an intermittent fault in one of the motor leads, which was easy to fix once the problem was identified.

Routine work at the depot continues on No. 14, the long running saga of its restoration surely nearing an end. The motors have been tested for continuity and the wiring completed. The main jobs outstanding now are the completion of the armature bearings and the drilling of the appropriate holes in the new motor support beam.

The cream paintwork on No. 38 was renewed between January and March, while the opportunity was taken while the body was on blocks to completely clean down the underside and apply a sealing coat of

paint. One of the armatures from this car has been taken to a Bendigo-based electrical company to be baked and dipped, the other having been rewound some years ago. It is yet to be removed from the motor and checked to determine whether it should be baked and dipped as well.

A replacement gong has been fitted to the No. 1 end of scrubber car No. 8, replacing one which had become somewhat erratic in its behaviour. Work is in hand with this car to modify the floor area to allow greater access to the motors and the various oiling points.

Some re-tensioning of the overhead at the Carlton Street end and around the depot fan was carried out during early March. A replacement insulator was installed at the bottom of the access track and three successive bracket arms in the street were painted in the traditional burnt orange colour. The specialist paint cost some \$67 per litre, but the result, particularly on the bracket arm with a full set of scrollwork, is most spectacular.

The tramway was not under any threat in the recent bushfires, although the service did not run on Black Saturday, 7 February, due to a 44 degree temperature with gale force northerly winds. Few people were about on this, the hottest day ever recorded in Ballarat.



No. 671 in operation on 8 March. For commercial reasons this tram will be seen in another livery later this year.

Peter Winspur

The Public Transport Safety Victoria Compliance Audit was undertaken on 29-30 March. This audit was part of the process to ensure the museum is compliant

with the new Victorian railway safety legislation by 30 June 2009, the deadline for tourist and heritage operators.



'Inspector' Alastair Reither supervises loading during the Begonia Festival on 8 March.

Peter Winspur



Another busy Begonia Festival, 8 March 2009.

Peter Winspur

Dredging the rowing course in Lake Wendouree on 5 April.

Dave Macartney



FERNY GROVE

BRISBANE TRAMWAY MUSEUM SOCIETY
PO Box 94, Ferny Hills, Queensland 4055

www.brisbanetramwaymuseum.org

From Peter Hyde

Effects of storm damage

The major tasks undertaken by members since the storm struck last November have been related to repairs and cleaning up of debris. So far, 1,017 man hours have been expended in these activities. Temporary waterproofing repairs have been completed to the old (condemned) sub-station building but some commercial repairs to the doors of the main workshop and trolleybus building are still to take place. The overhead wiring has been re-erected except for road No. 4 leading to depot No. 2; this will be done as soon

as time permits. Numerous minor tasks remain and will be attended to progressively.

Power supply restoration

With the current sub-station building written off, a new building will be constructed beside the old, and the mercury arc rectifier equipment will be dismantled, moved and re-assembled. This will be a long and tedious task. To maintain tram operations while this



Unloading the new transformer at the museum on 27 February.
Peter Hyde



Car 429 is ready to take our Energex workers for a ride on 22 February 2009.

Peter Hyde

takes place, a modern diode rectifier will be used. Energex has donated a second hand 11,000/415v transformer which was handed over by the CEO Terry Effeney in the presence of Energy Minister Geoff Wilson and our local state member of parliament on 27 February. It was hoped to have the earthworks for the new building completed in time to allow the transformer to be placed in its final location on delivery but this was not possible. The earthworks were completed on 19 March. The museum was also successful in obtaining a disaster relief grant of \$5,000 towards the cost of the diode rectifier from a scheme operated by Chongqing, Brisbane's sister city in China.



Stretching the new roof canvas on car 400 was aided by hanging concrete Besser Blocks on 3 February 2009.

Peter Hyde

On 21 April Bevan Burnes (left) and Noel West apply the finishing touches to complete the bogie overhaul for Dreadnought 136 while Brian Martin is in the background working on FM 400.

