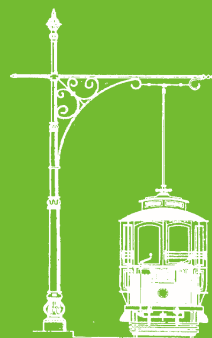


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In this issue

- Sydney's J Class Trams
- Kogarah's Trolleybus System
- Sydney's Ocean Street Line Remembered

TROLLEY WIRE

AUSTRALIA'S TRAMWAY MUSEUM
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CONTENTS

SYDNEY'S J CLASS TRAMS.....	3
KOGARAH'S TROLLEYBUS SYSTEM.....	15
SYDNEY'S OCEAN STREET LINE REMEMBERED.....	18
HERE AND THERE.....	20
MUSEUM NEWS.....	27

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*Sydney J class 98 poses for an official portrait in
Driver Avenue, Moore Park, its face more homely than
handsome. This is one of a number of photos taken at
this location of different classes of trams.*

R. Merchant Collection

Front Cover

*Sydney J 675 re-entered service at the Sydney Tramway Museum on 22 February 2009. Its transformation from a
shed to an operating tram was carried out by Bendigo Tramways Heritage Workshop.*

Martin Pinches

SYDNEY'S J CLASS TRAMS

By Ross Willson

Introduction

Important material included in this essay was obtained from data collected by the late Jim Cuddy and Bill Upton. These gentlemen had the opportunity to visit Randwick Workshops and the depots and so have access to information not elsewhere available. This initiative enabled the preservation of much vital material. Further information was obtained from records which were fortuitously preserved by the Departments of Railways and Government Transport. It should be noted that, while there are discrepancies and inconsistencies between different records, the essential elements of the history of the J class trams are straightforward.

Classification issues

The references herein to the alphabetical classification scheme for Sydney trams are adopted for convenience although they are anachronistic in relation to the first decade of the 20th century. The designations do not appear to have been introduced by the NSWRT until their notification in Weekly Notice No. 51 of 1911, which was dated 9 November 1911, relating to classification of tramway rolling stock. The relevant item (file No. 11-1055-90) made it clear that: "In order to facilitate the description of the various types of cars, when referred to in reports, &c., a distinguishing letter which indicates the seating capacity and general style of the car has been placed on each side below the car number as under:-". Then followed the familiar list which clearly indicates that the classifications were applied retrospectively in ascending order of seating capacity. The suffixes applicable to steam and service stock were applied on an ad hoc basis.

Until then, for example, a J car had been described as a 50 passenger enclosed car, a K as a 50 passenger combination and an O as an 80 seat car.

The raison d'être of the J class

The object of obtaining the first 35 of these cars was simply to replace the cable cars operated since 1894 from King Street, Sydney to Ocean Street, Edgecliff together with the low capacity C class cars which ran from Ocean Street to the Signal Station at Vaucluse. Both types operated from Rushcutters Bay Depot. The J class represented a four-wheel version of the N class, the production version of which (Nos 398-412) was introduced in 1902.

The prototype electric cross-seat (footboard) tram

On 8 June 1901 The *Sydney Morning Herald* (hereafter the *Herald*) reported:

"For a few days past some interest has been caused by a new tram car running on the electric lines, differing in many respects from the patterns which are in use. The Railways Commissioners, in reply to inquiries, state that it has recently been constructed at the Randwick Workshops, as a sample car and that it is likely to be largely adopted. In appearance it somewhat resembles the standard car in use on the steam lines, and it has the about the same seating capacity, as it has accommodation for 66 passengers."

The report was clearly based on a statement issued by the Commissioners. The same day's issue of the *Daily Telegraph* was less laudatory and modified the official version by including the comment that: "It is not particularly attractive in appearance, as it somewhat resembles the standard and heavy-looking car on the steam lines, ...".

This prototype tram (N class No. 295) was followed by the permanently coupled 45 seat four wheeled design (E class) whose first two members (Nos 396-397) were also constructed at Randwick and placed in service on 28 December 1901.

The decision to revert to the footboard design

During the early period of electric operation the Commissioners had been anxious to avoid the obloquy of following the footboard design incorporated in nearly all (both double and single deck) of the steam trail cars obtained between 1879 and 1895. Then followed the saloon (later C class) and single truck and bogie combination types of the D, F and G classes introduced during 1896-1903. However, the need to cope adequately with the rapidly increasing traffic made it imperative for the Tramways to adopt the most effective means of coping immediately with the needs of the travelling public. Simply expressed, this object could be necessarily most conveniently achieved by reverting to the unpopular cramped footboard design which implanted the public's inherent hostility to trams in Sydney and led to the tide of public opinion turning decisively against them and, in retrospect, made them an easy target for the unrestricted competing private motor buses. Such sobriquets as 'jumping jacks' and

'toasttracks' are scarcely complimentary or convey an impression of affection.

However, it became an entrenched *idée fixe* among the administrators of the Tramways that footboard cars were essential to meeting the demands of the traffic until such time as relief might be obtained by the construction of the City Railway.

The footboard conversion scheme

Shortly expressed, the Tramways followed the policy of converting suitable cars to the cross seat design and scrapping those not capable of conversion. Thus the C saloon cars and the D combination cars were scrapped without replacement while the distinctive G class was scrapped outright in 1927. An interim stage is exemplified by the provision of cross seats in the

F cars when they were converted (with the notable exception of No. 393 which became driver's instruction car No. 127s in 1927) to the L class between 1906 and 1912. This increased the seating accommodation from 44 to 55. With a view to increase further the total passenger accommodation, the 250 L cars were converted to the enclosed 70 seat L/P class during 1918-1920 and 1923-1930, as was N class No. 704 in 1923.

With the completion of this program in 1930, the tram fleets in Sydney and Newcastle were remarkably homogenous all being cross-seat footboard cars with various combinations of enclosed and open accommodation. As at 1 July 1930 the electric passenger stock totalled 1,609 (of which 98 LP cars and 20 ex-steam trail cars were at Newcastle) was made up as follows:

CLASS OF CAR	TARE	NUMBER IN CLASS
45 passenger 4 wheel cross seat cars E	10.02 tons	200 coupled cars
50 passenger 4 wheel tourist cars H	10.52	2
50 passenger 4 wheel cross seat cars J	11.4	47
50 passenger 4 wheel combination cars K	10.67	107
70 passenger maximum traction cross seat cars LP	14.87	251
70 passenger maximum traction cross seat cars N	14.76	90
60 passenger maximum traction cross seat cars N	14.76	5
70 passenger maximum traction tourist cars M	12.9	2
80 passenger bogie cars O	17.5	619
80 passenger bogie cross seat cars OP	17.3	7
80 passenger bogie cross seat cars P	16.6	258
70 passenger trail cars (Newcastle) T	6.6	20
36 passenger maximum traction prison van	15.35	1

Thus provision was made for 111,830 seated passengers and 36 prisoners.

Dimensions of the J class cars

Length over headstocks	28 ft 0 in
Length over buffers	29 ft 2 in
Length over drawbars	30 ft 4 in
Width over sills	6 ft 9 in
Width over footboards	9 ft 0 in
Width of doorway when doors are open	1 ft 9 3/4 in
Width of doorway	2 ft 6 1/2 in
Length of enclosed compartments	7 ft 5 in
Step – rail to footboard	18 in
Step – footboard to compartment	15 1/2 in
Height overall	10 ft 10 11/16 in
Height rail to coupling	1 ft 9 1/2 in
Wheel diameter	3 ft 3 in
Total weight – empty	11 tons 8 cwt 0 qr 13 lbs
Total weight – loaded	14 tons 10 cwt 2 qr 13 lbs to 16 tons 1 cwt 3 qr 13 lbs

Delivery of the J class

The NSW Weekly Notices specified the arrangements for the conveyance of new trams. In brief, a designated steam motor (specified to be No. 32) would operate from Sydney (Botany Road Siding) to Ryde and proceed back to Meadowbank to collect the new trams which were to be hauled at a maximum speed of 12 mph reduced to 4 mph around curves, over all points and crossings and through station yards.

An alternative arrangement, proposed to be applicable on the dates shown in *italics* below, was for the motor to proceed from Sydney to St Leonards via Strathfield and Hornsby with trams for the North Sydney system. It would return with trams and would attach the new deliveries on arrival back at Meadowbank on the return journey.

Delivery and in service dates

NUMBER	DELIVERED*	IN SERVICE
648	<i>18/09/1904</i>	2/11/1904
649	<i>18/09/1904</i>	3/12/1904
650	<i>2/10/1904</i>	12/11/1904
651	<i>2/10/1904</i>	10/12/1904
652	8/10/1904	3/12/1904
653	8/10/1904	3/12/1904
654	6/11/1904	26/11/1904
655	6/11/1904	26/11/1904
656	6/11/1904	19/11/1904
657	6/11/1904	19/11/1904
658	6/11/1904	19/11/1904
659	6/11/1904	19/11/1904
660	<i>13/11/1904</i>	3/12/1904
661	<i>13/11/1904</i>	10/12/1904
662	<i>13/11/1904</i>	26/11/1904
663	<i>13/11/1904</i>	26/11/1904
664	<i>13/11/1904</i>	10/12/1904
665	<i>13/11/1904</i>	3/12/1904
666	<i>27/11/1904</i>	10/12/1904
667	<i>27/11/1904</i>	17/12/1904
668	<i>27/11/1904</i>	17/12/1904
669	<i>27/11/1904</i>	17/12/1904
670	<i>27/11/1904</i>	10/12/1904
671	<i>27/11/1904</i>	17/12/1904

NUMBER	DELIVERED*	IN SERVICE
672	4/12/1904	31/12/1904
673	4/12/1904	24/12/1904
674	4/12/1904	17/12/1904
675	4/12/1904	24/12/1904
676	4/12/1904	24/12/1904
677	4/12/1904	24/12/1904
678	11/12/1904	24/12/1904
679	11/12/1904	24/12/1904
680	11/12/1904	30/12/1904
681	11/12/1904	31/12/1904
682	11/12/1904	31/12/1904
741		24/10/1907
742		14/11/1907
743		28/10/1907
744		13/11/1907
745		19/11/1907
23		29/02/1908
25		29/02/1908
38		26/02/1908
39		26/02/1908
98		31/12/1907
101		20/12/1907
110		20/12/1907

* Delivery from Meadowbank Engineering to Randwick Workshops.

The delivery arrangements originally applicable on 9 October were apparently altered to apply on 8 October.

Placing in service

The contract let to the Meadowbank Manufacturing Company for 35 trams specified that the cars were to be delivered in batches of 6, 10, 10, and 9. The late

delivery of trucks delayed these arrangements and the first two cars (Nos. 648 and 650) were dispatched from Randwick to Ultimo Depot on 11 November 1904. It was arranged that a trial should be conducted with these cars on 13 November and on 20 November they took part in a further test. By 13 December 1904, 20 of the J cars had been sent to Ultimo (4), Fort Macquarie (2), Rushcutters Bay (3) and Waverley (9) Depots. As at 27 December, 10 were at Newtown and 25 at Rozelle. The cost of these cars was £743 each.



J class cars 668 and 657 pass in Queens Square alongside the statue of Queen Victoria.
Govt Printing Office

They had Newell magnetic track braking equipment which it was considered prevented their use on the City lines. D class car No. 102 (later carborundum scrubber No. 134s from 1930) had received the Newell equipment in March 1904. Consequently they had to be stored during the ensuing holiday period until introduced with the conversion of the cable line on 15 January 1905.

Additional and replacement cars

On 14 December 1906 a tender from E. and W. Chambers was accepted for five tram bodies, Nos. 741-745. The contract was completed on 1 November 1907 and their final cost entered as £967.

Seven trams (four C and three D) were sold to the Victorian Railways following the destruction by fire of

the tram depot at Elwood. Seven new J class cars were ordered to replace them. The reason why these seven trams did not receive new numbers is surely that the NSWV was left with the original trucks which had remained at Randwick together with the rehabilitated electrical equipment which had been returned from Melbourne. The trucks were regarded as constituting the 'tram'. Thus it followed that the replacement bodies should receive the numbers of the trucks applicable to the bodies sold to Melbourne.

The costs of the replacement cars were apparently not calculated and were shown in departmental records as £630, the same as the original costs of the four C class trams (Nos. 23, 25, 38 and 39) and as £688 for the three members of the D class (Nos. 98, 101 and 110). After all, they had been paid for by the Victorian authorities.

