

TROLLEY WIRE

No. 322

AUGUST/SEPTEMBER 2010



\$9.90*

Print Post Approved PP245358/00021



ISSN 0155-1264

00320



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TROLLEY WIRE

AUSTRALIA'S TRAMWAY MUSEUM
MAGAZINE

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No. 322 Vol. 51 No. 3 - ISSN 0155-1264

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Published by the South Pacific Electric Railway
Co-operative Society Limited,
PO Box 103, Sutherland, NSW 1499
Phone: (02) 9542 3646 Fax: (02) 9545 3390

Editor.....Bob Merchant
Sub-editing and Production.....Dale Budd
Randall Wilson
Ross Willson

*Cover price \$9.90 (incl. GST)

Subscription Rates (for four issues per year) to expire
in December.

Australia	\$A36.00
New Zealand/Asia.....	\$A42.00
Elsewhere.....	\$A46.00

All correspondence in relation to *TROLLEY WIRE* and
other publishing and sales matters should be forwarded to
PO Box 103, Sutherland, NSW 1499.

The opinions expressed in this publication are those of the
authors and not necessarily those of the publishers or the
participating societies.

Typesetting and finished art by Alan Pritchard - Graphic Design
Canberra Tel: (02) 6231 2565
email: pritch4711@velocitynet.com.au

Printed by Blue Star Print - Canberra
Tel: (02) 6280 7477 Fax: (02) 6280 7817



Standing clear of the arched Sydney Ferries terminal at Milsons Point, Sydney C class car 37 and its coupled partner D class 112 wait for passengers from an arriving ferry to board the trams for the journey to Military Road and beyond. Beside them, E class cars 601-602 wait their turn to depart, circa 1905.

Vic Solomons collection

Front Cover

Beautifully restored by Bendigo Tramways, Prahran and Malvern Tramways Trust bogie car 44 is about to turn from Glenferrie Road into Coldblo Road to complete its hourly shuttle to Dandenong Road for visitors to the Malvern Tram Depot Centenary on 30 May 2010.

Robert Merchant

TRAMS AT 'THE TRADIES'

By Howard R Clark

After just over three decades, the era of trams at the Canberra Tradesmen's Union Club Ltd (the Club), now generally referred to as 'The Tradies' at Dickson in ACT has all but come to a close.

Rebuilding and renovation works saw the removal of Sydney P car 1729 and R car 1806, on the evenings of 19 and 20 January 2010, as part of stage 1 building works, with 1729 being obtained on behalf of the Sydney Tramway Museum (STM), and 1806 going to a private end purchaser. The removal of Sydney C car 37, dating from 1899, which stood near the entry foyer to the Club, was covered in stage 2 works. It has also been acquired on behalf of the STM, and was removed from the Club on the evening of 19 April 2010, leaving just Adelaide D 156 as the sole remaining tramcar body, located in the adjoining Dickson Quality Hotel.

This article sets out to cover the comings and goings of trams at the Club since inception. Prior to 1981 the Club had amassed a large and varied collection of old bicycles, which were displayed as a 'Bicycle Museum' in and around the bistro area. These were dispersed some time ago.

With the continued expansion of the Club and its premises in the late 1970s, it was the inspiration of the Secretary/Manager, Mr. Rod Driver, to embark on a new theme: the introduction of old tram bodies for use as dining areas. This was not the first time such ideas had been developed in eating establishments, probably the most notable being 'The Old Spaghetti Factory' franchise, where a tram body was included amongst other old 'bric-a-brac', in numerous restaurants across North America. This extended to Sydney, where 4C car 29 was leased by Sydney Tramway Museum in the 1970s. Its necessary dismantling for removal in

1989 resulted in the happy first association with our coachbuilder, Geoff Spaulding, who has subsequently restored this and many other cars for the STM.

The 'Flagship Car' selected for use in the Club was MMTB W2 car 447, purchased from Melbourne for \$300 complete with unmotored trucks. It was installed on the northern side of the Club on 12 April 1979, and by early April the following year was fully enclosed by a glassed extension to the premises in the coffee shop area. Tables were suitably erected between the drop centre seats and between the longitudinal seats in the end saloons.

Meanwhile the hunt for other suitable bodies began in earnest. On 19 June 1980 the body of Sydney P car 1729 was purchased for \$500 from a caravan park in nearby Braidwood, NSW, where it had stood since sale and disposal on 11 November 1958. The car was placed on a pair of unmotored Melbourne No.1 trucks on a section of track near the western wall by September 1981. After general refurbishment fit out with replacement toastrack seating as necessary, along with tables and carpeted floor, it was ready by November 1981 for patrons of the Club dining room.

The third venture for the Club was the acquisition of a Melbourne cable trailer body, 300, which along with car 430 had been acquired by the Illawarra Light Railway Museum Society in August 1980 from a property near Bairnsdale, Victoria. This car, which suffered from dry rot in the corner pillars, was subsequently delivered to Canberra somewhat the worse for wear, rendering it suitable only as a source

Seen in November 1980, Melbourne W2 447 has been placed in position but has not yet been enclosed by the club building.
Dale Budd





Sydney P class 1729 came from a caravan park at Braidwood, NSW.

Brian Mantle

Sydney P 1729, recovered from Braidwood and awaiting restoration in November 1980.

Dale Budd



Sydney P 1729 at night as seen from the club's car park, 19 July 1990.

Dale Budd

of spare parts if a replacement could be located. Rod Driver set about this task, and in due course trailer 589 was purchased for \$250 on 5 June 1981 from behind a garage next to a house at Separation Street, Fairfield, Victoria. The car needed to be lifted over the garage for transport to Canberra. For some six months the car was under restoration, using salvaged parts from 300, in the front garden at a property in Fisher, ACT, by unemployed tradespersons paid by the Club as part of their community projects activities.