Peter Hyde



The next stage was to attempt to re-activate the undamaged half of the old mercury arc rectifier to enable tram operation for 13 April, the 40th anniversary of the closure of the Brisbane tram system. Substantial work was necessary by Energex to achieve this including a new power pole, new metering transformer and switches. To say that the weather gods were against us was to understate the frequency and amount of rain that then began and continued for weeks. After bogged trucks and other incidents, it was not possible to complete the work by 13 April. The ground finally dried out sufficiently for work to recommence on 21 April and on the following day at 11:04am, 600v DC emerged from the old equipment. To mark the occasion, the Energex crew were treated to a ride on 10-bench car No. 65 and then FM 429.

40th anniversary of closure – Easter Monday, 13 April

The grand plans that were made for the occasion came to nothing and the museum was not open to the public. However, we had a commitment to open the museum to the Queensland Division of the Australian Railway Historical Society which had organised a steam train trip to Ferny Grove. The Queensland Omnibus & Coach Society provided three Leyland Panther buses (the type that replaced the trams) to transport the passengers between the station and the museum. With traction power unavailable, the visitors saw only static displays but were given a voucher for a return visit, and treated to a free sausage sizzle. The predicted showers arrived at the same time as the train and soon turned to steady rain. Eventually, train control arranged an early departure for the steam train and all visitors gladly departed. A forgettably memorable event!

Tram restoration

Despite all the effort spent in storm repairs, work has continued very slowly on the restoration of

FM 400 and Dreadnought 136. The canvas roof has been installed on 400, and the first coat of exterior silver paint has been applied. Re-assembly of the final Brill 39E1 bogie for 136 was completed on 21 April.



The newly canvassed roof of car 400 as it appeared on 21 April.

Peter Hyde

LOFTUS

SOUTH PACIFIC ELECTRIC RAILWAY CO-OP SOCIETY

PO Box 103, Sutherland, NSW 1499

www.sydneysteamway.museum.com.au

From *SPER News*

An unmarked 50th anniversary

Our museum was registered on 1 April 1959 as a Community Advancement Society under the New South Wales Cooperation Act 1923-1945 as the South Pacific Electric Railway Cooperative Society Limited.

Tramway Festival – some statistics

On 22 February there were a total of 627 passengers for the Sutherland line and 814 for the Park line, giving a grand total of 1,441. There were a total of 37 trips made up of 21 trips to Sutherland and 16 to the Park. A large number of the trips were made up of convoys. This gave averages of 18 passengers per tram to Sutherland and 24 passengers per tram to National Park. The starter's journal recorded the following maximum number of passengers: 50 on J 675 on the 1:00pm and 1:40pm trips to Sutherland, and 50 on

N 728 on the 1:00pm trip to Sutherland also. Not surprisingly the same two cars carried 60 each on the 1:15pm trip to National Park. Other trips on both lines had 20 and 30 passengers at times.

Katie Strancar blew over 1,250 bubbles for the kids.

Track and site works

Some maintenance was carried out on the Depot Junction points on 17 January. On the same day Holland's backhoe was on site and excavated the eastern track south of the Railway Square waiting shed, where six new treated timber sleepers replaced rotten ones and the track was re-gauged. In the afternoon a further six sleepers were replaced about two poles north of the TAFE crossing on the Sutherland line.



Katie Strancar painted faces and blew bubbles for the little ones on 22 February. Katie entertains two youngsters with some bubble blowing while their parents go to have a closer look at J 675.
Howard Clark

A start has been made on the clean-up of the area south of Railway Square and further work has continued when time permits on the new set of points being assembled there. These are for the south end of what will become Rawson Loop at the present northern terminus.

Two cubic metres of concrete were laid on the western track in rain on 14 February about 40 metres past the crossover points. Formwork was fabricated for the track drain at this location near pole 307, enabling further concreting around the drain on 4 April. The formwork has now been stripped from this location and is being moved into position for further concreting of the western track which is now approaching the first curve. Meanwhile on 21 March 1.2 cubic metres of concrete were laid to complete current works at the front gate.