Trucks and electrical equipment as at circa 1934

Permanently coupled cars:

	TRUCK	COMPRESSOR	MOTORS	CONTROLLERS
23 & 25	Peckham 7'6"	GE CP 27	GE203	K6 + K10
38 & 39	Peckham 7'6"	GE CP 27	GE203	K6 + K10
98	Peckham 7'6"	GE CP 27	GE203	K6 + K10
101	Brill 21E 7'6"	GE CP 27	GE90	K6 + P2
110	Brill 21E 7'6"	GE CP 27	GE203	K6 + K10

Coupling cars:

	TRUCK	COMPRESSOR	MOTORS	CONTROLLERS
648-651	Peckham Metrop. 7'6"	GE CP 27	GE67	K6 + P1
652-657	Peckham Metrop. 6'6"	GE CP 27	GE67	K6 + P1
658	Peckham Metrop. 7'6"	GE CP 27	GE67	K6 + P2
659	Peckham Metrop. 6'6"	GE CP 27	GE67	K6 + P1
660	Peckham Metrop. 6'6"	GE CP 27	GE67	K6 + P2
661	Peckham Metrop. 7'6"	GE CP 27	GE67	K6 + P2
662	Peckham Metrop. 7'6"	GE CP 27	GE67	K6 + P1
663	Peckham Metrop. 6'6"	GE CP 27	GE67	K6 + P1
664	Peckham Metrop. 7'6"	GE CP 27	GE67	K6 + P2
665	Peckham Metrop. 7'6"	GE CP 27	GE67	K6 + P1
666	Peckham Metrop. 6'6"	GE CP 27	GE67	K6 + P1
667	Peckham Metrop. 7'6"	GE CP 27	GE67	K6 + P2
668	Peckham Metrop. 6'6"	GE CP 27	GE67	K6 + P2
669	Peckham Metrop. 6'6"	GE CP 27	GE67	K6 + P1
670	Peckham Metrop. 6'6"	GE CP 27	GE67	K6 + P2
671	Peckham Metrop. 6'6"	GE CP 27	GE67	K6 + P1
672	Peckham Metrop. 6'6"	GE CP 27	GE67	K6 + P2
673	Peckham Metrop. 7'6"	GE CP 27	GE67	K6 + P1
674	Peckham Metrop. 7'6"	GE CP 27	GE67	K6 + P2
675	Peckham Metrop. 6'6"	GE CP 27	GE67	K6 + P1
676-677	Peckham Metrop. 7'6"	GE CP 27	GE67	K6 + P1
678	Peckham Metrop. 6'6"	GE CP 27	GE67	K6 + P2
679	Peckham Metrop. 7'6"	GE CP 27	GE67	K6 + P1
680	Peckham Metrop. 6'6"	GE CP 27	GE67	K6 + P1
681	Peckham Metrop. 6'6"	GE CP 27	GE67	K6 + P2
682	Peckham Metrop. 6'6"	GE CP 27	GE67	K6 + P1
741-743	Brill 21E 7'6"	GE CP 27	GE90	K6 + P2
744	Brill 21E 7'6"	GE CP 27	GE203	K6 + P1
745	Brill 21E 7'6"	GE CP 27	GE203	K6 + P2

The 1924 Royal Commission

On 13 September 1923 the Premier announced the appointment of a Royal Commission to conduct a comprehensive enquiry into the NSW Railways and Tramways. The immediate catalyst had been shortcomings in the administration in the Locomotive Branch of the Railways. On 13 February 1924 the *Herald* reported the selection of the disinterested and eminent English railway experts Sir Sam Fay and Sir Vincent Raven KBE. They were appointed by the Governor on 9 May 1924 following their arrival at

Sydney. The Commission required them to investigate the "management, equipment, and general working, including the financed, administration, control and economy of the Railway and Tramway Services ...".

In their report of 3 October 1924 they noted (paragraph No. 279 refers):

At the present time there are fourteen classes of trams in service but it is the intention to build only three of these types for the future, and these which are reproduced in diagrammatic form are as follows:

TYPE	SEATS	TRUCK	TYPE	CAR WEIGHT (TONS)	NO. IN SERVICE
P	80	Bogie	Cross-seat	16.30	192
LP	70	Maximum Traction	Cross-seat	14.87	46
J	50	Four-wheel	Cross-seat	11.40	47

In relation to the Js, the Royal Commissioners stated:

“The J type car will be used on the very heaviest grades, where the conditions present very special risks and track brakes are considered necessary. These cars have a carrying capacity of fifty passengers and will be fitted with a 50 hp motor on each of the two axles.”

Their comprehensive report included drawings of the J, L/P and P classes. It would thus appear that in 1924 the NSWRT considered that, if there should emerge a need for additional four-wheeled stock, the J class would be the favoured type.

However, it is interesting to mention in this context that the Appendix No. 18 accompanying the report of the Royal Commission appointed to inquire into and report upon the railway and transport systems of Melbourne of 30 May 1911 included photographs of K class No. 751 and O No. 806 both of which had been built in 1908. It might seem that this choice could indicate that the K was presented in preference to the J as a single truck car for Melbourne. However, the inclusion of a view of a C demonstrates that the Melbourne document was merely illustrative of types of Sydney trams.

Driver's protection

An industrial issue of great importance to tram drivers was the fitting of driver's protection which involved the provision of windshields. Nos. 23 and 25 received this improvement on 19 November 1910 and Nos. 28, 39, 101 and 110 on 17 December 1910. These were the cars sent to Manly in early 1911. The remainder of the class received windshields, as part of a fleet-wide program, by 1913.

The Manly sojourn

A steam tramway was opened between Manly Pier and North Manly (sometimes referred to as Curl Curl) on 14 February 1903. Unfavourable operating results led to the introduction of horse operation from 20 July 1903 using two horse cars constructed at Randwick in

1894. Steam operation resumed on 30 September 1907 and a new electric line was opened from Manly Pier to The Spit (as well as electrifying the Brookvale line as far as Manly Depot) on 9 January 1911. Six J cars were sent to Manly to operate the new line. They only remained there until the electrification of the line from Manly Depot to Brookvale on 1 May 1911 when they were replaced by 80 seat O class cars.

Allocation

In general terms, the J cars remained at Rushcutters Bay (with less than 10 at Waverley) until the introduction of the R class corridor cars. The allocation to Rushcutters Bay as at (say) 21 June 1930 was very straightforward: 43 J (the remaining four were at Waverley), 2 H and 51 K. The introduction of the new trams (47ft in length) involved the reconstruction of Rushcutters Bay Depot and, in order to facilitate this work, several business hour runs were transferred to Fort Macquarie from 7 August 1933.

Rushcutters Bay could only house 46 of the new cars. Consequently the size of the traffic task, which the Watson's Bay line entailed, dictated that other trams had to be supplied by Fort Macquarie and Waverley Depots. As the new cars were delivered to Rushcutters Bay the J class were sent to Fort Macquarie.

Introduction of R class trams

The question of when R class trams were first operated in revenue service for the conveyance of people paying ordinary fares cannot presently be answered. The event was recorded neither in the Weekly Notice nor in the timetable alteration books. On 11 October 1933 the *Herald* reported a statement, attributed to the Commissioner for Road Transport and Tramways, announcing that "... the first corridor tram would be run between Erskine Street and Vaucluse to-day on a special service."

The press report went on to clarify the matter as follows: "Mr Maddocks said that the new trams were being completed at the rate of two a week. Before they

J class 667 at Randwick Workshops.

Bob Merchant Collection



were put on the road the cars were subjected to exhaustive tests. Until a sufficient number were available it was not thought desirable to put them into ordinary traffic, but, rather than withhold them from ordinary use, arrangements had been made for the first car to be run.

“The new tram will be run as a special tram at a flat rate fare of 6d, and consideration is being given to the running of similar cars on the Bondi, Coogee, Maroubra Bay, Malabar, and Gladesville lines for a similar purpose. These trips will be supplementary to the ordinary timetables. It is anticipated that within a few weeks a sufficient number of the new vehicles will be available to enable the department to put them into general traffic at ordinary fares.”

No. 1739 was introduced on a special service from Erskine Street to Vacluse (Signal Station) on 11 October 1933. No. 1740 was available on 12 October.

On 12 October a departmental advertisement notified the operation by two of the new trams (at a flat fare of 6d) from Erskine Street to Vacluse on 13-15 October. An advertisement notified the operation of a special service from Circular Quay to North Bondi via Bellevue Hill on 16 October and from Fort Macquarie and St James Road to Gladesville on 17 October. The Vacluse service would be operated on both these days. On 18 October a further advertisement notified a special service from Circular Quay to Coogee on 18 October and to Maroubra Bay on 19 October. Again the Vacluse service would be operated on both these days.

Departmental records indicate that the first car (No. 1738), which was commissioned at Randwick

Workshops and displayed at Bridge Street Yard on 29 September 1933, did not enter revenue service until 3 November 1933. During the intervening period it had been involved in various tests and experiments. Nos. 1738-1743 were recorded in a data sheet compiled by the Electrical Branch as having entered service on 3 November and 11, 12, 19, 25 and 25 October 1933. The record cards held at Randwick show: 29 September, 10, 20, 19, 25 and 25 October. The Accountant's ledger recorded these dates as on 3 November and 11, 12, 19, 25 and 25 October 1933. On the balance of probability, this slight divergence of official opinion suggests that No. 1740 participated in the special services outlined above.

A letter, dated 7 November, published in the *Herald* of 8 November 1933 referred to the correspondent's having travelled on an R car to King's Cross that day. On 28 November a letter was published which noted: “What a pleasure to ride in them. Beautifully finished, running so smoothly, no longer do you have to ‘hold on’ or apologise to your neighbour for a more or less rude jolt.”

From 24 December 1933 all trips to Watson's Bay on Sundays were worked by R cars with those to Double Bay all consisting of coupled J or K cars. From 4 March 1934 all Sunday services on the line were worked by R cars and from 12 March all services on other days were thus operated.

The Circular Quay to North Bondi via Bellevue Hill line, operated by Waverley Depot, was the next to receive these cars. Daily operation throughout the week commenced with six cars on 18 June 1934. From 7 October 1934 all Sunday and from 15 October 1934 all journeys were thus operated.

Movements and disposal of J cars following introduction of corridor type cars

As the new cars were delivered to Rushcutters Bay the J class cars were dispersed. Jim Cuddy's and other records conscientiously record the subsequent movements of these cars as follows:

- 23: 12/5/1934 stored Bridge Street yard; 7/2/1935 stored Leichhardt Depot; 25/7/1935 to Randwick; 21/10/1935 taken from stock; 1/10/1935 condemned; 24/1/1938 disposal.
- 25: 12/5/1934 stored Bridge Street yard; 7/2/1935 stored Leichhardt Depot; 25/7/1935 to Randwick; 21/10/1935 taken from stock; 1/10/1935 condemned.
- 38: 23/5/1934 stored Randwick Workshops; 5/7/1934 stored Leichhardt; 16/12/1934 taken from stock; 30/7/1935 to Randwick; 15/4/1936 condemned; 7/1936 disposal.
- 39: 23/5/1934 stored Randwick Workshops; 5/7/1934 stored Leichhardt; 16/12/1934 taken from stock; 24/10/1934 to Randwick; 1/6/1936 condemned; 7/1936 disposal.
- 98: 11/1/1934 returned to Waverley Depot; 29/7/1935 to Randwick; 1/6/1936 condemned; 9/1936 disposal.
- 101: 11/1/1934 returned to Waverley Depot; 22/7/1935 to Randwick, 12/12/1935 dismantled; 13/12/1935 condemned; 7/1936 disposal.
- 110: 16/12/1934 stored Leichhardt; 11/2/1935 taken from stock; 11/6/1937 to Randwick; 8/1/1936 condemned; 7/1937 disposal.
- 648: 6/6/1934 taken from stock; 9/4/1936 condemned (this date was also recorded as 1/3/36, apparently a clerical confusion); 29/7/1935 to Randwick; 5/2/1936 sold.
- 649: 6/8/1933 ex Rushcutters Bay; 11/2/1934 to Waverley; 3/1/1934 condemned.
- 650: 6/8/1933 ex Rushcutters Bay; 14/2/1934 to Waverley; 18/6/1935 condemned; 16/5/1935 burnt.
- 651: 19/5/1934 stored Tempe; 23/7/1935 to Randwick; 9/10/1935 condemned; 23/10/1935 burnt.
- 652: 6/8/1933 ex Rushcutters Bay; 14/4/1934 stored Bridge Street; 4/1/1935 to Leichhardt; 24/7/1935 to Randwick; 5/4/1936 condemned.
- 653: 6/8/1933 ex Rushcutters Bay; 5/2/1934 to Randwick; 14/4/1934 stored Bridge Street; 29/5/1936 condemned.
- 654: 6/8/1933 ex Rushcutters Bay; 13/4/1934 ex storage; 14/4/1934 stored Bridge Street; 29/7/1935 to Randwick; 4/5/1936 condemned.
- 655: 14/2/1934 to Waverley; 17/4/1934 to ? Depot; 23/5/1934 stored Randwick Racecourse; 14/6/1934 to Randwick; 5/7/1934 stored Leichhardt; 26/4/1935 condemned; 17/6/1935 burnt.
- 656: 12/5/1934 stored Bridge Street; 8/10/1934 to Randwick; 1/10/1935 condemned.
- 657: 12/5/1934 stored Bridge Street; 23/7/1935 to Randwick; 16/12/1935 condemned.
- 658: 13/1/1934 ex storage; 14/4/1934 stored Bridge Street; stored Randwick Racecourse; 5/7/1934 stored Leichhardt; 16/10/1934 ex store Leichhardt; 8/10/1935 condemned.
- 659: stored Bridge Street; 4/1/1935 to Leichhardt; 24/7/1935 to Randwick; 29/5/1936 condemned.
- 660: 14/4/1934 stored Bridge Street; 23/7/1935 to Randwick; 15/5/1936 condemned.
- 661: 7/2/1934 to Waverley; 22/7/1935 to Randwick; 16/10/1935 condemned.
- 662: 7/2/1934 to Waverley; 23/5/1934 stored Racecourse; 5/7/1934 stored Leichhardt; 27/7/1935 to Randwick; 16/10/1935 condemned.
- 663: 14/4/1934 stored Bridge Street; 23/5/1934 stored Racecourse; 5/7/1934 stored Leichhardt; 30/7/1935 to Randwick; 15/4/1936 condemned.
- 664: 6/8/1933 ex Rushcutters Bay; 4/1/1935 to Leichhardt; 27/7/1935 to Randwick; 23/12/1935 condemned.
- 665: 14/4/1934 stored Bridge Street; 23/5/1934 stored Racecourse; 5/7/1934 stored Leichhardt; 27/7/1935 to Randwick; 17/1/1936 condemned.
- 666: 6/8/1933 ex Rushcutters Bay; 11/12/1934 to Randwick; 10/10/1935 condemned.
- 667: 6/8/1933 ex Rushcutters Bay; 10/12/1934 to Randwick; 29/4/1936 condemned.
- 668: 14/4/1934 stored Bridge Street; 19/5/1934 stored Tempe; 29/7/1935 to Randwick; 14/4/1936 condemned.
- 669: 22/2/1934 to Randwick; 25/3/1935 condemned.
- 670: 19/5/1934 stored Tempe; 29/7/1935 to Randwick; 13/5/1936 condemned.
- 671: 14/4/1934 stored Bridge Street; 19/5/1934 stored Tempe; 23/7/1935 to Randwick; 13/5/1936 condemned.
- 672: 21/5/1934 stored Bridge Street; 23/7/1935 to Randwick; 16/12/1935 condemned.
- 673: 23/5/1934 stored Racecourse; 5/7/1934 stored Leichhardt; 23/7/1935 to Randwick; 9/10/1935 condemned.