A suitable cable trailer truck was purchased from the Tramway Museum Society of Victoria and installed under 589. A street party was held on 28 November to mark completion of restoration and as a thank you to neighbours, before the car was delivered to the Club on 2 December 1981. It was positioned in front of Sydney P 1729 on the same length of track, from where it could readily have been removed for use in possible street parades. Sadly this activity never arose. By this time the Club had developed a tramway theme, under the title 'Old Canberra Tram Company'.

Brisbane FM 499 came from Logan Lea in Queensland, where it had been in use as a chicken house and hay shed. It is seen here at the club on 21 August 1983.

Dale Budd



By early 1983 the Club committee prepared plans to further extend the premises, and more tram bodies were sought. With help from a contact in Canberra, Brisbane FM 499 was soon acquired for \$500 from a property at Logan Lea, Queensland, where it was used as a chicken house and hay shed. It was repainted in a similar livery to that used on the eight Phoenix cars in Brisbane. The tram was mounted on Melbourne No.1 trucks and positioned on rails in front of 447, and used for a period as an office.

Adelaide D 156 was purchased for \$1,000 on 17 June 1983, from the Australian Electric Transport Museum at St. Kilda, South Australia. It was placed on the same section of track as 447 and 499 facing the car park, also on a pair of No.1 trucks. The Club now was in the unique position of having representatives of tramcars from the country's four largest tram fleets to hand, and on display.



Adelaide D type 156 before its restoration, 21 August 1983.

Dale Budd

The launch event for the restoration and positioning of Adelaide D 156 was held on 19 August 2001.

Dale Budd





Adelaide D 156 is not in the club itself, but in the adjacent Dickson Quality Hotel, January 2010.
Dale Budd



The dummy bogie constructed for the car by the Sydney Tramway Museum's Wednesday workforce.
Dale Budd

Left: The interior of the saloon in D 156.

Dale Budd

During June 1984 the Club published as a community service for public discussion a 40 page document proposing an electric tramway for Canberra. Nothing came of these proposals.

Unique Sydney 1899 C car 37 was purchased for \$10,000 on 15 February 1985, in restored condition, from Brian Mantle (see separate article). It was delivered directly from Parramatta Park where it had been on loan for use with the steam tram there, but by that time was seen as redundant to the Parramatta Park venture's needs. On its original (but unmotored) Peckham truck, it was purchased with the intent of possible installation alongside a proposed first floor sports bar, and/or restoration to electric operation if the tramway proposal in Canberra was to have proceeded. Instead, it was added to the collection of cars in the Club dining area.



D 156 still retains the etched MTT logo on the saloon door.
Dale Budd



Sydney C 37 was placed at right angles to Sydney R 1819, seen here before being enclosed within an extension to the club.
Dale Budd

Sydney C class 37 seen at night from the club's car park, 19 July 1990.
Dale Budd



Sydney C class 37 in its final position within the club's bistro area, January 2010.
Dale Budd

Adelaide H 356 was purchased in 1986 for \$1,500 and was initially stored at Queanbeyan. By late 1988 it had been moved to the rear of the Club premises pending extensions. After internal fittings were removed, it was installed by July 1990 in the Club's gaming lounge, fitted out with poker machines and stools.

Sydney R cars 1806 and 1819 were purchased for \$500 each in 1986. They had been in use as family accommodation on a rural property at Braidwood since 1959. They were delivered on 31 October 1986 and stored at the rear of the Club. By February 1989 both cars had been refurbished and fitted out with timber seats and tables for use in the dining area. 1819 shared the street side track in the building with P 1729 and cable trailer 589. It was repainted in the standard Sydney green and cream colours, as was 1729. 1806 was fitted out internally in the same fashion as 1819 but externally was painted in the red and cream colours employed on R 1925 at North Sydney for the 1954 Royal visit. It was placed parallel to 1819 in the dining area.



Sydney C 37 viewed from within the club's bistro area in January 2010.
Dale Budd

The interior of Adelaide H 356 on 19 December 2001.

Dale Budd

The area incorporating the two R cars was developed with a 1920s farmhouse theme, referred to as the 'Tram House Museum', with various items from that era including a kitchen fuel stove, enamel wash basin, metal bath, pressed metal ceilings and other fittings. Also displayed were a 1923 steel wheeled tractor, a working windmill and an outhouse 'dunny'.

Melbourne L 102, which was the last to be acquired, was purchased for \$5,000 from the TMSV with the assistance of Keith Kings, and delivered on 10 March 1987. It was initially located in the covered courtyard of the adjacent Club hotel. Later it was repositioned marginally, where it saw use as an office and the Club's barber shop.

This completes the list of cars located within the Club. In addition, a further five tram bodies were purchased between 1986 and 1987 for potential use in the Club. However, all five remained under tarpaulins,



Adelaide H type 356 in the club's gaming lounge.

Dale Budd

Sydney R class cars 1806 and 1819 in storage at Hume.

Dale Budd



The two Sydney R class cars in position ready for restoration and enclosing within the club's bistro area, May 1988.

Dale Budd

Sydney R 1806 in red and cream and 1819 in green and cream shortly after being placed within the club.

Annemarie Driver



unrestored, in a factory yard at Hume, ACT, until disposal.

These cars were as follows:-

- Hobart bogie car 120, with accident damage, bought in 1986 for \$500 from Interlarkin, Tasmania;
- Launceston single truck car number 1, purchased in 2 February 1986, for \$200 from Beaconsfield, Tasmania;



Sydney R class and C class cars at night seen from the club's car park, 19 July 1990.