Workshop activities

The Brill 21E truck for D 117 was back on its wheels by 17 January, with new wool in the axle boxes. Both traction motors were back in by 28 January and the truck was complete by 4 February. On 28 March our two overhead cranes were used to lift the truck over to Road 9.

Some new hardened steel cams have been made so that Brisbane and Melbourne self lapping brake valves can be converted from right hand to left hand application to match the Sydney cars. The milling machine was used to cut new 'handle in/out' slots in the necks of the brake valves and the redundant slots will be filled with weld and ground off.

This scene is not a quiet as it looks! R1 2001 has a standing load and OIC Col Rhodes is just about to send it on its journey into the Royal National Park.
Martin Pinches





The installation of grooved rail in Tramway Avenue continues. This view was taken on 2 May.

Matthew Geier

Ballast motor 42s was drivable from the south end cab only by 21 February and from both ends a week later, after some modifications were made to the wiring connections. There is still some work to be done on the brakes before it can be considered fully operational.

During wet weather on 14 February, a couple of flat tyres on trolleybus 19 were pumped up. It was taken outside, turned around end for end, thoroughly cleaned and was placed on unwired Road 5 with Leyland Tiger 275. This leaves wired Road 4 occupied by fully operational trams. The tyres on 19 are still losing air and some packing blocks have been placed under it until more permanent repairs can be carried out.

Berlin 5133 finally left the workshop on 31 January after its extensive repairs and the rectification of an electrical fault. Melbourne Z2 111 took its place and a new set of batteries were fitted after they were delivered from Wollongong in vintage double deck bus 2023. An unexpected electrical fault developed, and the car was made operational after our moving contractor allowed parts to be removed from some Z cars on his property. These will need to be replaced at some stage. Car 111 left the workshop on 28 March.

Ballast motor 99u took its place after being turned on the Cross Street curve. Several years ago the number one motor received new armature bearings. The No. 3 motor needs new bearings as well, after



The completed truck for D 117 with some of those who worked on it. From left, Josh Dreves, Bill Denham, Mick Duncan and Bill Parkinson.

Martin Pinches



smoke was seen coming from it. The car was jacked and placed on body stands on 4 April with the defective motor being removed four days later. It is intended to get new bearings cast for the three motors yet to be overhauled. Later that afternoon 99u was

The completed truck is ready to be refitted to D 117 which is currently undergoing construction of the cross seating in the open ends off the car.

Martin Pinches

operated as a two motor car while a kink in the trolley wire above the depot access track was straightened.

The open compartment fixed seats for D 117 have been completed and a start has been made on the two reversible seats.

Shooting Through: Sydney by Tram

We have been involved in the planning of this exhibition, being held at the Museum of Sydney, for the last two years. The exhibition was officially launched by former NSW Premier, Bob Carr, on 7 April and to date has received excellent press, whilst in the city large banners fly in the breeze from the 'Smart Poles' showing an O car and advertising the exhibition which will run until 18 October 2009. Illuminated advertising for the exhibition is being displayed on bus shelters and railway stations.

The replica R1 tramcar cab made as an information kiosk for the Canberra Federation Line project several years ago was revamped in the workshop with a roof fitted by our Wednesday team to improve its appearance. It is now green and cream, and sports a controller and brake valve. It is part of the display for the exhibition where it has become an instant hit with children and would-be children alike.



Geoff Spaulding assembles a seat for D 117.

Martin Pinches

Our CSO workers refurbished a set of O car internal advertisement racks which have been installed on the walls at the Museum of Sydney complete with replica advertising signs. They also cleaned and painted a traction motor and two wheel and axle sets for the display. The advertisement racks will eventually find their way onto O car 957 or O/P 1089.