- 674: 14/4/1934 stored Bridge Street; 5/7/1934 stored Leichhardt; 23/7/1935 to Randwick; 10/10/1935 condemned.
- 675: 14/4/1934 stored Bridge Street; 23/5/1934 stored Racecourse; 5/7/1934 stored Leichhardt; 16/10/1934 ex Leichhardt; 5/11/1934 to Randwick; 30/4/1936 condemned.
- 676: 6/8/1933 ex Rushcutters Bay; 19/5/1934 stored Tempe; 16/10/1934 ex Leichhardt; 17/10/1934 to Leichhardt – unfit for traffic; 27/7/1935 to Randwick; 30/10/1935 condemned; 29/10/1935 burnt.
- 677: 6/8/1933 ex Rushcutters Bay; 19/5/1934 stored Tempe; 29/7/1935 to Randwick; 15/4/1936 condemned.
- 678: 14/4/1934 stored Bridge Street; 19/5/1934 stored Tempe; 30/4/1936 condemned.
- 679: 19/5/1934 stored Tempe; 16/10/1934 ex Leichhardt; 17/10/1934 to Leichhardt – unfit for traffic; 9/5/1936 condemned.
- 680: 12/5/1934 stored Bridge Street; 4/1/1935 to Leichhardt; 30/7/1935 to Randwick; 23/12/1935 condemned.
- 681: 28/12/1933 to Randwick; 6/6/1934 taken from stock; 3/1/1934 condemned.
- 682: 23/5/1934 stored Racecourse; ? stored Leichhardt; 30/7/1935 to Randwick; 1/3/1936 condemned.
- 741: 11/1/1934; 22/8/1934 to Randwick; returned to Waverley; 29/4/1936 condemned.
- 742: 16/12/1934; 29/7/1935 to Randwick; 29/4/1936 condemned.
- 743: 7/9/1934 to Randwick; 16/12/1934 taken from stock; 1/10/1935 condemned.
- 744: 23/5/1934 stored Racecourse; 5/7/1934 stored Leichhardt; 24/7/1935 to Randwick; 1/10/1935, condemned.
- 745: 23/5/1934 stored Racecourse; 5/7/1934 stored Leichhardt; 24/7/1935 to Randwick; 1/10/1935 condemned.

In July 1936 Nos. 25, 649 and 674 were loaded onto ballast trucks for dispatch to Tempe Depot for use by the Institute Tennis Club.



J 674 in King Street at Castlereagh Street in 1905. Note the banner type tramway signals on the right.

Govt Printing Office

Allocation of R and R1 classes

The withdrawal of the J class should be viewed in the context of the following summary of the delivery

and allocation of the corridor cars of the R and R1 classes during 1933-1936. A key to the identification of depots is at the foot of the table.

YEAR	MONTH	K	F	W	M	N	TOTAL
		R + R1	R + R1	R	R	R	
1933	Sep	1					1
	Oct	5					5
	Nov	17					17
	Dec	28					28
1934	Jan	34					34
	Feb	35	10				45
	Mar	35	22				57
	Apr	41	28				69
	May	41	42	1			84
	Jun	41	49	6			96
	Jul	41	49	14			104
	Aug	41	49	24			114
	Sep	41	49	29	3		122
	Oct	41	51	30	9		131
	Nov	41	51	34	14		140
	Dec	41	52	38	18		149
1935	Jan	41	51	40	22		154
	Feb	41	51	40	32		172
	Mar	41	51	42	38		166
	Apr	41	53	41	46		181
	May	41 + 1	53	41	53		189
	Jun	40 + 2	58	43	58		196
	Jul	40 + 3	51 + 1	44	60		199
	Aug	38 + 3	50 + 1	44	62		199
	Sep	38 + 3	51 + 2	44	62		200
	Oct	38 + 3	51 + 2	44	62		200
	Nov	36 + 7	51 + 2	46	62		204
	Dec	25 + 17	52 + 2	56	62		214
1936	Jan	19 + 24	54 + 2	60	62		221
	Feb	12 + 35	61 + 2	60	62		232
	Mar	3 + 41	62 + 3	60	62	8	239
	Apr	1 + 41	56 + 8	60	62	16	244
	May	1 + 41	51 + 14	60	62	21	250
	Jun	1 + 41	51 + 14	60	62	21	250
	Jul	1 + 41	51 + 14	60	62	21	250
	Aug	1 + 41	51 + 14	60	62	21	250
	Sep	1 + 41	50 + 14	59	62	23	250
	Oct	7 + 41	44 + 14	59	62	23	250
	Nov	7 + 51	44 + 4	59	62	23	250
	Dec	9 + 55	42	59	62	23	250

Key to depots:

K = Rushcutters Bay F = Fort Macquarie W = Waverley M = Military Road (North Sydney) N = Newtown

J 675 in King Street at George Street inward bound to Erskine Street.

Govt Printing Office



It should be explained that the above tabulation shows the total of trams for which Rushcutters Bay Depot was responsible as distinct from the total actually housed there. Thus R1 Nos. 1978-1987 were accommodated at Fort Macquarie.

Withdrawal of the J cars

With the delivery of the new trams, a decision had to be made as to which trams would be the first to be withdrawn. In the event, the order of scrapping was determined on the basis of the age of the classes in stock and the 198 remaining E class trams (99 sets) of 1901-1903 were quickly withdrawn and scrapped, with the exception of 10 cars (5 sets) retained for the Neutral Bay and Athol Wharf lines. By 1 July 1934, 146 E cars, 45 J and 100 R cars were in stock – the corresponding totals for 1934/35 were 19 E, 42 J, 195 R and 4 R1 and for 1935/36 10 E, nil J, 195 R and 55 R1.

Reclamation of material

In his report of 28 March 1947 the Auditor-General examined many aspects of the Sydney and Newcastle transport undertakings. His comprehensive survey included the following reference to the use of reclaimed material:

“The actual cost of construction per car was £2,926 and £2,913 for the R and R-1 type respectively. In this regard, I understand that use was made of some material from scrapped tramcars and that 96 motors were in stock, having been obtained at a price below the then current cost, so that the cost of the cars might be more accurately stated at £3,000 each.”

Apart from common use interchangeable items, a significant contribution to this form of recycling

economy would have been the air compressors. The General Electric CP 27 type was the most numerous – as at 1 July 1933 there were 1,534 units of this type in use. The first six R cars had compressors of this type as did Nos. 1842-1932 and R1 Nos. 1933-1937 and 1978-1987. Nos. 1744-1841 and R1 Nos. 1938-1977 had new compressors of the Westinghouse DH 16 type which had been fitted to the second experimental P class car (No. 1481) of 1922. It seems very likely that many of these General Electric units would have been recovered from J class and the even numbered E class trams.

Conclusion

Apart from the two members of the H class tourist cars of 1907-1936, the J class has the melancholy distinction of being the shortest lived of NSW footboard type trams.

It is interesting to reflect that newspaper reports of the introduction of new designs of tram in such cities as Melbourne, Brisbane or Hobart praised the new vehicle without criticising the existing pattern. However, as is so often the case, circumstances were different in Sydney. Thus the *Herald* of 12 October 1933 noted:

“The ‘jumping jacks’ which run on the Vaucluse service are notorious among Sydney travellers. They rattle. They sway violently on every bend. Their vibration makes it almost impossible to read a newspaper on the way to or from work. The new trams are as comfortable and free from vibration as a heavy motor car. Pneumatic cushions and perfect protection from the weather have set a new standard in travelling comfort.”



J 665 outbound and J 671 inbound in King Street between George and Pitt Streets.
Postcard, R Merchant Collection

A J car climbs away from Gap Loop on the new extension from Signal Station to Watson's Bay, opened on 18 January 1909.
STM Archives



J 662 on a Double Bay service, stops at Cross Street, Double Bay, at the edge of the shopping centre and a block from its terminus at William Street.

Postcard, R Merchant Collection

J class 98 poses for its portrait in Driver Avenue, Moore Park.
Govt Printing Office



KOGARAH'S TROLLEYBUS SYSTEM

FIFTY YEARS ON

By Dennis O'Brien

The 30th of August 2009 marks the 50th anniversary of the closure of the Kogarah trolleybus system. This network was operated by the Department of Road Transport & Tramways and was the second and last trolleybus system to close in Sydney. The Kogarah trolleybuses replaced a steam operated tram service that operated between Kogarah, Sans Souci and Dolls Point that had been established in 1887. It had been the intention of the government of the day to electrify this line using electric trams of the K type, perhaps supplemented by Es or Js or both, these vehicles having been displaced by the introduction of new R class corridor trams on the main system..

To this end a second track was laid in Rocky Point Road. However there was a change of policy from trams towards this new form of transport, the trolleybus, that was also to encompass the suburb of Rockdale. The opening took place on 3 July 1937 with regular services commencing the next day.

A total of 21 double-deck buses were constructed by Ritchie Brothers at their Auburn works for the Kogarah system. These all steel bodies were constructed to a very high standard on AEC and Leyland three axle chassis and were better appointed in regards to customer comfort than the motor buses being put on the road at this time. Leather seats, large windows and exceptionally good lighting were some of

the outstanding features of these vehicles. After the Wylde Street trolleybus route closed, its four surviving vehicles also served for a time at Kogarah.

The last Saturday, 29 August 1959, saw larger than average loadings as the general populace joined with transport enthusiasts to take the last journey on this form of electric transport. Two enthusiast tours were conducted and some unusual and unofficial manoeuvres took place during the course of the afternoon.

Those in the know took their seats early on the bus timetabled to run last trip and enjoyed the last few hours of this efficient form of transport mode. The last bus, No.14, was extensively overloaded with last riders. The conductor directed there was to be no standing on the top deck, but passengers could sit three to a seat or sit on the floor of the top deck. So overloaded was the bus that the tyres rubbed up against the inside of the front and rear mud guards.

Minor theft of trolleybus hardware took place during the evening. Destination rolls, kerosene tail lamp and lamp bulbs disappeared. A now senior member of a well known tramway society was spoken to by the Sub-Inspector who requested the police to arrest this person for stealing. However he was instead told to move on!



Ritchie Street Depot staff pose in front of trolleybus 8 in the depot yard on 29 August 1959.

Bob Merchant

So this form of transport disappeared from the streets of Sydney and 50 years on little is left to remind us of this non-polluting mode of transport. All 21 of the buses based at Kogarah were disposed of. Some were partly dismantled but the majority were eventually scrapped.

No vehicle was preserved at this time. It was not until 1977 that the remains of trolleybus 19 were discovered in a paddock in a south-western suburb of Sydney. The derelict remains were obtained and over an eleven year period were restored back to near original condition. This bus is now one of the Sydney Tramway Museum's prized exhibits and is on display in the exhibition hall at Loftus. The other significant piece of equipment from the Kogarah system which has survived is the rotary converter from the Gray Street substation, which is also at the Sydney Tramway Museum.



The driver and conductor of trolleybus 14, the last trolleybus to run in New South Wales, outside Kogarah station.

Peter Sage



A view of the lower deck of trolleybus 14 early in the evening of 29 August 1959, before the bus filled with last trip riders.