Dale Budd



The interior of one of the Sydney R class cars with tables ready for diners, 11 October 2008.

Dale Budd



Melbourne L class 102 and Hobart bogie car 120 in storage at Hume, 23 March 1987.

Dale Budd



Melbourne L class 102 at Hume.
Dale Budd

Melbourne L 102 was restored for use in the club, but Hobart 120 remained unrestored and under tarpaulins until being repatriated to Hobart in March 2009. Dale Budd



Melbourne L 102 as restored inside the club on 19 July 1990. It was in use as an accommodation booking office.
Dale Budd

- Two VR bogie trams, thought to be 48 and 49, although 49 was subsequently discovered to be number 40. They were bought in 1987 for \$1,500 each from Cape Patterson, Victoria, with assistance from Keith Kings, and
- Melbourne Q 139, purchased in 1987 for \$2,500 from an unrecorded location in Victoria, with assistance from Keith Kings.

In all a total of sixteen tram bodies from five different States and six cities were purchased by the

Club, including the short-lived Melbourne cable trailer 300, used for spares. This probably ranks as the greatest number of tram bodies collected anywhere for non-Museum reasons, for public purposes to promote a community period theme.

It was not just the tram bodies that were purchased, but a large number of Melbourne No. 1 trucks, which at first were unmotored and without brake rigging, but later often were acquired complete. Two ornamental steel overhead centre poles were also obtained.



Melbourne L 102 in the club as seen from the car park.

Dale Budd

As will be described below, tramway museum groups, particularly the Sydney Tramway Museum, and tramway restoration enthusiasts have ultimately become the beneficiaries of the heritage foresight, perhaps at the time unintended, of the then driving

force behind the Club, Rod Driver, to whom we all owe a debt of gratitude.

Many COTMA museum group members have either become members of or have visited the 'Tradies' over

Two Victorian Railways cars 40 and 48 are seen in storage with the ornamental centre poles.

Dale Budd



One of the two Victorian Railways cars, at the time thought to be 48 and 49, although 49 turned out to be 40.

Dale Budd

Launceston 1 and Melbourne Q 139 remained unrestored until disposal. Seen here at Hume in June 1988.

Dale Budd



the years. The Club has always been supportive of the tramway museum fraternity, and their early traditional metal membership badges, with various trams thereon, have become collectors' items for some people.

Many years ago, after the STM had purchased W5 792 with a spare pair of damaged No. 15 trucks, and PR1 1517 was gifted to the STM, there was a necessity to obtain a pair of No. 1 trucks to enable 1517 to be more easily shunted around. At the time a request was made to the Club proposing a truck exchange. This was readily agreed to and the STM received a motored pair of No.1 trucks for the No. 15 trucks.

As the Club then needed trucks for passive storage only, a further six MV101 motors of various sub-types from motored trucks, were gifted to the STM, along with six of the BTH variety. One was loaned to the Perth Electric Tramway Society as a spare, whilst two went to Christchurch along with a pair of truck frames as spares for restaurant car 411; itself originally coming from bistro use in a Sydney hotel! The ornamental poles also were donated to the STM.

Another benefit from the Club's actions in collecting trams came when C car 29 was being rebuilt by the

STM in 1995 from its ex-Spaghetti Factory dismantled condition. Measurements made and photographs taken of details of the open end of C car 37 at the Club were helpful to that reconstruction.

As for the disposition of the trams owned by the Club, the first wave of potential removals was brought to notice in October 2003, when the Club advised the STM of impending renovations which were likely to affect some of the trams. In October 2004, it was envisaged that the then stage 1 works would see the imminent removal of flagship W2 car 447 and Brisbane FM 499 from the area facing the main car park, and these two bodies were offered to the STM in the long term. However, in the short term they would be subject to storage under tarpaulins with the other bodies already at Hume. Adelaide D 156 had previously been relocated from its position near 499 and 447.

An architects' floor plan drawn up in February 2005 revealed that only four trams were then intended to remain in the Club proper, these being P 1729 and R 1806 in the bistro area, C 37 near a new entrance to the Club and cable car 589 near the main bar area, beyond the reception.

Melbourne Q class 139 in storage at a factory yard in Hume on 3 September 1987.

Dale Budd





A stack of Melbourne No.1 trucks stored behind the club premises, 3 September 1986.

Dale Budd

In March 2005, Rod Driver advised the STM that all the trams in storage (except Launceston 1 which had been gifted in 2003 to the STM) or being removed from the Club, would be gifted to the STM for its own or other use, other than Hobart 120 which it was agreed would return to Tasmania, gifted to Jeremy Keyes for restoration. Funding assistance would be provided to the STM towards transport costs. The twelve unused bogies at Hume together with the two ornamental steel poles were delivered to Loftus on 29 March 2005. Subsequently the two returning No. 15 trucks were transferred to Hobart for adaptation under Hobart 120, upon restoration.

The Adelaide H and Melbourne L were to be removed in stage 4 of the Club's redevelopment. These two cars regrettably were doomed to being dismantled as due to later works after they had been placed in their respective positions, they could only be removed by demolition. Even the trucks they were on could not be removed intact. Due to much hard work by Warrington Cameron, when their time came he was able to rescue one drivers cabin and roof section from each car for potential resurrection as interactive displays at the STM. These components were delivered to Loftus in September 2005, along with the trucks from under R 1819 which by then had been taken to Hume for storage.