Two sliding doors were fitted to the cable trailer and some last-minute varnishing was carried out. Perspex was fitted to the windows by the Museum of Sydney workshop team, whilst our joiner fitted beading. The frames were refitted to the car before it left Loftus. The

car was loaded and left the site on 6 April for display outside the Museum of Sydney for the six months of the exhibition.

A highlight of the exhibition is a replica of the illuminated Wynyard tram departure board, which the Museum of Sydney staff skillfully replicated using original metal stencils and a few replicas (of a left hand and a number of 'ABCDEF' stencils) which had been 'squirreled away' many years ago awaiting the rainy day opportunity. This board will come to Loftus at the end of the exhibition.

Cable trailer 23 is unloaded at the Museum of Sydney on 5 April. It will be on display outside the museum for the duration of the exhibition.

Richard Clarke



HADDON

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

From Kym Smith

Trackwork

A major working bee in March saw the curve behind the Carbarn completely lifted, ready for the rail to be sent for rolling to the correct curvature. When this curve was initially laid, the crowing process unfortunately left some unevenness in the curvature, which will be remedied as part of the rolling process. Check rail is also being prepared for the curve which, when installed, will allow the curve to be used and the entire line traversed.

SW5 849

Work has commenced the cleaning out of 849 prior to it receiving touch up painting and varnishing. Driver's cab doors which had previously been prepared for 843 have been resized to fit 849 and are now being painted. The overhaul of the sliding door engines has been completed and suitable timber framed sliding

doors have been selected to replace some of the more weathered ones on 849.

Spare parts trams

Work on dismantling SW6 947 has been completed with SW6 901 replacing it on site. Further work has been undertaken on the dismantling of 843 with many of the components transferred directly onto 849.

Site works

Steel bar has been installed as rails in the two containers destined for bogies. The rear annexe of the



John Withers commences the task of removing fishplates, bolts and dogspikes from the curve behind the carbarn in preparation for lifting the rails to enable them to be rolled.

Jacqui Smith

Kym Smith removes the last of the dogspikes from the curve. The uneven curvature of the rails is evident in this photo.

Anthony Smith



carbarn has also been lined, and shelving has been installed for storage of tram pneumatic equipment. A new entrance sign has been manufactured and installed near the front gate, replacing the original sign which was beyond reuse.

VR 41

The manufacture of weather blinds for VR 41 was completed in March and they were finally installed in the tram, allowing the protective covers to be removed from the seats. Installation of the blinds will protect the tram's interior from dust and damage from birds. The smart black blinds, as fitted when 41 was new, certainly enhance the livery of the tram. Work has now commenced on preparing rollers and guides for new blinds for L 103 and W4 670.

Mirror, mirror, on the tram ...

Due to the need for off-side loading, additional mirror brackets have been cast for W2 407 and W4 670. These have been fitted to both trams, with 670 requiring alterations to the driver's grab rail to allow the mirror to be fitted. Additional brackets were also cast for future use on W2 357 and W3 663.

Overhead works

Replacement poles 7 and 12 have been connected in to the overhead network, and all spans have been removed from the old poles to allow their removal. Adjustments have also made to some of the carbarn fan frogs to improve their tracking, and a new trolley termination has been installed at the Upper Terminus.

Group visit

The MTPA was proud to host the delegates from the Association of Tourist and Heritage Rail Australia



Anthony Smith watches as Kym Smith reattaches the ear to the new span from pole 7.

Jacqui Smith

(ATHRA) on the evening of 18 March 2009. The delegates visited Haddon as part of a tour around central and western Victoria prior to their Annual General Meeting. The group also visited the Victorian

Goldfields Railway, the Daylesford Country Spa Railway and the Ballarat Tramway Museum. Delegates rode on a number of trips and expressed their appreciation of the work being undertaken by the Association.

The newly manufactured and installed weather blinds in VR 41.

Jacqui Smith



Frank Schroeders mig-welds one of the weather blind rollers for L 103. Rollers from W2 class trams were extended to the length required for the L class.

Anthony Smith



The remains of SW6 947 are loaded for removal.