Bob Merchant

Passengers mill around trolleybus 14 outside Ritchie Street Depot at the completion of its last scheduled run.

Terry Bolton



Trolleybus 8 stands at the terminus at Sans Souci. All three photos on this page were taken on 29 August 1959.

Bob Merchant



Trolleybus 20 is inbound to Rockdale in Rocky Point Road at Fontainbleau Street. A street fire alarm is beside the sign post.

Bob Merchant



Trolleybus 12 inbound passes 'bus 8 outbound in Gray Street, Kogarah. The substation supplying power for the trolleybuses is on the left.

Bob Merchant

SYDNEY'S OCEAN STREET LINE REMEMBERED

Last June marked the 50th anniversary of the closure of Sydney's Ocean Street line, the remaining section of the line to Bondi via Bellevue Hill.

Opened on 1 February 1909 from Elizabeth Street in the city to Bellevue Hill, the line was extended to Bondi Beach on 19 December 1914. On 14 November 1954 it was cut back to Ocean Street, Woollahra, terminating on track which had previously provided a connection to Oxford Street and nearby Waverley Depot. Closure of the remaining section took place after the finish of traffic on 27 June 1959. Waverley Depot closed on the same day, preparatory to its conversion to a bus depot.

Winding its way up and over the hills of Darlinghurst, Paddington and Woollahra, the Ocean Street line passed through a variety of Sydney's suburbia. These photos taken by Dale Budd and all but one taken on the last day of operation, recall this interesting line.



Having just turned out of Elizabeth Street, a tram in Park St approaches College Street flanked by a variety of taxis. The imposing structure in the background is the old T & G building.



Both the Ocean Street and Watson's Bay lines passed through the intersection of William and Yurong Streets, but without a track connection. R1 car 1940 is about to turn into Yurong Street, very well loaded with workers going home in the Saturday midday peak. Some passengers are occupying the rear driver's cab, and the rear destination sign is incorrectly showing Queens Square. An outbound Watson's Bay line tram can be seen in the distance in William Street.



An outbound tram speeds across the Paddington viaduct, seen from Boundary Street. After the line was cut back to Ocean Street all regular services were provided by corridor cars, but other classes of tram used the line as an alternative route between the city and Waverley Depot.



With St Vincent's Hospital in the background, O car 805 on an AETM tour on 15 November 1958 pauses on the viaduct which took the line across a low-lying area of Paddington. After the line closed the viaduct was converted to a roadway.

In two places the street layout led to the use of reserved track, albeit paved, to allow the line reasonable curvature in turning from one street to another. R 1856, on a last-day tour for SPER, is on one of these sections, linking Cascade Street with Gurner Street. Buses use the same short-cut today.



Two crossovers were provided at the terminus in Ocean Street which was on a moderate grade. A tram drifts through the upper crossover at the start of a trip to the city.

HERE AND THERE

AUSTRALIAN AND OVERSEAS NEWS

Memorial unveiled at Bakewell Bridge

In 1925, the Municipal Tramways Trust and the South Australian Government built a large reinforced concrete bridge over Railway Terrace, Mile End and the adjacent southern railway line as it entered Adelaide. This allowed the Henley Beach trams to enter the city via a new road, Glover Avenue, to terminate in Currie Street. Previously, Henley and Hilton trams had traversed North Terrace, West and Deviation Roads to reach Henley Beach Road. Trams continued to use the bridge until 2 February 1957. Buses took over the next day to provide services to Richmond and Henley, still using the Bakewell Bridge.

It was realised in the 1990s that the structure of the bridge was beginning to deteriorate. This was hastened rather spectacularly on 14 July 1995 when a freight train derailed under the bridge and knocked out eleven of the supporting pylons. The bridge did not collapse – indeed the deck did not even crack. New pylons were installed rather hastily before the bridge was reopened. However, plans went ahead to replace it with an underpass. The bridge was demolished in 2006 and the new underpass was opened on 13 January 2008.

The replacement of the Bakewell Bridge did not pass unnoticed. A small portion of the original wall of the bridge has been re-erected on the corner of East Avenue and Henley Beach Road above the underpass. On 28 April 2009 a ceremony was held unveiling a series of plaques, being those originally affixed to the Bakewell Bridge when opened in 1925, a plaque commemorating the opening of the underpass, and a picture of E. H. Bakewell, who was MTT Board Chairman from 1923 to 1937. (Less well known is that Bakewell had been managing director of the South



Concreting the deck of the Bakewell Bridge, 9 April 1925. An F type car can be seen entering Henley Beach Road from Deviation Road.

MTT collection

Australian Reinforced Concrete Company prior to World War I.) There is also a picture of the side of the bridge and a picture of a tram using the bridge. The one chosen shows H1 type car 381 approaching the crest of the bridge on 30 January 1957, just a week before the tram line closed. The choice of this car as the illustration is a little surprising, as F and H type cars were the principal users of the bridge. However,



Opening of the Bakewell Bridge, 23 December 1925. J. House

The picture of 381 crossing the bridge on 30 January 1957.

John Radcliffe



The plaques commemorating the Bakewell Bridge, unveiled 28 April 2009. John Radcliffe

the choice is not without some symbolism as the motors purchased for the other 39 unbuilt cars of this type were stored under the Bakewell Bridge before ultimately being used to re-motor the H type cars in the mid 1950s.

Six new trams for Adelaide

On 7 June the South Australian Government announced that it had been successful in securing six new trams for delivery late this year and early next year. These trams will be available to service the extension to the Adelaide Entertainment Centre, due to be completed early next year, and improve capacity in peak hours.

Sourced from the Spanish capital Madrid, through negotiations with local transport authority Mintra, the six Alstom Citadis model 302 trams will commence shipping to Australia from July at a cost of around

\$6 million each. Upon arrival in Melbourne the trams will undergo minor modifications to tailor them to Adelaide's requirements. The first vehicles will be transported to Adelaide in November and be commissioned on the network before commencing operation over the Christmas-New Year period.

The trams were originally purchased for use on Madrid's light rail network but became available for purchase following a delay in Madrid's planned network extensions. Most have not been put into service with only one having a couple of weeks use.

Adelaide's H cars

It is understood that the remaining five H type cars are to be moved from Glengowrie Depot to make room for the new Citadis trams. All ticketing equipment is to be removed before the trams are taken to an off-site storage location.

The cars have been withdrawn since a track deviation was built at South Road to allow building of an overbridge over South Road. The temporary poles are very close to the trams and passengers leaning out of H car windows would be injured, whereas Flexity windows are fixed.

Keolis Downer EDI to operate Melbourne's trams

The Victorian Premier, John Brumby, announced on 25 June that Keolis Downer EDI (KDR) is the preferred tenderer to operate Melbourne's tram network. Mr Brumby said KDR had been selected after an exhaustive tender process and evaluation, with KDR representing the best value for Victorian taxpayers.

Mr Brumby said KDR's bid made it clear it was committed to customer service, including an increased focus on staff training and providing timely and accurate information to passengers. 'Melbourne has one of the largest tram networks in the world and patronage has grown by 15.2 per cent in the 12 months to March, with a total of 178.4 million trips,' the Premier said. 'As more people use the network it is paramount that passengers feel safe and have the necessary information on services and how to use the network.'

'KDR recognises our desire for a safe and accessible tram system and that is why they have pledged to ensure each tram is safe for its passengers but also for other vehicles, pedestrians and cyclists. Our trams are an iconic symbol of our city and KDR has proven strategies to improve services, reduce cancellations and increase maintenance. KDR operates four tram networks in France.'

KDR is a consortium between Keolis, a subsidiary of the French public enterprise railway company SNCF, and Australian maintenance provider Downer EDI. The company will initially be offered an eight year term with an option for a further seven years.

Victorian Public Transport Minister Lynne Kosky said KDR would be able to draw on its international expertise to introduce proven systems and processes which have worked successfully overseas to improve tram services.

'KDR is committed to introducing a culture of continual improvement on the tram network to ensure that passengers get to where they need to go safely and efficiently,' Ms Kosky said. 'They will also work with the Brumby Labor Government as we roll out the \$38 billion Victorian Transport Plan which includes funding for up to 50 new low floor trams and a new tram depot.'

Final discussions will now take place, leading to the signing of the new operating contract in August. The Government is confident TransdevTSL will meet its entire current obligation in the existing contract before KDR takes control of the network in December this year.

Ms Kosky said the exhaustive and competitive international tender process began in 2007 and has been overseen by an independent probity auditor.

Melbourne route change

Route 48 (North Balwyn-Docklands) will be changed to travel via Collins Street instead of Flinders Street, and extended to Victoria Harbour, Docklands from September 2009. Route 48 trams from North Balwyn, which currently travel down Flinders Street, will turn right from Wellington Parade into Spring Street and then left into Collins Street. The trams will then travel down Collins Street to Victoria Harbour.

Victoria's Minister for Public Transport, Lynne Kosky, said the new Route 48 service would provide a direct link between the heart of the CBD, Southern Cross Station and the Victoria Harbour precinct of Docklands. 'The Brumby Government is taking action to build the best transport network in Australia and with the continued growth of Docklands, there is a greater need for public transport links to this increasingly vibrant community and business hub,' Ms Kosky said.

'By the end of 2009 around 12,000 people will work in Victoria Harbour, which is home to major businesses including the headquarters of two of Australia's largest banks, ANZ and NAB, as well as the new Myer corporate headquarters, the Kangan Batman TAFE and retail and community spaces including cafes, restaurants, boutique shops and a supermarket.'

'Work is already under way to extend the Collins Street tram tracks into Victoria Harbour, across Harbour Esplanade to Merchant Street,' Ms Kosky said. 'The Route 48 project also involves the installation of turning tracks at the intersection of Wellington Parade and Spring Street and at the intersection of Collins Street and Spring Street.'

Work started in May and was expected to be complete by mid-2009. Major track works were undertaken over the Queen's Birthday long weekend from 6 to 8 June at the intersection of Collins and Spring Streets, and in Macarthur Street between Collins and Albert Streets. Other major works were undertaken at the intersection of Spring Street and Flinders Street intersection from 19 to 22 June.

Melbourne's W cars

Melbourne's remaining W series trams are to be phased out on all routes except the City Circle service, despite a new campaign to get hundreds of the dilapidated trams restored and back on the tracks.

Twelve W series trams run on the City Circle route. Another 25 run along Chapel Street, South Yarra, Church Street, Richmond, and La Trobe Street in the city. In June, Yarra Trams stopped running W series trams in South Yarra and Richmond on weekends.

The National Trust has begun lobbying again to save the trams, introduced in 1923.

Public Transport Minister Lynne Kosky said that W type trams were 'an iconic symbol of Melbourne and part of our city's history', and that the trams would continue to run on the City Circle route. The city's three restaurant trams will also continue to run. But eventually all other W series trams would be removed as new trams arrived, Ms Kosky said. 'Some passengers, particularly the elderly, find them difficult to board and there are significant problems for disability access,' she said.

Melbourne's 50 new trams are planned to be delivered between 2012 and 2014. If patronage continues to increase at its recent rate, the replacement of the W cars is more likely to occur towards the end of the 50 deliveries rather than at the start.

Under the current contract to run Melbourne's privatised tram system, 53 W series trams were to be in service. And 178 of the vintage trams are slowly deteriorating in storage at Newport and Preston workshops.

In the last week of August the Government is expected to sign a contract with a consortium led by French firm Keolis for the operation of Melbourne's tram system for the next eight years. A spokesman for the consortium declined to comment on the fate of the W series trams.

The National Trust's chief executive, Martin Purslow, said Melburnians wanted the trams to be more than just a single tourist route around the city. 'You can't say on one hand that these trams are iconic and on the other hand say the Government will only run 12 of them', he said. 'It is short-sighted not to be able to see the potential of these trams. What is required is a bit of imagination and a bit of money.'

Other cities around the world, such as Seattle and San Francisco, have bought Melbourne's unwanted W series trams and upgraded them.

The Trust wants the W series trams currently in storage to be fixed, painted in the traditional cream and green livery, and redeployed along a new route from the city to Chapel Street, then to St Kilda and South Melbourne.

W series trams have been progressively replaced by more modern trams since 1975. While many want the trams kept on, some passengers do not like them because they do not have air conditioning and are slow. After a braking issue in 2000, which cost \$6 million to fix, they were given a speed limit of 35 km/h. They are also far noisier than newer trams and cannot be used by people in wheelchairs.

The trams were classified by the Victorian branch of the National Trust in 1990, and deemed of significance to the state.

The Trust's listing report says 'Operating through the central city and developed to facilitate suburban expansion in the post WWI-era, these robust trams are the predominant Melbourne icon, presenting a strong symbol of the city through their apparently ubiquitous presence ...'