The moves of trams, other than Hobart 120 which was delivered to Hobart on 10 June 2005, had been arranged to occur in 2006, and their disposition was as follows:

- Brisbane 499 to Australian Train Movers (ATM) for a private buyer; April 2006;
- Launceston 1 delivered to Bendigo on behalf of the Launceston Tramway Museum Society for 14), arriving on 10 May 2006;
- Melbourne Q 139 to Newstead Tramcars, arriving there 3 May 2006;
- Sydney R 1819 on 7 June 2006, for temporary storage at ATM, then to Loftus and on to the old National Park site;
- Melbourne W2 447 to Glenreagh Mountain Railway (GMR) on 9 June 2006;
- VR 48 to Bendigo for the Australian Railway Historical Society, Victorian Division, August 2006
- VR 40 (49), to GMR, arriving there 7 August 2006, and since leased to a local café.

As the redevelopment progressed, P 1729, R 1806 and C 37 were repositioned according to the 2005 plan.



In the days before plastic club membership cards, The Tradies' issued metal enamelled 'badges' to members and from the year 1983-84 took the form of one of the club's tramcars. The illustrated badges cover the years 1983-84 to 1992-93 (with one year missing).

Ian Heather collection

However cable trailer 589 remained in the courtyard at the back of the Club under tarpaulins. This car was eventually donated to the STM and was delivered directly to the old site shed at the National Park for storage on 6 February 2008.

The above was expected to be the end of the story, as all advice received was that the three remaining cars were very popular with patrons and were expected to be 'a permanent fixture', into the future.

Alas, the above was not to be. Rumours emerged at the beginning of 2010 that further re-developments at the Club were imminent, and the word was that 'the trams are to go'. Many frantic phone calls produced little response from a newer management, until finally verbal advice confirmed that a change of theme was indeed required, adopting a 'modern image' to attract younger patrons, and there would be no room for sentiment. The STM was advised that a contract had been let to builders for the upgrade, and any negotiations concerning the trams would of necessity need to be directly with them.

With little more than a week before the scheduled removal of 1729 and 1806, our local representative with a keen interest in heritage matters, Warrington Cameron, was called upon to act on behalf of the STM. In due course, after enormous time, effort, energy and personal sacrifice and at the 11th hour with lawyers, he was able to secure agreement on behalf of the STM for the acquisition of P 1729 and at a later stage C 37. R 1806 was left out of the equation, and this car was acquired by the subcontractor and was subsequently disposed of privately.

Without Warrington's efforts, both of these important pieces of tramway heritage probably would have been lost permanently to private collectors. P 1729 was taken to ATM's yard by Mario Mencigar on 20 January 2010 and delivered by him to Loftus on 6 February 2010. C 37 was delivered to Loftus on 21 April 2010. It is now in the workshop undergoing restoration for lease to and operation in Christchurch on that city's new tourist tramway extension, due to open in July 2011. After 111 years, what goes around comes around! C 37 will once more spark to life as it did all those years ago until 1924, on the North Sydney system!

As a postscript, with a change of direction at Glenreagh Mountain Railway, and irrespective of the fostering and assistance provided, a replacement board at GMR has given notice to the STM of their intentions

not to maintain any tramway presence and for the STM to remove the three cars there as soon as possible. These comprise W2 392 and W5 792 on direct loan from the STM, and W2 447, plus associated spares. In the interests of preserving these cars, this will be done.

This leaves the Adelaide D unaccounted for. In 2002 the STM arranged for dummy trucks, using spent Melbourne No. 15 truck side frames and scrap tyres from Melbourne Z cars, to be fabricated for placement under the car. The tram was renovated and moved into a new position in the foyer annex of the hotel adjoining the Club. It is of great heritage importance that this car should remain preserved either in situ, or removed intact if decisions are made for this last remnant of tramway history to leave the Club. If the latter is determined, it is to be hoped that a way may be found for this car to be extricated intact, rather than meet the fate that befell fellow Adelaide car H 356 and Melbourne L 102.

Special thanks are due to Rod Driver, who supplied much of the historical information contained in this article.

Launceston car 1 was hidden between other trams in the yard at Hume.
Dale Budd



ACQUISITION AND PRESERVATION OF SYDNEY C CAR NO. 37

By Brian Mantle

I first became aware of C 37 in early 1963, after reading Volume 1 of *A Century of New South Wales Tramcars*, by Norm Chinn and Ken McCarthy. Bearing in mind that my neighbour's brother was the Manager at Byron Bay Meatworks, and that I had a guided tour there in 1957, I was surprised that no mention was then made of the tram.

From the information provided in the Century book, C 37 was placed in service in Sydney on 30 June 1899. It was in service at North Sydney and is recorded as operating coupled to D car 121. Driver's protection was fitted to the non-coupling end of this car (and possibly 121) in March 1911. Both cars were written off the books on 8 August 1924.

On 11 November 1924, car 37 was the last of several C cars to be sold to private railways for use as trailers, when it was sold to the North Coast Steam Navigation Company, to be used, together with ex steam trailer 74B, as a trailer car on that company's jetty tramway, behind a small petrol powered steeple cab locomotive, between the Byron Bay pier and railway station. At that time the north coast railway system in New South Wales was still isolated from the main state network and until the Grafton rail bridge was completed in 1932, a huge volume of freight and passenger traffic entered and left that region by way of the coastal steamers, trans-shipping at Lismore or Byron Bay jetty.