Jacqui Smith

CENTRE RIGHT:
SW6 901 arrives at Haddon.

Jacqui Smith

BOTTOM RIGHT:
The new entrance sign at Upper Terminus, with W4 670 awaiting its next run.

Stephen Tyrrell

The newly installed off-side mirror and shortened grab rail on W4 670.

Anthony Smith



WHITEMAN PARK

PERTH ELECTRIC TRAMWAY SOCIETY (INC)

PO Box 257, Mount Lawley, Western Australia 6929

www.pets.org.au

From Michael Stukely

Traffic operations and service cars

Whilst the period from mid-December to mid-January is used as an annual summer recess for the Society's workday teams including all members involved in tram, infrastructure and motor vehicle maintenance and tram restoration, it is still always a very busy time for our traffic crew members. Providing a public tram service seven days per week for the full six-week school holiday period to the end of January means that our crews really are stretched to the limit. However, they again rose to the challenge this year, and overall the level of patronage was good.

The school holiday service was provided by Melbourne W7 1017, which performed very well. The newly repaired W2 441 was rostered again for February, and then in early March SW2 426 made a most welcome return to the roster after an absence of four years, following completion of the work in replacing its axle-box seals on both trucks.

W2 441 returns from Village Junction Station terminus to the Village on 15 February, running between the grasstrees at the north end of the Village Mall.

Michael Stukely



Running back from Mussel Pool to the Village on 15 February, W2 441 has just emerged from the native bushland surrounding the Bennett Brook Culvert.

Michael Stukely

Following the rather wet start to December (and correspondingly fewer passengers than usual), the summer in Perth was very dry and hot with six running days lost due to an extreme fire hazard being declared. An external power supply failure led to another lost day.

The annual Classic Car Show was held in the grassed areas at Mussel Pool in Whiteman Park on Sunday, 15 March, and two trams (W2 441 and SW2 426) were kept busy all day. An estimated 16,000 people visited the Park, which is well up on the previous year's attendance. The result for the Society was outstanding.

Tram restoration

Following the laying of the vinyl floor covering in the saloon of WAGT (Perth) E class car 66 in December, aluminium stripping was applied around the floor inspection traps, with excellent results.

A truck side-bearing was temporarily removed from Fremantle 29 for measurement, and the side-bearings for No. 66 were then sent out for machining to the correct dimensions. Both cars will have the same configuration with the ex-Kagoshima 77E type trucks. The truck centre-bearings have arrived back from servicing, and the bolster rubbing-plates have also been machined.

Hand-brake fittings are being installed by Graham Bedells, with some special adaptations being required for fitting. The underfloor wiring has been completed

Graeme Bedells double checks, on 8 April, the handbrake stand and fittings he recently installed.

Lindsay Richardson



W2 441 departs the Village Tram Stop for Mussel Pool on 15 February. The new Tram Stop sign, which is part of the Park's new Transport Heritage Trail, features photos showing No. 441 in traffic in the Park.

Michael Stukely

by the electrical team, except for the fitting of terminals. Terminal boxes for the motors have been provided by Ray Blackmore at no cost. W2 type sander valves, to replace the badly deteriorated originals, have been serviced by Noel Blackmore, and he is also preparing the airbrake valves. Brake rigging will be sandblasted ready for installation, and the air pipe lines are now to be installed.

The structural repairs to the body of WAGT G class car 35 are continuing, with Ric Francis having almost completed repairs to the south side of the saloon roof.

Various stored materials have been removed from the body of the unique Hedley-Doyle stepless car, WAGT I class No. 63, and it has been cleaned out to enable a detailed inspection and assessment to be carried out for its future restoration.



Jack Kendall, Brian Adcock and David Carling erect new framework for the meal room extension on 8 January.

Lindsay Richardson



John Budd fits the new frame for the meal room extension on 8 January.

Lindsay Richardson



LEFT:

Bryan Adcock fits the new motorman's window sash in WAGT B class 15.