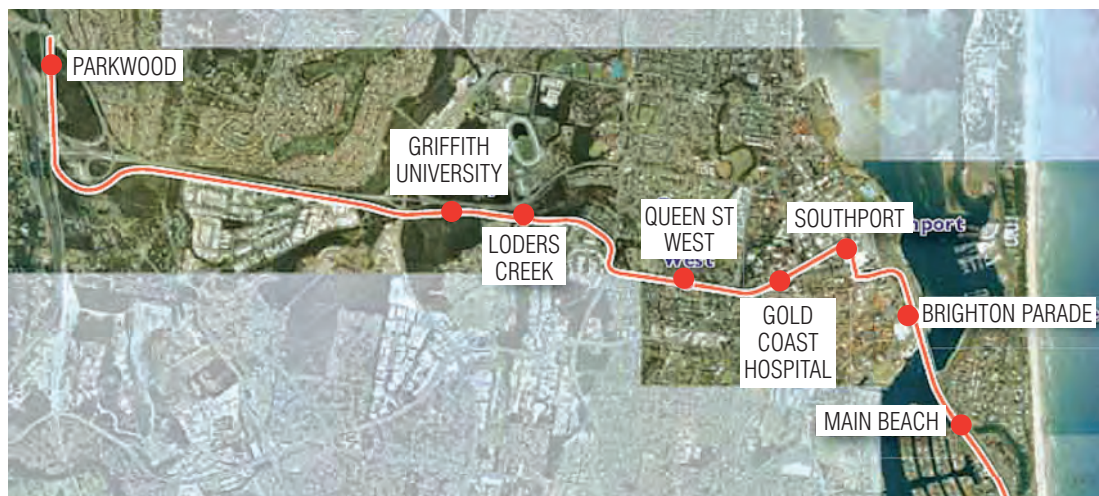
Clay Lucas, *The Age*, with supplementary information

Gold Coast light rail

Queensland Premier Anna Bligh announced on 6 July that work will start on the Gold Coast Rapid Transit system within weeks creating thousands of jobs and building the infrastructure that Australia's fastest growing city needs. Ms Bligh joined Federal Minister Justine Elliot and Gold Coast Mayor Ron Clarke to sign the agreement to jointly fund the Gold Coast Rapid Transit project, with the State Government committing \$464 million.

'This is it. The planning stage is over. Today we can say we are building the Gold Coast Rapid Transit system,' said the Premier, flanked by Gold Coast MPs Peter Lawlor (Southport), Margaret Keech (Albert), Christine Smith (Burleigh), and Peta-Kaye Croft (Broadbeach). Ms Bligh said the \$949 million project would become the engine-room of the Coast economy, generating 6,300 direct and indirect jobs during construction and creating the infrastructure the Gold Coast needs to thrive.

'We know how important construction and tourism are to the Gold Coast and in the current climate both industries are doing it tough,' she said. 'That's why this project is so important. It delivers construction jobs now, and builds an iconic and essential piece of tourism infrastructure for the future. This will be the only light rail system in the State, and it will literally change the face of the Gold Coast.'



Ms Bligh said the government had approved the business case for the 13 km project from Griffith University to Broadbeach, including Southport and Surfers Paradise, meaning work could now get under way. The project will be delivered in three phases:

- Early works – mid 2009 to mid 2011
- Operator procurement – mid 2009 to early 2011
- Infrastructure delivery – early 2011 to late 2013

The completed system will be up and running by January 2014.

Ms Bligh said government would fund the infrastructure, while a private sector partner would provide the cars and depots as well as run the service. 'It's a type of public private partnership called an 'operator franchise', she said. 'State, federal and local government will build the infrastructure, while the private sector will bring finance and innovation to the delivery of the actual service. It's the best of both worlds – and we will be looking locally, nationally and internationally for an operator to deliver a one-of-a-kind system for the Coast.'

Minister Elliot said the Commonwealth Government's commitment to the project recognised its national, as well as local, significance. 'This was one of only 15 projects to receive funding from the Building Australia Fund. And our \$365 million is a big commitment to the Coast,' she said. 'Gold Coast Rapid Transit is a project of national significance that will deliver a number of social, economic and environmental benefits to this great city. When the project is complete, it will carry an estimated 40,000 workers into Southport, Surfers Paradise and Broadbeach. It's expected that 20 per cent of the (Gold) Coast's total population – as well as 50,000 to



60,000 overnight visitors – will be located within walking distance of the route. That means significant economic as well as transport benefits for the Gold Coast community.'

Missing film footage

The Launceston Tramway Museum recently acquired a copy of a film taken in 1911 of the official opening of the tramway service which will be shown on a regular basis to visitors. They would like to feature with this film, other footage of an archival nature concerning the Launceston service, showing tram and trolley bus operation.

Unfortunately it appears that very little footage of such activity survives in Tasmania and their only hope may lie with visitors from the mainland who took their movie cameras to Launceston. Some enthusiasts may have gone over to see the ending of the tramway service in December, 1952 and recorded the event on film.

If you have any tram or trolley bus film footage or photographs relating to Launceston, or know of anyone who might, they would appreciate hearing from you.

Contact details are:

Film Footage Search

Launceston Tramway Museum Society Inc

PO Box 889

LAUNCESTON TAS 7250

or email to john_perkins@iprimus.com.au

New cable car for San Francisco

San Francisco's newest cable car had its public premiere on 22 June, joining an elite transportation fleet known the world over. The unveiling marks the 25th anniversary of the return of full cable car service after the system was shut down for nearly two years to undergo a major overhaul.

Cable car No. 15 is no off-the-shelf vehicle. For more than five years, nearly 30 Municipal Transportation Agency crafts workers – carpenters, a patternmaker, metal workers, transit mechanics, welders and painters – laboured on and off to build the cable car from scratch, working off blueprints more than a century old.

They started by laying down the I-beams, then built the floor, the frame, the elaborate curved roof. Next

came the mechanical components. The final stop was in the paint shop at the cable car barn and powerhouse on Nob Hill. There, No. 15 was brought to life with paint hues yellow, red, white, buff, gray, black and maroon – a colour scheme that originated on the Powell-Mason line in the 1890s. The bell, an auditory icon in San Francisco, sits atop the roof, ready to be broken in by the gripmen.

“It’s a work of art,” Christopher Hill, Muni’s manager of cable car maintenance, said of the new 8-ton rolling monument. “When we get a car like this, it’s a blank canvas,” said Larry Harris, one of three Muni painters who have worked on the project since it arrived in their shop early last year. “We wanted to make sure we got it right. There are going to be a lot of people looking at this.”

Ken Russi, another on the paint crew, said a lot of pride goes into the work. Late last week, he was going over No. 15 inch by inch with his eye as a trained graphic designer and the paint brush of his trade doing touch-ups. “Once it goes into service, I won’t want to look at it anymore. It will get destroyed,” said Russi, a 34-year Muni veteran. A San Francisco native who grew up riding the cable cars, he knows the wear and tear they endure as they haul tourists and sentimental San Franciscans at a steady 9.5mph up and down the hills.

Like the others who worked on No. 15, Russi and Harris plan to sign the cable car in places not seen by the riding public. The tradition of crafts workers leaving their mark dates back more than 100 years.

Made of bronze, steel, red oak, white oak, knot-free fir, Alaskan yellow cedar, canvas and glass, No. 15 cost US\$823,000 to build. Just about the only

H cars 370-380 at South Terrace moving from King William Street across South Terrace into the tramway reservation in the parklands on 31 May 2009. The regular three ‘heritage tram’ trips on Saturdays, Sundays and Holidays has now ceased following the start of bridge works at South Road.

John Radcliffe



San Francisco's new cable car in the car barn.

Carmen Magana



materials not specially fabricated for the cable car were the light bulbs, hinges, rope and screws.

No. 15 is the twelfth cable car produced from the bottom up by Muni in the past two decades. It will be used on the Powell Street lines that run from Market Street downtown to Fisherman's Wharf.

The new cable cars ensure that the 136-year-old system – a designated National Historic Landmark and the only one remaining in the world that operates on public streets – will carry on. The average lifespan of a cable car is about 100 years.

No. 15 made its test run after the morning rush hour on June 10 with eight or nine Muni workers aboard to make sure it was safe and sound. The crew deemed the trial a success. As expected, the new cable car ran a little stiffly, reported Hill, the maintenance manager who was on the first ride. "It's going to take a little time to loosen up."

The yellow, red, and buff livery unveiled on 22 June was the immediate predecessor to the red United Railroads livery, at least for the Powell-Mason cars. In the days of the Market Street Railway Company of 1893, which operated the Powell cars from that date until United Railroads took over in 1902, cable cars were colour-coded by line. Since only the Powell-Mason line has survived from the lines then housed at the Washington-Mason car barn, that line's livery was chosen for replication on car No. 15. David Dugan of Market Street Railway recreated the 'owner's logo' on the lower side panels by using historic photos to design a decal that the cable car painters installed. MSR also

purchased some special paint for the red pinstripes, saving the paint crew from going through the exhaustive city procurement process.

With the introduction of car No. 15, almost all the major historic Powell Street cable car liveries are represented in the active fleet. A few of the existing vintage schemes will be tweaked in coming years to enhance their historic accuracy.

Rachel Gordon
and Market Street Railway

A Rockhampton Purrey steam tram about 1910.

Archer Park Collection



Letter to the Editor

I saw, with interest, the item in the May issue about cinema traffic in Sydney and I thought I might pass on to you the following comment as an addendum to this item.

Trams were sometimes used for 'switching' film prints between theatres. In the days when picture theatres were thickly scattered around suburbs, neighbouring theatres would often be running the same program. To minimise costs, prints would be 'switched' between theatres so that the same copy of the film would service two or three theatres simultaneously. For example, if it was a double feature program and both theatres started their sessions at the same time, theatre A would run feature 1 first, theatre B would run feature 2 first. The prints would be swapped over at intermission. By staggering session times, and conveying individual reels around a group

of 2, 3 or even 4 theatres, this 'switching' process could be got down to a fine art – working on the 'just in time' principle!

Sometimes the 'switching' was done by motor bike riders employed by a service provider. Sometimes the switching was done by tram: the driver collected the print at theatre A and dropped it at theatre B, making a reverse swap on the return run. Since trams ran to a timetable, theatres could confidently arrange their session times and intermissions to complement the timetable.

Whether this was a formal arrangement, or just an informal one that yielded some beer money or free cinema tickets for the tram crews, I'm not sure. But it was sensible, and must have helped reduce unnecessary CO₂ emissions, even then!

Ray Edmondson

ROCKHAMPTON

ARCHER PARK STATION AND STEAM TRAM MUSEUM

C/- Rockhampton City Council, PO Box 243, Rockhampton, Qld 4700

steamtram.rockhampton.qld.gov.au

From Dennis Sheehan

A successful repair

The Purrey steam tram had a breakdown on 10 May and was not able to run on that day. There were inconsistent readings of water in the boiler, with indications varying randomly from full to empty. We thought the float inside the boiler had filled with water giving the wrong readings.

When the boiler had cooled down the lever arm and internal fitting which attach to the float were removed and cleaned by sandblasting. Two Viton rubber rings were inserted inside the lever arm fitting and new gland packing was fitted.

The float did have a small leak in it and this was fixed by putting a new copper washer under the plug. Subsequent test runs of the tram showed that these modifications were completely successful.

100 years of Purrey steam trams

The weekend of 5-7 June saw several hundred people at Archer Park celebrating the centenary of steam tram operations in Rockhampton. The Friday

evening reception allowed the Friends of Archer Park to thank a number of people who had worked on the tram's restoration, and the general public joined in at Sunday's Carriage Shade Capers with gold coin admission, market stalls, bush poetry, karaoke music, heritage events and automobiles, the presence of the Coast Guard, and tram rides.

An extract from *The Morning Bulletin*, Rockhampton, Monday, 7 June, 1909:

The Rockhampton Tramways were officially opened on Saturday forenoon by the Premier, the Hon. W. Kidston, M.L.A.

A little after ten o'clock about 200 ladies and gentlemen, including a number of visitors, boarded the two cars and trailers in William Street. The first car was drawn up abreast of a decorative arch near the intersection of Bolsover Street, across which was stretched a silk ribbon bearing the words 'Success to the Rockhampton Tramways'.

Mr. Kidston, on his arrival, was greeted with cheers.

The Mayor (Alderman J. Edgar) after briefly apologising for some delay at starting, which had arisen through Mr. Kidston having to meet a deputation, called upon Mr. Kidston to declare the tramways open.

Mr. Kidston, who was again cheered on stepping on to the platform of the car, said that the Rockhampton Council had done him a great honour in asking him to be present to start the new tramways. It was difficult to speak from that position and as he understood there would be some speechmaking later at the School of Arts, he would content himself with removing the last obstruction out of the way of the trams and let them go on. (Cheers).

Archer Park volunteer and life member, Dot Marshall, prepares to serve birthday cake at the Carriage Shade Capers on Sunday, 7 June.

Archer Park Station and Steam Tram Museum



Mr. Kidston then reached forward and pulled down the ribbon. At the call of the Mayor, further cheers were given for the Premier. The cheering was renewed by the crowd of some 2000 people as the cars moved off along William Street. The run to the Botanic Gardens terminus occupied twelve minutes and was a pronounced success in every way.

Despite the heavy loads, and the unfinished state of the track in places, each car, with its trailer attached, ran smoothly and evenly and without a hitch of any kind. The return journey was made in eight minutes.