The two passenger cars and the Simplex locomotive survived at Byron Bay until 74B was transferred to Parramatta Park in the late 1950s. Regrettably it was

lost in the fire on 7 June 1993. Some 20 members of the Sydney Tramway Museum hired the locomotive and C 37 from the successor company, Andersons Meats, for a tour of the remnant wharf line to Byron Bay station on 4 November 1961. The wharf, originally some 1320 feet long, was reduced to about half its length in a cyclone on 20 February 1954. This was almost certainly the last use of 37 at Byron Bay, although the locomotive continued to haul refrigerated and other cars along its tramway for several more years, and remains in situ to this day.

In June 1963, whilst on my honeymoon, I made a point of locating 37, and on seeing it, I knew it had to come back to Sydney.

Negotiations with Andersons Meats began on my return to Sydney, and after many months of correspondence backwards and forwards, it was agreed the tram could be removed. But how would it be done? Having a friend in a senior position in the Reclamation section of the NSW Railways, and another who owned a few trucks, alleviated the situation somewhat.

It was organised that on the Friday of the June Queen's Birthday weekend in 1964, a railway flatcar would be available outside the shed at Byron Bay in which 37 was stored, and three friends and I would arrive late that day with a truck and my small utility. On board we had four railway Trewalla jacks, chains, winches and a few timber beams. Our intention was to start work and go all night, but to our surprise, there was no electricity in the shed. Because the shed was surrounded by sand hills we found a few old empty



Former Sydney electric tramcar C 37 with the Simplex locomotive at Byron Bay on 4 November 1961.

Bob Merchant

Two views of the Simplex and C car 37 in the platform at Byron Bay railway station during the tour organised by the South Pacific Electric Railway on 4 November 1961.

Bob Merchant



The Simplex loco and C 37 return to their storage shed in November 1961.

Vic Solomons

one-gallon paint tins, filled them with sand and some petrol and lit them. That was our heating and lighting all night, and it was freezing!

With dawn the next day approaching, we had jacked the body off its Peckham truck, which was pushed clear, rolled the flatcar under the body and chained it down. We then pulled the flatcar out of the way with the truck, and backed the truck into the shed to prepare for loading the Peckham truck onto its tray. After a tiring night, it seemed like a good idea to speed up the loading process, so we set up a block and tackle off the

roof beams of the shed. After the weight of one end was taken up by our lifting apparatus, the whole shed began to move diagonally, so the weight had to be hurriedly removed, and it was back to the safety of the Trewalla jacks. Once the Peckham was secured on the truck tray we lay down in the sand and collapsed for a few hours. After a quick brunch at Byron Bay, we headed back to Sydney, where we arrived early on the Sunday morning.

The body of 37 on the flatcar arrived at Cooks River goods yard during the following week. It cost ten

shillings to have it lifted off the flatcar and onto another of my friend's trucks. An inspection of the body revealed that it had received a real 'going over' during the trip down to Sydney. Everything that had been tied down had been untied and various internal hatches etc. were open. I was told that 'souvenir hunters' had descended on it at Broadmeadow, when the train had a layover. The body and its truck were reunited in a storage yard at nearby St Peters and the whole thing covered with heavy duty plastic sheeting. The storage cost was 10 shillings per week.

After a couple of weeks storage at St Peters, I was contacted by the yard manager to say that the yard had been hit by a willy-willy, and the force of the wind had caused the protective sheeting to inflate like a helium balloon, which lifted the tram two feet into the air, before the top of the sheeting blew out and the tram came back to earth! It was decided to move the tram to a friend's property at Castle Hill and build a shed over it. Rails were put down and the shed was erected using materials from an old picture theatre that was being demolished in the Cremorne area.

Some time later, I became aware that O 1424, which was in the Scarborough Children's Home at Bondi, was



C 37 stored in the shed at Byron Bay. The shed was long enough to hold the tram and the Simplex locomotive. This photo was taken in about 1961.

Howard Clark collection



The body of C 37 travelled from Byron Bay to Cooks River goods yard on an HME bogie flat wagon in 1963.

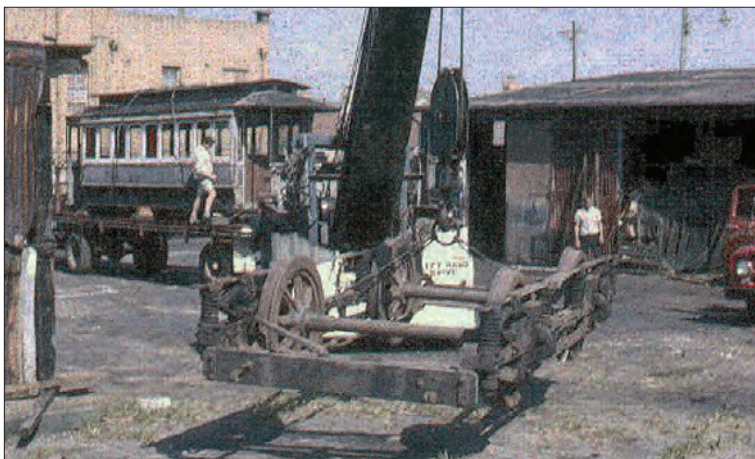
Howard Clark collection

available. The car body was in excellent condition. It had been painted regularly, had all four destination boxes and controllers, and all eight roller blinds. Following discussions with the Benevolent Society of NSW, and as there were no other interested parties, I was asked to move 1424 as soon as possible. The decision was made to move 1424 and for it to accompany 37 at Castle Hill. Before the move, I went with my friend who owned the truck to Melbourne and we brought back a pair of W2 bogies and two trolley poles and bases. In the meantime my father had

completely repainted the tram into its government colours.