Lindsay Richardson

John Davies tests one of the four new end box seats he made and fitted into WAGT E class 66.

Lindsay Richardson



Members' room extension, and museum site

On 5, 6 and 7 January, during the annual recess, Bryan Adcock, Jack Kendall, David Carling and John Budd attended the Museum to carry out the major work on the westward extension of the meal room in

the Oketon Geddes Carbarn. A new double window for the extension was also installed in the north wall of the carbarn. Bill Blain and Roy Kingsbury then installed the new electrical wiring, and further fitting out is continuing. Costings have been obtained for the power and lighting fit out of the Geddes Spare Parts shed.

LAUNCESTON

LAUNCESTON TRAMWAY MUSEUM SOCIETY INC.

PO Box 889, Launceston, Tasmania 7250

www.geocities.com/tramwaysociety/

From Robert Quinn

Trams run again in Launceston by night

On Friday 3 April No. 29, all spruced up, came out for some serious late afternoon running. Operations continued well into the evening. The first run was at 5:00pm with near capacity loading, and the last was at about 9:15pm. No. 29 rolled into the depot at 9:30pm. Some 350 Launceston residents came to visit and travel on our tram.

In the week of the event, excellent coverage was given in the local press and on radio, with our local ABC radio station broadcasting a phone interview from the depot just prior the 6:00pm news.

LTMS was again supported by the local Lions Club with their barbecue and hot beverage facility to satisfy the inner man.



New signs have appeared in Launceston since our evening run and patronage has increased.

Robert Quinn



Passengers aboard No. 29.

John Perkins

A view of 29's night operations.
Robert Quinn



No. 29 rolls to a stop to collect another load of happy travellers.
John Perkins

The depot by night. Former LMT No. 1 is undergoing restoration while No. 26 awaits its turn to run again.
Robert Quinn



The older building behind the tram was once used to house the substation to power the tramway system.

Robert Quinn



VALLEY HEIGHTS

STEAM TRAM AND RAILWAY PRESERVATION SOCIETY

PO Box 571, Springwood, NSW 2777

From Peter Stock

Arrival of new rollingstock

During November and December 2008, the Society took delivery of an LFA end platform car and a tank locomotive. The delivery resulted from STARPS' submission earlier in the year to Railcorp's Office of Rail Heritage for items being deleted from the non-core collection of rollingstock located at the Rail Transport Museum, Thirlmere.

The Society was allocated 4-4-2 tank locomotive 1308 and end-platform carriage LFA 179. The carriage was built in 1890-91 by Morrison Brothers of Strathfield, and entered service on 17 July 1891. It has a centre aisle with turn-over seating and a single toilet



David and Goliath at Valley Heights, 6 April. On the right is our legendary steam tram awaiting the arrival of the UK and American touring group who are enjoying morning tea in the visitor building behind. On the left is 5711, an RTM locomotive which is undergoing restoration as a static exhibit by a group of RTM Valley Heights members.

Peter Stock



Carriage LFA 179 safely inside the new shed, April 2009. The car has been lifted and a bogie removed for inspection.

Peter Stock

at one end. Initially used in the Newcastle area, the carriage ended its service days on the Illawarra line. It was officially condemned in 1974 and eventually transferred to the RTM collection.

LFA 179 arrived by road on 24 November 2008. It is complete both inside and outside. In order to prepare the carriage for service, it will be necessary to withdraw, examine and test the drawhooks, bogies and other items for fatigue cracks before executing any repairs. The examination will include the air brake system. So far, the carriage has been lifted and one bogie has been rolled out for examination.

Locomotive 1308 required a different move. Prior to the fire of 1993 the locomotive was at the old site in Parramatta Park, having been transferred from the Rail Transport Museum on a Deed of Gift basis. The locomotive had been dismantled at Parramatta Park and considerable work was undertaken on the locomotive's frames. Some valves and other items were either repaired or re-manufactured. In the days following the fire the remains of 1308 were transferred back to the RTM at Thirlmere for safe keeping.