Subsequently, the passengers were the guests of the Council at the School of Arts where luncheon was spread for about 200 people.

The Mayor presided, having the Premier and Mrs. Kidston on either hand. Others who occupied seats at the principal table were the Minister for Mines (the Hon. J.G. Appel), the Hon. A. H. Parnell, M.L.C. and Mrs. Parnell, Mr. G. Fox, M.L.A., the Mayor of Brisbane (Alderman T. Wilson), the Mayor of Maryborough (Alderman C. Raaba) and the Aldermen of Rockhampton.

After the toast of 'The King', the Mayor said he had very much pleasure in proposing the toast of the Premier. He thought the thanks of the Council and ratepayers of Rockhampton were due to the Premier for his promptitude in granting a loan for the construction of tramways. (Hear, hear). If it had not been for the Premier coming to the rescue, there would have been no trams in Rockhampton. He was sure they were all pleased that the Premier, who was their senior representative, should have had the honour of sending the first car on its way. This would be a red-letter day in the history of Rockhampton. He thought the people of Rockhampton could congratulate themselves on the successful running of the cars.

He did not know whether the Premier had had any experience as an engineer, but from what they had seen that morning, Mr. Kidston seemed to be an adept at engineering either politically or with respect to motor cars. (Laughter and applause).

Mr. Kidston, who was received with applause, said it was very gratifying to one who was a member for Rockhampton to have his health proposed and received so heartily by the representatives of the people who had gathered that morning. As there were a great many other speakers to follow, and he understood that the very important business of a race meeting had to be started about noon, it would be highly improper for him to take up time by making two speeches, and as he had to propose the next toast, he would content himself with thanking them.

BALLARAT

BALLARAT TRAMWAY MUSEUM

PO Box 632, Ballarat, Victoria 3353

www.btm.org.au

From David Macartney

The repaint of No. 671 has taken up a fair amount of time recently. Gone is the Royal Blue City of Ballarat colour scheme, to be replaced with a basically black and white livery with a charcoal roof and gold trucks and trim. The tram is being sponsored for the next three years by 'Pipers By The Lake', the kiosk and reception room adjacent to the crossing loop. Once the logos are applied and the floor painted, 671 should be back in revenue earning service once more.

Work on No. 14 is also nearing completion, with the motors having been tested and re-installed in the truck. All that now remains is to re-unite the body with the undergear and connect up all the necessary fittings. No. 14 has not had a revenue trip in eight years, so it will be great to see it again in Wendouree Parade.

Once these two jobs are out of the way work can resume on Nos 12 and 22, the two ESCo cars, as well as further work on the track in Wendouree Parade. Two rail joints were replaced near Windmill Drive North in early May, and several more are to follow. These are all in the section of track not relaid in the 1930s, but dating back to electrification in 1905. As well, 40 sleepers have arrived for placement in the depot fan. This will bring the track up to a better standard, prior to it being filled up to rail head height in a project that

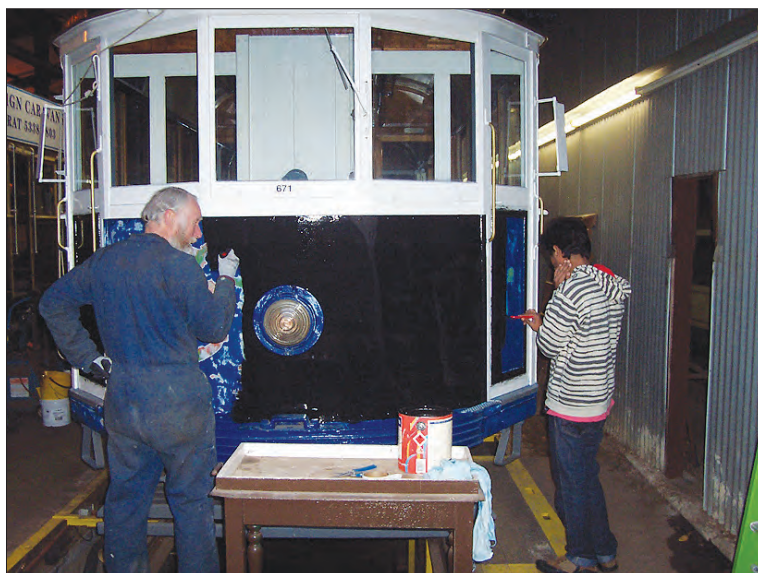
is being undertaken in conjunction with the Ballarat City Council.

On the traffic side, Heritage Weekend took place on 9 and 10 May, with the Council hiring the entire tramway for the weekend as they have done in recent years for the Begonia Festival, and offering free travel. The two red trams, Nos. 26 and 28, looked suitably heritage, and some 277 passengers travelled on the Saturday and 357 on the Sunday. Patronage during the July school holidays was far less spectacular, as the long awaited rains appear to have arrived at the same time, resulting in minimal passenger numbers. However it is good to see some water back in the lake.

No. 22 arrives at the museum

Sebastopol type crossbench car No. 22 arrived at the depot on 22 May, following some 30 years of waiting since the first approach to the owners. No. 22 was in service from 1913 until 1935, when the last of the ESCo cars were withdrawn from passenger service. It found a new home with the Schreenan family, and was located on their property at Bonshaw, a mile or so due west of the Sebastopol terminus. Mr Schreenan eventually set it up as his workshop, installing some shelving and a couple of workbenches. Although the

Dave Macartney and Dawn Poulse work on the repainting of No. 671 on 11 June 2009. The tram is being repainted to carry advertising for Pipers by the Lake.
Alastair Reither





Alan Snowball working on the assembly of one of No. 14's armatures on 11 June.

Alastair Reithe

The continuing dry weather in Ballarat is seeing many of the trees in the Gardens under severe stress, resulting in them shedding branches. One tree branch when it fell, managed to hit the wires supporting the trolley wire at Depot Junction.

Alan Snowball



seats were removed, they survived as shutters over the tops of the doorways. Otherwise, the interior remained virtually untouched, with the original paintwork still very much in evidence.

Mr Schreenan was approached in 1978 to enable an inspection of the tram to be carried out. At that stage the museum was not in any position to make an offer, as the depot extensions had yet to appear and other matters were taking priority. Mr Schreenan had travelled on the tram during his school days, and related that the class gave a fairly stiff ride on their Brush trucks. This meant that students bouncing up and down on the rear platform had little effect on the ride. To do that on the ESCo saloon cars would cause the motorman to immediately stop and go back to clip a few ears before the car bounced right off the track!

In time, the museum made a more formal request to be considered should the tram become available, this time to the Hayes family, descendants of the Schreenans. Approval was finally given earlier this year, as it was decided by the family that some redevelopment of the property was in order, and the tram had no place in it. The first requirement was for a four wheeled truck to be manufactured at the depot to place the body on, and this was duly assembled from various bits and pieces acquired over the years. A working bee on 16 May saw the body moved, with a little help from the tower truck, into a position where the crane could manoeuvre freely. At this stage the corrugated iron roof which had protected the body for so long was removed, revealing the original roof in excellent condition.

Electric Supply Company No. 22 leaves its resting place of over 70 years on 22 May 2009 bound for the depot. Peter Winspur



Removal day was Friday, 22 May, at the ungodly hour of 7:30am, the only time both the crane and the truck were available. The body was offloaded at the old loop, attached securely to its new undergear and towed to the depot by No. 8. By lunchtime it was safely on the depot fan and undergoing a close inspection and removal of one or two non tramway additions. It has

been allocated the middle spot on 3 Road, immediately in front of ESCo saloon No. 12, the first time these two trams have been together in three quarters of a century.

The workers drifted off in ones and twos until the shed, now with a record 17 trams in it, was locked up for the night. A great silence descended. Then the ghostly voices started.

The interior of ESCo 22 on 16 May, showing the work benches that had been set up in the tram.

Austin Brehaut



“Long time, no see”

“Yeah, must be, oh, about 74 years. What have you been up to?”

“I’ve been out at the Bonshaw, near Sebastopol, mainly as a home workshop, but also a bit of a tourist attraction to the restaurant. How about you?”

“Oh, I was up at Nerrina for years, built into a house. I even had my own bathroom.”

“No kidding!”

“What do you think they want us here for?”

“Dunno. The horse tram over there says we are going to be restored.”

“Looks like a tart’s boudoir. I hope we don’t end up looking like that. Apparently it runs out in the street sometimes.”

“We’re not going to carry passengers again, are we?”

“God, I hope not. Have you seen the Traffic Branch? Terrible people. The workshop staff are even worse.”

“I think I’ll get a little shut-eye, it’s been long day for me. Goodnight.”

“Goodnight.”

Silence

“Your own bathroom, Gee!” More silence.

HADDON

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

From Kym Smith

The last few months have been very busy at Haddon, but there are only so many times we can report on construction of shelving, arrival of storage containers, reclaiming spare parts from trams, overhead

maintenance, accreditation revisions and the like. Instead, we present some before and after photos of trams in our collection.

VR 41 as it was found at New Street, Brighton, prior to being moved to Haddon on 26 October 1977.

Anthony Smith



March 2009 saw the last remaining job completed on VR 41, the fitting of the storm curtains. An amazing transformation from garden shed back to a tram again!

Anthony Smith

In the late 1960s, the AETA ran many tours, one of which utilised W4 670 together with W3 665, seen here at South Melbourne Depot. Scrubber 8W, now with the Ballarat Tramway Museum, is behind W4 670. Anthony Smith



Although it arrived at Haddon on 23 April 1976, it was not until April 1992 that resources were sufficient to complete the restoration of W4 670. The first tram to be restored at Haddon, W4 670 is seen here at the Upper Terminus, with Anthony Smith reversing the poles prior to returning to the Car barn.

Courtesy Robert Wilson

W2 407 is probably one of the luckiest trams not to have been scrapped, especially taking into consideration the damage it sustained in an accident with a cement truck. This photo shows it in Coldblo Road at Malvern Depot awaiting transfer to Preston Workshops, where it was rebuilt using components from sister car W2 259.

Anthony Smith





Its restoration completed in November 1994 in time for the COTMA conference that year, W2 407 is a favourite of many, being the 'standard' Melbourne W2 body design and having BTH motors powering its MMTB 1A trucks.

Courtesy Mal Rowe

LOFTUS

SOUTH PACIFIC ELECTRIC RAILWAY CO-OP SOCIETY

PO Box 103, Sutherland, NSW 1499

www.sydneytramway.museum.com.au

From *SPER News*

Department of Lands

In June 2008 we applied for a mix of grant and loan funding to help pay for improvements to our site infrastructure. The purpose was to assist with the move of the kiosk and bookshop to part of the ground floor of the YMCA building at our front gate. The good news is that on 21 May, we received a grant of \$10,000 and a loan of \$25,000, repayable at 5% per annum over ten years. Further donations will be needed to achieve our goal. We are currently seeking quotes from bricklayers / builders to complete the southern end wall and the division between the display hall and the building, with the next phase being the concreting of the ground floor area.

NSW Heritage

Unfortunately our application to NSW Heritage under the 2009-2011 Heritage Incentives Program for grant assistance of \$45,000 towards restoration of O 957 and OP 1089 to operating condition was unsuccessful, with this year's movable heritage grants being made available to three other applicant bodies. We were, however, successful in gaining a grant under the Heritage Grants Kick Start Program of \$10,000.

Because the grant must be used on the O and OP cars, progress with this project without further major funding or donations, will probably be limited to bringing the cars to display condition only.

‘Shooting Through’ exhibition at the Museum of Sydney

This exhibition continues to be well patronised. The 2 for 1 reciprocal promotion between our two museums also appears to have helped increase our visitor numbers and greater awareness of our existence amongst the general public. A number of our members including Ben Barnes, Howard Clark, David Critchley, Peter Kahn and Bill Parkinson have contributed to the program of weekend floor talks at the Museum of Sydney, and these have been well received. A program of walking tours is also being run to discover remnants of tramway heritage. Howard Clark hosted one of these at Watson's Bay in May. Although the weather was blustery, it attracted 15 participants and a Museum of Sydney leader. Participants enjoyed refreshments at a local cafe after the walk.

The two principal designers of the 'Shooting Through', exhibition, Tim Girling-Butcher and Kieran Larkin, visited Loftus on 3 June and inspected our display hall. They kindly offered to provide ideas for incorporating significant elements of the exhibition, such as display cases, in the hall. Suggestions included improving the lighting, finishing the brickwork beside Road 8 and installing panelling on the back wall of the hall to a height of three metres.

Rozelle Depot

Public interest in the 'Shooting Through' exhibition has resulted in media attention being given to the

The newly erected Sydney Municipal Council lamp standard near the Railway Square waiting shed.

Danny Adamopoulos



One of the refurbished saloons in Ballarat 37.

Martin Pinches

vandalised state of the six R and R1 bodies stored at the depot for many years. Offers to assist with storage elsewhere have come from as far away as Gunnedah and Maitland.

Access to the cars has been denied for many years. However we have received advice from the Harness Racing Association that subject to various indemnities being provided by the city council, the Sydney Tramway Museum and the City Tram Association, the cars can now be removed from the site. Howard Clark and Chris O'Sullivan have had a preliminary meeting with council officers, and further discussions are proposed. The logistics and costs involved in any move are likely to be very significant and detailed planning would be required before the movement of any trams could be contemplated.