Moving 1424 to Castle Hill required laying about 100 feet of track on which to unload the tram and to push it into the shed, at the end of which was stacked hundreds of empty beer bottles for a home brew. Once unloaded 1424 was given a gentle push with the truck and it started to roll towards the shed. However it kept rolling, ending with a loud bang as it hit and smashed

The body of C 37 has been loaded and its truck is being lifted ready for loading and transport from St Peters to Castle Hill.
 Brian Mantle



C 37 after its move from St Peters to Castle Hill.

Brian Mantle

Looking down on C 37 in Brian Mantle's front yard at Killarney Heights, in about 1965.

Brian Mantle





A view from ground level of C 37 in Brian Mantle's front yard, in about 1965.
Brian Mantle

many bottles and derailed one bogie in the process. Rerailing the next day was accomplished with the aid of a 20-ton jack and temporary track to allow the car to be pulled back into place.

I later decided to move 37 to Killarney Heights where it would sit on rails in our front yard, and where I could carry out restoration work on it without the need to travel to Castle Hill. Arrangements were made to have the tram unloaded by crane. Our home was below street level and the crane that arrived could not do the job. Instead the body was placed onto the nature strip on the street above our house with the car's truck being placed on the strip above our neighbour's house. The arrangement was that the 'Men from Marrs', would arrive the next morning with their big crane to do the lift and drop. Unfortunately, overnight, crane

drivers in Sydney called a lightning strike and did not resume work until one week later. For that week we were able to look out our upstairs bedroom windows and see the green clerestory glass and red end glasses being highlighted by the street light opposite. Naturally, council inspectors arrived after a couple of days in response to reports that a tram had been 'dumped in the street'.

Over the next few years I made trips to many areas seeking bits and pieces. I got parts from a C car at Kingswood, K cars at Milperra, an N car at Mount Druitt, R and R1 cars at Colo Heights and Lindfield, and C car 33 at Mount Victoria. I also travelled to Dromana in Victoria to look at a C car there, but it had been demolished not long before to make way for a new road. I was also able to obtain a complete set of the original type of blinds fitted to the tram from the railway workshops at Eveleigh.

C car 33 is an interesting story in itself, as it was part of my plan to help restore 37. The property owner said if I wanted anything from the tram, I had to buy it and remove the whole thing. I agreed to this and from memory, I think I paid him \$100 for it. I removed the green clerestory glasses, the remaining gooseneck and the trolley bridge, which went onto 37.

However, before the whole body of 33 could be removed, the property owner who was an old chap, died, and a heritage classification was put on the property which had originally been a toll-house. No. 33 stayed there until another group was able eventually to move it, but by then my interest in it had waned. In hindsight, this was fortuitous. In the ensuing years, the car changed hands several times before being acquired by the Newcastle Tramway Museum. Together with other trams it was purchased from the museum's



C 37 acts as a trailer for steam motor 103A at Parramatta Park in 1973.
Leon Manny

C 37 in position at the Canberra Tradesmen's Union Club in Dickson in May 1988 before the building was extended to incorporate the tram into the club's bistro area.

Dale Budd



Howard Clark and Warrington Cameron have a 'last supper' in C 37 in the club's bistro in January 2010.

Sonia Clark



liquidators by the Sydney Tramway Museum in 1995 from outside storage at Rutherford. In 2006, 33 was moved from Loftus to Bendigo for restoration and conversion to its experimental 1907-08 double deck design, which involved removal of the clerestory roof. (This enabled the green 'daisy wheel' patterned glass from the redundant roof to be fitted to 37 - Ed).

C 37, with the exception of motors and general running equipment, was virtually a complete tram, and by 1974 I had completed significant restoration work on the body. In that year, I was offered a country posting which was too good to refuse. Our house was to be rented indefinitely, so what was I to do with 37? I also had to decide what to do with O 1424. At the time the Sydney Tramway Museum was not in a position to take either car. The operator of the Old Spaghetti Factory restaurant approached me as he was planning to open other restaurants. He already had C 29 on lease from the STM in the restaurant at The Rocks in Sydney. I was not enthusiastic about the idea.

I was then approached by the Steam Tram and Railway Preservation Society who already had steam tram trailer 74B which they had sourced earlier than 37 from the same Byron Bay location. The society was interested in leasing 37 for use at Parramatta Park, and that was the outcome. This group had the tram until 1985 when, very fortunately, they had no further need for it.

Once again I had to move the tram but no one was able to accept it. Shortly thereafter, out of the blue I was contacted by the manager of The Canberra Tradesmen's Union Club who asked if I owned the car at Parramatta Park, and if I did, would I be interested in selling it. I confirmed I owned it and had no thought of selling it. He then said his Club would be prepared to pay \$10,000 for it. I accepted this offer, because I felt it would be good for the tram to see use in the Club, and there was still the possibility it would one day run again somewhere. That was all I ever wanted for it. Once again my friend and his truck were called upon, and in February 1985 he took 37 from Parramatta Park to Canberra. After fitting out it was installed in the Club and remained in use, in a couple of locations within the club adjacent to the bistro, as a dining area for the next 25 years.

As for O 1424, I could find no takers, and the end was a very sad one. After removing controllers, goosenecks, destination boxes and light fittings the body went to the naval bombing range at Nowra. The bogies, trolley poles and bases went to the late Bruce Pinnell and all the remaining spares for the O and C cars were picked up by Mike Giddey and Vic Solomons who took them to the STM.

It is exciting to learn that after ceasing to operate as an electric tram in 1924, and after a great deal of effort by people on behalf of the Sydney Tramway Museum, No. 37 left its home in Canberra for the past 25 years. In April 2010 it was moved to Loftus where it will be restored to operating condition by the Museum in the near future.