On 10 December 2008, the locomotive's parts and components were loaded onto three semi-trailers at Thirlmere. The next day 1308 was delivered to the Valley Heights depot and unloaded. Many parts are currently being sorted and placed on pallets in our new shed.

The locomotive and carriage will eventually form part of the story of steam tramways in NSW. The combination of a light steam locomotives hauling an equally small carriage would represent the side-of-road railway that evolved from the steam tramway in several country locations around the state. In the short

to medium term, we propose to use our operational tank locomotive 0-6-0 CPC No. 2 (Stepho) to haul the LFA, thus giving the society the opportunity to rest the steam tram motor and tramcar from time to time.

New shed

The new shed is now completed as is the electrical wiring and roller doors. One approach road has been laid but still has to be connected to the yard. The second road has had the roadbed prepared but the track has not yet been laid. The exterior walls of the shed have been thoroughly painted with anti-graffiti paint so as to thwart any attempts at vandalism.\

Visitors from the Old Dart

The Society was asked by our colleagues at Valley Heights to operate the steam tram on 6 April for a group of touring railway sentimentalists from the United Kingdom and the USA. The visitors were met at the station and transported to the depot for morning tea.

Following refreshment the steam tram was placed at their disposal. As a bonus the adjoining 'big railway' co-operated by providing a continued procession of coal trains, much to the delight of the visitors. One comment praised the museum and the 'trammies' for making the travellers most welcome and for going out of the way to make their visit interesting.

A steam tram whistle is heard in Phillip Street ... again!

The day following the visit the Society was joined in the official opening of the Shooting Through: Sydney by Tram exhibition at the Museum of Sydney. The

A group of UK and American railway sentimentalists with the steam tram on their visit to Valley Heights on 6 April. The motor crew, driver Craig Connelly, fireman Col Burne and Peter Butler can be seen on the motor. Peter Stock



museum is on the corner of Bridge and Phillip Streets, and is diagonally opposite the site of the old steam tram terminus, the Bridge Street Yard.

The Society made available several items of steam tram memorabilia for the exhibition. One item on loan to the museum, but not on display, is a spare steam tram whistle which is a replica of the whistle fitted to steam tram motor 1A preserved by the Powerhouse Museum.

The 1993 depot fire destroyed, amongst most things, the original whistle on 103A. During the rebuilding of 103A an offer was made by a group of retired friends of the steam tram to undertake the task to manufacture a new whistle for our motor. With the generous permission of the Powerhouse Museum working drawings were prepared for the project of 1A's whistle.

Subsequently, on 27 August 1999, the Society was presented with two new whistles. One was for use on the motor; the other is mounted on a base fashioned from a sleeper salvaged from the remains of the Society's Parramatta Park Tramway. Our plan is that it should be fitted eventually to an external air supply for exhibition and operation by visitors. (See *Trolley Wire* February 2000, page 24).

When preparing the Shooting Through exhibition, the Museum of Sydney asked if the whistle could be used to signal its opening. Of course, we readily agreed to the request. Accordingly, after delivering his address, former Premier Bob Carr blew the whistle and declared the exhibition officially open. The melodious, but shrieking, tones of a steam tram whistle were again heard, albeit for only a few seconds above the noise of the city, within the historic precinct of the old Bridge Street Yard.



Former Premier Bob Carr blows the steam tram whistle to signify the opening of Shooting Through: Sydney by Tram on 7 April. At the other side of the cable tramcar can be seen several conductors from Loftus eagerly awaiting their turn to blow a real tramway warning device from a real tram!

Peter Stock



Bendigo Tramways Superintendent Darren Hutchesson cuts the gold braid to launch J 675 into service at the Sydney Tramway Museum on 22 February 2009.
 Randall Wilson



A group of hikers in the Royal National Park are about to be overtaken by a coupled set of Sydney C class cars on 22 February 2009.
 Joseph Spinella