Launceston car 14

As noted in news from Bendigo, agreement has been reached with Bendigo Tramways to carry out initial restoration work on Launceston car 14. The work, which is being sponsored by Hugh Ballment, involves renewing the floor bearers and end aprons of the car. A further assessment will take place when the first stage

of the work has been completed. Launceston Tramway Museum has supplied new leather strap hangers and brackets for this car, for which we are grateful. Further work in Bendigo on C 33 has been suspended for the present, pending the availability of further funding.

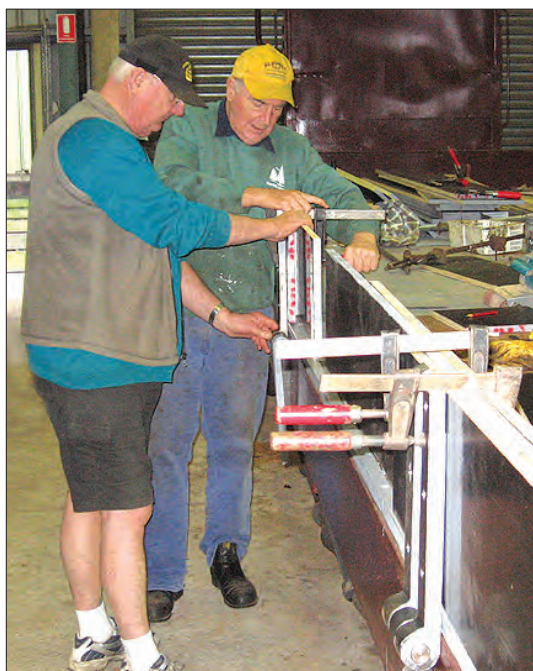
Sydney ballast motors 42u and 99u

Our Wednesday crew has made a set of hinges for the drop sides of ballast motor 42u and is currently constructing one of the sides. The blows in the compressor, caused by dirty valve seats, have been rectified. A refurbished governor has also been fitted. Ballast motor 99u continues to be available for limited use while its number 3 traction motor receives attention in the workshop. After light machining to remove evidence of uneven wear in the commutator and irregularities in the bearing surfaces on the shaft, the components were reinstalled in the casing.

Sydney D car 117

Steady progress is taking place on the reconstruction of D car 117. New seat bottoms have been installed for the reversible sets at both ends of the car, and curved ribs to the tumblehome and ceiling boards have been fitted. The car's side panels have been completed.

Terry Thomas and Warren Howlett work on the new drop side on ballast motor 42s. Martin Pinches



Melbourne W2 car 249

Our Wednesday crew has put Sydney-type cams into two 'W' valves and fitted them to 249. Brisbane and Melbourne-type valve bodies were ground out to enable the cams to fit satisfactorily. The former handle 'off' slot in the bonnets was filled in and new ones machined to conform to the type used in Sydney.



The Brill 21E truck is ready to go back under D 117 which is already up in the air to allow the truck to be driven under it. Bill Parkinson

San Francisco car 1014

PCC car 1014 received a set of four new 8-volt batteries on 23 May. The batteries run the tram's 32 volt electrical system which powers its lighting, control circuits and door motors. They are recharged by the motor generator set when the car is in use. Unavailable in Australia, the batteries had to be imported from the USA. They bear warning labels regarding the safe disposal of products containing lead in California, which makes them very authentic for installation in a San Francisco tram. Care has to be taken to ensure that the main battery isolating switch is opened when the car is stabled to prolong the life of the expensive batteries.



Five cubic metres of concrete was laid on 10 July on the western track in front of the Railway Square waiting shed including the track drain surrounds. This was laid approx 40mm lower than railhead north of the track drain to allow for bitumen topping.

Danny Adamopoulos

The western tracks in front of the YMCA building and at the Railway Square waiting shed were excavated on 25 April to enable grooved rail to be laid at these locations. Further welding was also carried out on the new right hand set of points that is being assembled near the waiting shed.

In May, Geoff Olsen and Tom Tramby removed the temporary light fitting from the cast iron lamp standard near the main entrance to the display hall. It was replaced with a double arm dual lamp fitting designed by David Rawlings. The new lamp closely matches ones visible in old photos of Circular Quay. The following month, two Sydney Municipal Council street light posts erected last year outside the workshop were brought into use. This enabled temporary street lighting to be removed from the corner at Cross Street.

AEC bus 2619

Craig Parkinson carried out work on double-deck AEC bus 2619 at the old site to make it drivable. It was driven to the museum and has been placed in the workshop. Proposed work includes removal of rust, repainting, partial relining of the interior and replacement of broken windows. The aim is that it should be available for use with vintage registration plates on special open days.



Sydney D class 117 is now reunited with its 21E truck.

Mick Duncan

BENDIGO

BENDIGO TRAMWAYS

1 Tramways Avenue, Bendigo, Victoria 3550

www.bendigotramways.com

From Len Millar and Darren Hutchesson

Trams on the move

In a welcome move Heritage Victoria has provided funds for major repairs to the roof, skylights and guttering of the City Depot. As half of the roof will be done at a time, it was necessary to empty half the depot with some urgency.

For three days, 23-25 June, low-loaders and cranes were in attendance to make it happen. In all, 17 cars have been moved to off-site storage for several months. The trams involved are Hobart 20; W2 456; Birneys 15 and 28; maximum traction saloon car No. 18; single truckers 6, 7, 12 and 20; 'last car in service' 26; five other maximum traction cars 2, 4, 5, 23 and 122; the ex-Melbourne R 22 and Adelaide H 355. The big move went well, and will enable us to maintain tram operations and servicing activities without being cramped.

Restaurant tram news

The IGA supermarket chain recently concluded a Taste of the Region promotion in 11 stores in the Bendigo district. The products of five local wineries were featured, and the promotion led to several prizes for some lucky shoppers. First prize was a hot air balloon flight for two, and second prize was a dinner for two on '976', and how better to hand out prizes but on-board the tram itself. The promoters and prize-winners were treated to light refreshments on '976', and posed for photos in front of the car at Charing Cross. Driver John Penhall was in the cab in the *Advertiser* photograph.

Car 976 seats 28 and has been routinely sold out on Saturday nights for the last year. A report to the City of Greater Bendigo has made the case that capacity to cope with patronage growth is more likely to be achieved by expanding the capacity on Saturday nights, rather than operating during the week. The Trust considers that an Adelaide H type car could seat 40 patrons, and allow for a substantial galley, a serving station and an on-board toilet, a feature which 976 lacks.



Birney 302 over the pit, getting its wires installed.

Bendigo Tramways

H 361 was acquired by Holdfast Bay Council in Adelaide several years ago. It was inspected recently at the Australian Electric Transport Museum in Adelaide by our Superintendent, Darren Hutchesson. The City of Greater Bendigo has decided to approach the council on behalf of the Bendigo Trust to express interest in acquiring the tram. We await developments.

Launceston No. 14

The Sydney Tramway Museum has commissioned us to restore this single truck car. Work started in June with attention focusing first on the underframe. After resting on the ground for many years the main bearers will require replacement.

PMTT No. 84

Readers will be aware that on the day that we celebrated the 95th birthday of maximum traction car Prahran and Malvern Tramways Trust 44 (Bendigo 17), Malvern Tram Depot driver and preservation stalwart Ron Scholten launched an appeal for funds to restore our No. 16 to its original form as PMTT 84.

The Bendigo *Advertiser* picked up the story in the next day's edition, with a photo of Ron in MMTB uniform leaning out of No. 16. We read that Ron "could remember number 84 when it operated from the Malvern Depot"! That would make Ron at least 90 years old, because No.84 left Melbourne for Bendigo in 1931. We are always grateful for media attention, and the *Advertiser*, the Bendigo Weekly, WIN TV and our local ABC radio station all give us great cover. But Ron has yet to reach that age!

Disposal of car 35

Former MMTB W2 class car 470 has been stripped of usable electrical, mechanical and pneumatic equipment and will shortly be transported to Cobram in northern Victoria where it will become a two-roomed hobby shack. The new owners will meet in the drop-centre for morning and afternoon teas, and then return to their respective saloons and their different hobbies.

Built at Preston Workshops in 1928 as a W1 and converted to the W2 design in 1937, the car carried hundreds of thousands of passengers in Melbourne before arriving in Bendigo in 1988. Carrying the number 35 in the Bendigo fleet, it returned briefly to Melbourne in 1994-95 where it ran on the City Circle – a splendid way of promoting Bendigo and its Talking Tram tour. In 2000 it had its open drop-centre restored, with three sets of back-to-back timber slat crossbench seats, thus increasing its carrying capacity. Its final colours were those of the original Victorian Railways cars, complete with yellow trucks.

Work force developments

In early July we said farewell to the current team of 20 Work for the Dole participants. The teams have been a very successful part of our operations for a number of years now, and we can see the on-going success of their handiwork. Projects have included Hawthorn Tramways Trust No. 32, Birney No. 30, and PMTT car No. 44.

The young workers receive training in workshop safety, the overhaul of pneumatic and mechanical



Tram 35 awaiting transport to its new home.

Bendigo Tramways



Bendigo Tramways 976 is the provincial city's restaurant tram experience. Marketed as 'Nine Seven Six – Bendigo's restaurant on wheels', it is routinely booked out on Saturday nights. Bendigo Tramways

systems as well as surface preparation and painting. We have imparted practical grounding in Occupational Health and Safety requirements, and the participants have also learned lots about working in a team environment with permanent staff. Negotiations for new arrangements for this key project in our existence are under way, and we look forward to the next scheme and the human resources its participants will contribute.

Julie Cain has completed the last interview/training session for her OH&S induction program. All staff have been inducted and issues such as workshop safety,

site-specific hazards and emergency arrangements have been covered. The 40-minute sessions have equipped everyone with an understanding of what is dangerous, and what is safe around our precincts.



Launceston 14 with its new summers and flooring. Bendigo Tramways

Our trams at their off-site storage location awaiting covering with tarpaulins.

Bendigo Tramways



PORTLAND

PORTLAND CABLE TRAMS INC.

2A Bentinck Street, Portland, Victoria 3305

www.portlandcabletrams.com.au

From Alan Rees

2008-2009 traffic figures

Despite the doom and gloom, the past financial year was a very good one for Portland Cable Trams in relation to passengers carried. We have carried just on 10,000 for the twelve months to 30 June 2009. This is only slightly down on the 2007-2008 figures.

Toyota twin cab four-wheel drive

We now have a Toyota twin cab four-wheel drive work truck, donated as part of a three year sponsorship arrangement with Portland Aluminium Smelter (Alcoa). This again displays the continuing support of the Cable Tram by Portland Aluminium Smelter and we are very appreciative of their assistance.

The truck has had signage applied by Andrew Bryant of Signworks at Portland Aluminium's cost and is very impressive. The vehicle with its distinctive signage attracts a lot of interest from the general public, and this was very evident when we took it to the ATHRA conference in Queenscliff earlier this year.

Accreditation

Portland Cable Trams received official advice from the Department of Transport on 26 June that we had successfully gained accreditation. A schedule has now been forwarded to the Department regarding 'Opportunities for Improvements' to be finalised.

Wade Street shunt

The Planning Permit for the relocation of the RSL water tower shunt was approved without any objections. Ms Gayle Tierney, Member for Western Victoria, visited Portland Cable Trams on 2 July and announced that Regional Development Victoria would be providing a grant of \$32,000 towards the relocation of the Wade Street shunt.

This was great news for us as we have been working hard to gain this grant since the middle of 2008. We gained excellent free publicity for the organisation with WIN News and the Portland Observer covering the occasion.

The relocation work will cost a total of \$93,000. This amount has been contributed by the following:

- Department of Sustainability and Environment: \$50,000
- Glenelg Shire: \$5,000
- Portland Cable Trams: \$6,000
- Regional Development Victoria: \$32,000

John Shaw and his team from Puffing Billy are going to do the relocation work, which we intend will commence on 7 September. The delay is in part because we do not want to lose the revenue from a number of large bus tours coming in before that time..

Second grip car

There was a hydraulic fluid overheating problem with the new grip car. This has been alleviated by fitting a 'splitter valve' brought from overseas.. Unfortunately, the hydraulic pump is still causing difficulties and we have fitted a Rexroth pump with hoses and fittings to fix the ongoing problem of loss of power. There are also some minor adjustments to be made to the differential before we can recommence full testing. The part in question is currently being repaired at an engineering plant in Melbourne.

Carbon Zero Footprint Day

Portland Cable Trams participated in the Carbon Zero Footprint parade held in Portland recently. Saloon car 95 was pulled by two Clydesdale horses from the

yacht club in Lee Breakwater Road to the tram depot as the leader of the parade. This was a great success. The goodwill and enormous publicity this event generated throughout the south western district of Victoria was very good for us, particularly the coverage received in the Observer after the event.

New toilets

The tram depot is going through some renovations at the moment. New toilets are being added to the maintenance washroom to alleviate the congestion caused on days when we have tour buses arrive, and additional cubicles are being added to the toilets inside the depot building.