C 37 in the process of being removed from the club on 19 April 2010. It was brought partly out of the building in the afternoon, but had to wait until evening for half the road to be closed off and the crane and Mario Mencigar's semi-trailer to be placed in position.

Dale Budd

HERE AND THERE

AUSTRALIAN AND OVERSEAS NEWS

Glengowrie Depot upgrade

Track has been reconstructed and laid in concrete in the south yard which is partly opened for storage, negating the need to park trams out on the track overnight. Major track work on the north yard over the weekend of 26 and 27 June 2010 required weekend service trams to be stored outside the depot from the Friday evening until resumption of services on Monday 28 June. Ten trams were stored at various places over these nights – six on the main line at Glengowrie, two at South Terrace, one at West Terrace and one at Entertainment Centre, Hindmarsh.

Centenary of Malvern Depot

By Len Millar

Bendigo Tramways is very proud of the major part it played in helping celebrate the centenary of Malvern Depot on 30 May 2010.

The family-oriented Open Day at the depot saw thousands of Melburnians visit the two-storey red



Flexity 109 passes sister car 102 on a trip from Entertainment Centre to Glenelg in April 2010. Car 102 is on a City Shuttle service and is at the West Terrace terminal stub. Its destination has been set for the return journey to South Terrace.

Steve McNicol

brick Edwardian building as well as various displays and, of course, the old and new trams on show. A few hundred lucky people had the good fortune to ride on PMTT tram No. 44 which ran a shuttle service between the depot and Dandenong Road.

The Prahran and Malvern Tramways Trust commenced operating from this imposing building 100 years ago with just 13 trams on two routes. There was a line along High Street from Charles Street, Prahran to Tooronga Road, Malvern, whilst another line branched off at the Malvern Town Hall traversing Glenferrie and Wattletree Roads to Burke Road, Malvern. The Trust was a joint Prahran and Malvern municipal entity which later became the core of the Melbourne and Metropolitan Tramways Board when it was established in 1919. At that time, the PMTT had two depots, a workshop, 96 trams and 10 more on order.

As an indication of the Trust's flourishing operations, in its first four years alone it carried a million passengers and generated significant profits. Today, Yarra Trams, the successor to the PMTT and MMTB, has 83 trams and 220 drivers at Malvern. The depot serves five routes and is the largest on Melbourne's tram system.

Mindful of the approaching centenary, organisations such as the Department of Transport, Yarra Trams, the Rail, Tram and Bus Union and Bendigo Tramways began preliminary planning to mark the occasion. Once our works supervisor Julie Cain and Ron Scholten, union delegate and long-term tramway preservationist, put their heads together, the focus turned to our two operable PMTT cars.

Ron has been a driver and trainer at Malvern Depot for around 32 years, and is a frequent visitor to Bendigo. On one such visit, he looked at single trucker No. 16 in a new light. The car was on display in the depot but had neither been painted nor received any significant maintenance since it was handed over to the Bendigo Trust in 1972 after closure of the State Electricity Commission system. Could the tram be restored to original and operating condition as a drop end, open, California combination car in time for the approaching centenary?

Number 16 was built in 1917 by James Moore and Sons in Melbourne for the PMTT and carried the number 84. The MMTB classified it as a B class. It is 9.43 metres long, weighs 12 tonnes and has two 33.5kW motors in a 2.01 m wheel-base Brill 21E truck.

Ron initiated a fund-raising appeal at the Bendigo and Malvern depots, and Julie sent off an application to the Department of Transport for restoration funding.

The centenary plaque unveiled on 30 May 2010. It is mounted above the depot's original foundation stone.

Steve Altham



Most generously, the department granted us a sizable sum, so the project got under way. The four-wheeler was to be re-numbered back to its original PMTT number. The car required extensive re-building (bulkheads, flooring, roof modifications, etc.) and our workshop specialists dismantled, removed, cleaned, re-built and re-fitted the myriad of jig-saw components. The truck, motors, compressor, wiring, air-plumbing and other parts received substantial attention. The underframe and bulkheads were strengthened as well.

Physically, the car was altered from its Bendigo-1935 version of the SECV's configuration for one-man operation to the original two-man arrangement with open drop-ends that were fitted with tip-over seats. The roofing that housed the two MMTB



The Malvern Tram Depot foundation stone. It has a curved right edge to match the curve of the brickwork. The stone was laid on 7 December 1909 by the Chairman of the Prahran and Malvern Tramways Trust, Alex Cameron, Esq.

Bob Merchant

destination boxes was removed, and the original curve down to the cabin top-rails was recreated.

It was fascinating uncovering old gold lining on the internal ceiling and panels, along with a fine collection of old tickets which were of great interest to our archivist Glen Carter and his team! The original PMTT livery of Indian Red and Rich Cream was applied in several coats, after all the surfaces had been sanded and filled. Time did not permit the building and installation of the original style roof-mounted PMTT metal destination boxes but we will get around to that pretty soon!

As the restoration work was completed, the car was thoroughly tested with strict checks being required by our engineer Richard Clarke prior to it receiving accreditation to operate.

Whilst 84 progressed towards completion, maximum traction car 44 in our operating fleet was withdrawn from service briefly and given some critical attention. It was going to Melbourne, too! This maximum traction car was built in 1914 for the PMTT by Duncan and Fraser in Adelaide, and was sold by the MMTB (as an E class car) to the SECV in 1951. It was re-numbered 17, and ran almost until closure of the SECV system. Accident damage was repaired and the tram was restored to its original PMTT form, including full-width drop-centre seating, in time for the re-opening of the grand Shamrock Hotel in Pall Mall in 1981.