Trackwork

We have recently concreted the track at the entrance to Fawthrop Lagoon. This was done to eliminate the fouling of the points at this location caused by sand build up between the tracks. The work was performed by volunteers Keith McMillan, Dennis King and Ben Reitman with the help of Workskills people.

Seventh birthday celebrations

Portland Cable Trams recently celebrate its seventh birthday. Approximately 100 people attended and enjoyed a sausage sizzle and birthday cake. Tram rides were provided around Fawthrop Lagoon. In the seven years since its inception, the cable tram has carried nearly 86,000 passengers.

WHITEMAN PARK

PERTH ELECTRIC TRAMWAY SOCIETY (INC)

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From Michael Stukely

Traffic operations and visiting members

This year, Perth experienced its second-driest autumn and warmest May on record, and these extended 'Indian summer' conditions drew large numbers of visitors to Whiteman Park. There was a corresponding excellent level of patronage on the trams for the period from April to mid-June, and the school holidays produced an outstanding result. Two trams (Melbourne W2 No. 441 and SW2 No. 426) were in service on Easter Sunday and Monday.

Melbourne-based member, Bill Kingsley, again spent Easter in the West and drove our trams on all four days. Our two Sydney-based motormen, Hayden Holmes and Sam McGuinness, joined Bill and crewed the second tram on Easter Monday, then manned the daily school holiday service car from the Wednesday to the following Tuesday, as well as the Sunday service. This enabled our regular Tuesday and Friday motormen (Ronald Applin and David Secker, respectively) to take a welcome break. We are very grateful to Bill, Hayden and Sam for their generous



W2 No. 441, which returned to regular service in October 2008 after two defective motors were replaced (see Trolley Wire February 2009), leaves the Triangle for Mussel Pool on 15 February. It is passing the row of steel traction poles erected in 2008 to replace the rotting timber poles that are mostly still in use along the section to Mussel Pool East.

Michael Stukely

inputs, at a time when our traffic crew roster has been quite difficult to fill.

As a trial to boost our active traffic crew numbers, a 'Drive a Tram' experience was advertised at the May Car barn Tour and at the annual Australian Model Railway Association (AMRA) exhibition in early June. Five keen candidates attended the Museum for the event on 13 June and signed membership applications that day, and their training will now progress. Another similar event is planned, following this unexpectedly good result.

Tram restoration

Progress has continued with the restoration to operating condition of Perth's official 'Last Tram', E class car No. 66 built in 1917. The overhauled Mitsubishi motor has been re-fitted to the ex-Kagoshima 77E type truck. The terminal boxes for wiring to the motors have been fitted. Resistance grids have been returned from surface grinding and are to be re-fitted into the resistor boxes. The body bolster rubbing plates have been re-fitted, and the centre bearings are ready for re-attachment.

Four new end-of-saloon sandbox frames and panelling, made by John Davies, have been installed with renovated seat bases (see photo in Trolley Wire, May 2009). Following the completion of the saloon floor treatments, two saloon seats are being installed as a trial to test their fastenings. Air pipelines are still to be installed, an air reservoir is to be selected and tested, and the compressor is yet to return from the engineering works. Sanding valves and airbrake valves are being serviced by Noel Blackmore. The delivery of brake hoses has been delayed.

Restoration of the body of single-truck Perth B class car No. 15, for static display by the City of South Perth Historical Society, is also progressing. Preparation of the roof for recanvassing has been completed. The window frames of the west end motorman's cab have been temporarily fitted prior to glazing. David Carling has painted the saloon ceiling in semi-gloss white, with very good results. The cab ceilings are being prepared, with the burning off of old, flaking paint. It is proposed by the City of South Perth that the restored tram

David Carling planing timber for the members' room extension on 29 April.

Lindsay Richardson



(mounted on a 'mock-up' truck) will be displayed in a new historic precinct that is planned for development around the historic Old Mill, next to the Kwinana Freeway on the southern approach to the Narrows Bridge.

Members' room extension, and Museum site

Good progress is being made on the extension to the Members' Room in the Oketon Geddes Carbarn by Bryan Adcock, David Carling, John Budd, Jack Kendall, Bill Blain and Roy Kingsbury. Plumbing work has been done by new members, Lindsay Kippin and Ray Young. The new bench cupboard and sink have been installed, and wall tiles applied above the bench and around the electric stove recess. First painting of the walls has commenced. Power has been connected.

Work on the fire protection water lines has been completed. Following the cutting of the concrete pathway between the Engineering Shed and the Geddes Spare Parts Shed, pipes were laid in this last section in April, to connect with the newly laid lines and fire hose reels in the Lindsay Richardson Carbarn. Pressure testing and adjustments were then completed. A new fireman's valve was installed the regulation 10 metres to the south of this carbarn.

Bryan Adcock preparing the new bench for fitting of the sink in the extended members' room in the Oketon Geddes Carbarn on 6 May. Lindsay Richardson



One of the four body jacks received from Rio Tinto after arrival on the truck from Karratha on 5 May.

Lindsay Richardson

The long-awaited arrival of the winter rains in mid-June enabled the burning of a large amount of accumulated waste material, including many rotten timber sleepers that had been heaped in the open area to the south of the carbarn precinct.

General

New finials that we have stored for many years are being re-machined for installation on the steel traction poles in the Village Mall. Five long pole tops must be cut off before the finials are attached. In preparation for installing overhead wiring on the Pit Road in the Engineering Shed, Duncan McVicar has surveyed its alignment from Road 4 on the carbarn fan.

Another seven steel sleepers were installed in May to replace rotten timber sleepers on the main line.

Four electric-powered wagon-lifting jacks of high capacity, obtained by Pat Ward from the Rio Tinto mining company, have been delivered to the carbarn from Karratha, in the state's north-west. Servicing has been carried out and electrical work done to replace damaged switches and plugs. Noel Blackmore reports that some further work is required. These jacks will be used for major tram body lifting operations, and we are very grateful to Rio Tinto for making them available to the Society. Pat is to be congratulated for his efforts in obtaining and transporting the jacks.

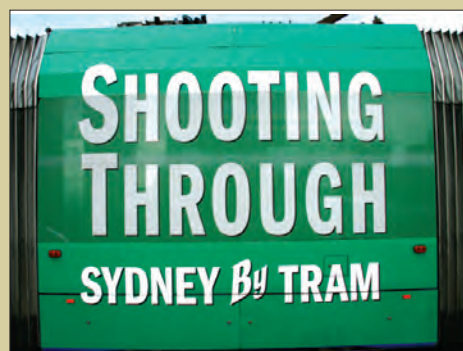
Servicing of the traction power supply is progressing, with spare fuses still required.

Inspection of all our static cars mounted on trucks has been carried out to locate suitable wheelsets for use under the W series cars. W2 No. 329 has been withdrawn from service awaiting a wheelset exchange, while W2 No. 393 and W4 No. 674 are now available as backup cars only, also due to the level of wear on their wheels.

New leather window straps for our Melbourne W series cars and Adelaide H cars have been ordered from Bendigo.

Pat Ward and the motor vehicles team have carried out repairs to the clutch of the Toyota, and the side shift ram of the fork-lift.

Carbarn tours on the fourth Sunday of each month continue to attract interest from Park visitors who travel to the carbarn from the Village (and return) by tram. Fremantle 29 usually operates alternate trips with a Melbourne car on these days. The Society's display, organised by Tony and Beth Kelly, was again sent to the annual AMRA exhibition at Claremont Showgrounds for the three days of the June long-weekend, where a very good level of sales was achieved.



'Shooting Through' is a not-to-be-missed event on your Sydney calendar. The exhibition runs until 18 October at the Museum of Sydney, on the corner of Phillip and Bridge Streets.

ST KILDA

AUSTRALIAN ELECTRIC TRANSPORT MUSEUM (SA) Inc

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From Colin Seymour

Annual General Meeting

The 52nd Annual General Meeting of the AETM was held at the Tramway Museum, St Kilda, on Saturday, 30 May 2009.

The new Committee is:

President	Ian Seymour
Vice President	Chris Andrews
Secretary	Andrew Hall
Treasurer	Barry Fox
Operations Manager	Mark Jordan
Rolling Stock Manager	Michael Bosworth
Track & Overhead Manager	Andrew Gilbertson
Site & Safety Manager	John Pennack
Trustee	Chris Andrews
Trustee	Ian Seymour
Trustee	Colin Seymour

Colin Seymour stepped down due to business commitments after 23 consecutive years as President.

After the meeting members enjoyed a ride on car 118 to the loop and a barbeque. Members also enjoyed nine old 16mm tramway and railway short films screened on the external gallery wall by Tim Bell.

E type tram No. 118

Michael Crabb and Bruce Lock worked hard preparing Adelaide's type E tram 118 in readiness for the AGM. On this day the sponsors and all who assisted in the restoration of this tram were invited to ride the car to the loop and back in appreciation of their support.

There is still a lot of work required to finish the restoration, but to get it into operating order over the last twelve months has been quite an achievement. A motor had to be purchased, bearings machined, a new pinion gear fitted, the car rewired, controllers and a line breaker installed. The underframe guides to accommodate the truck had to be modified, as the Brill 22E maximum traction trucks from an ex-SEC, ex-Melbourne car are slightly different from Adelaide's 22E trucks. Much testing has been carried out during the last few months and it is a tribute to the restoration team that the mechanical and electrical equipment operated so well.

A recently purchased cut-off saw has enabled Jack Pennack to cut steel tubing in readiness for Bruce and Mike to bend to the correct shape for handrails to be used on cars 14, 15 and 118. Many of the original brass handrail brackets are missing and others are too damaged for reuse. Fortunately an Adelaide foundry has been able to cast replicas to be used on these cars.

Bib & Bub 14 & 15

With all the effort being concentrated on car 118, work has slowed on these cars for the time being. The remaining running board brackets, fashioned from modified C type brackets because of a shortage of the original A car type, have been installed on car 15. New member, William Adams, has assisted with the fabrication of these brackets.

Restaurant tram 378

A week before car 378 was to be used for a winter solstice evening run, the batteries supplying the low

voltage lighting and control circuit failed. A replacement set from another tram soon rectified that, only to be followed by another problem just before the tram was due to be taken out of the shed. An air line to a door engine burst. Thankfully Ian Seymour was on hand and he quickly replaced it, enabling the tram to make its after dark runs, to the delight of visitors.

Wheel lathe

It has been fortunate for Ian Seymour that Mike and Bruce have been able to work on 118 without close supervision as it has allowed Ian to commence re-profiling a number of sets of wheels for the Ballarat Tramway Museum using St Kilda's wheel lathe. Some visitors to the Museum during History Week had the rare experience of observing the wheel lathe in operation. They were impressed with its size and noise as shards of steel peeled away from the wheel in a plume of steam.

Winter solstice

A Winter Solstice Day was held on Sunday, 21 June. The event also enabled members and friends from other SA rail societies to celebrate the 85th birthday of active Friday gang member, Peter Letheby (Peter is also a member at Pichi Richi Railway). A number of after dark runs were made, including some trips on Restaurant tram 378.

The traditional barbecue was held for members and friends. Once again, Tim Bell provided entertainment by screening 16mm films on the external gallery wall. Luck was on our side with no winter rain and wind for both this event and the AGM four weeks earlier.



Adelaide Bogie Open Combination (E type) car 118 in Shell Street, St Kilda on a test run on 17 April 2009.

Chris Summers

New AETM member Andrew Gilbertson (transferring from Sydney Tramway Museum), installing hand rails in the open (toastrack) area of 118 on 5 June 2009.

Chris Summers



BYLANDS

TRAMWAY MUSEUM SOCIETY OF VICTORIA

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From *Running Journal*

In 2006, the Victorian Government introduced changes to the Rail Safety Act which placed new or additional responsibilities on rail operators including tourist and heritage operators. Not for profit organisations such as ours, were given until 30 June 2009 to comply with the new regulations. Any organisation that was not accredited by that date would become a static exhibitor until they meet the requirements.

The Society experienced a delayed start to updating our documentation and procedures, and it has only been in the last 12 months that a concerted effort has been possible to make the changes necessary to comply with the current regulations. Unfortunately we

have been unable to complete the changes required by Public Transport Safety Victoria in the allotted time and, from 1 July 2009, Bylands has become a static museum for the time being. However we expect the small amount of work required to finalise our submission for accreditation will be completed in the near future.

We regard this as only a temporary setback and expect trams will soon be running again at Bylands. Undertaking the very considerable amount of work involved to obtain accreditation shows the essential nature of the contributions made by the few people who volunteer their time behind the scenes. This work is highly valued and is critical to the day to day operations of organisations such as ours.



Melbourne SW6 class 916 on the first stage of its journey to join the historic fleet of trams in San Francisco. It was photographed on 7 August at Lou Arthur's transport depot at Footscray. The wording on the sides reads 'Melbourne Victoria Australia'.

Ian Green



Sydney's Metro tram No. 2105 promotes the 'Shooting Through – Sydney by Tram' exhibition at the Museum of Sydney as it descends from Central Station to Hay Street on 17 July.

Randall Wilson