Subsequently, on occupational health and safety grounds, we cut an aisle through the drop-centre seats so that our conductors don't have to risk life and limb moving along the external footboards. Recently we gave the car a major overhaul, using work-for-the-dole teams. As a finishing touch, a set of the PMTT-style roof-mounted destination boxes was manufactured and installed.

Car 44 is 13.56 metres long, weighs in at around 16 tonnes and has two 48.4kW motors fitted to its Brush 22E bogies.

Julie Cain enlisted critical assistance from the RTBU Tram and Bus Division through its Assistant Secretary, Phil Altieri. Planning for the day's events gained momentum, and it became apparent that the success of the day was very important to all the participants. Fliers were printed by Yarra Trams publicising the centenary celebrations arrangements, along with on-tram advertisement panels. Glossy colour descriptive pamphlets were distributed on the day describing the cars and the old depot.

A week and a half before the big day, the two accredited trams were transported to Preston

Workshops. Julie Cain and Depot Foreman Tim Blythman went with the cars and assisted with the last-minute works, which included putting both cars over the wheel grinder. The tyres were re-profiled to the current Melbourne standard, and it was found that the gap between the rails (either side of the sub-rail grinding discs) was wider than the diameter of the 500mm diameter pony wheels. Preston doesn't do many pony wheels these days! Tim and Julie provided a familiarisation course to Yarra Trams workshops and traffic staff. The key driver nominated by Yarra Trams was Glenhantly Depot's John Whiting, who happens to drive trams in Bendigo on his days off. Clearly he did not need much familiarisation! Extensive testing of running and braking performance was carried out on the test track at Preston.



The depot's 100 years birthday cake. Bob Merchant



The birthday cake is cut by Mayor of Stonningham Tim Smith (left), Brian Tee, Parliamentary Secretary for Public Transport, and Michel Masson, Chief Executive Officer, Yarra Trams. Rod Smith

Early on the morning of 30 May, the two special trams, several Yarra Trams breakdown and maintenance vehicles as well as a Bendigo Tramways recovery vehicle left Preston for Malvern. The route had been carefully planned for several reasons: almost all the approved route is no longer trolley-pole compatible, and there are now super-stops that warrant raising the timber footboards of the two cars. The route passed through Northcote, Clifton Hill, Fitzroy, Richmond, Hawthorn and Malvern, and the two cars performed almost without trouble. The only incident related to a minor wheels and rails issue close to the city. The careful journey took about 90 minutes.

Yarra Trams prepared a comprehensive plan for the day, involving its Customer Service, Marketing, Security, Overhead, and Tram Fleet Maintenance personnel. The former roadway between the 100 year-old building and the newer and larger running shed, Coldblo Road, was set up with five marquees and

three trams: Z1 22, W7 1031 and Combino 5021. Cars 44 and 84 had pride of place at the top or eastern end of Roads 6 and 8, nearest the depot entrance on Glenferrie Road. Instructions were issued to the platform crew about passengers (and workers) boarding and alighting from 44, which ran the hourly Dandenong Road shuttles. Clear bell signals, use of barrier rails, the duties of the second driver in the cab, speed and overall operational safety were all covered.

Master of Ceremonies for the day was Colin Tyrus, Communications Manager, Yarra Trams. The City of Stonnington brass band and the Melbourne Tramways Band entertained the crowd. The mayor of Stonnington, Tim Smith, welcomed the crowd and covered the importance of trams in the development of the City of Malvern. He also noted the partnership of Malvern and Prahran one hundred years ago: the two were merged to become the City of Stonnington, which



One hundred years ago, car No. 1 made the first run from the new depot to launch the Prahran and Malvern Tramways Trust's new tram service.

STM Archives

Car 84, restored by Bendigo Tramways, took the place of car No. 1 and made the token celebratory re-enactment run from Coldblo Road to Glenhuntly Road driven by John Whiting.

Bob Merchant



today supports greater use of trams and other public transport.

Michel Masson, Chief Executive Officer of Yarra Trams, spoke knowledgeably on a range of issues in a well-received speech. It was significant in that he conveyed a good feeling that Yarra Trams was very conscious of the heritage aspects of Melbourne's trams. Parliamentary Secretary for Public Transport, Brian Tee mentioned that the Victorian Government will be ordering 50 new low-floor trams. Mr Masson and Mr Tee unveiled the centenary plaque which has been mounted above the depot's original foundation stone. The three speakers then cut a centenary cake decorated with an opening day image. The cake was then distributed among the visitors to the depot.

Around midday, witnessed by an excellent crowd, many television cameras and lay photographers, 84 ran out of road 6 and ran the short distance up to Glenferrie Road – a recreation of the opening day, 100 years ago.

But good things have to end, too! The crowds dispersed, the trams returned to Bendigo via Preston Workshops, and 84 will soon join 44 in our Talking Tram Tour operating fleet.

To quote our Works Supervisor, Julie Cain, "It was a top team effort! Yarra Trams, Bendigo Tramways, Public Transport Safety Victoria, the Department of Transport and the RTBU Tram and Bus Division all played key and co-operative roles in making a very special event of the Malvern Depot centenary celebrations!"

The final hurrah was a special celebratory luncheon provided at Malvern Depot for depot staff. Malvern

driver, Ron Scholten was honoured with a presentation from Yarra Trams CEO Michel Masson in recognition of the part played by Ron in staging the centenary event.



Malvern driver, Ron Scholten, whose efforts were instrumental in having the centenary of the depot recognised, was presented with a commemorative souvenir and badge by the CEO of Yarra Trams, Michel Masson, at a special celebratory luncheon for depot employees on 31 May.

Mal Rowe

BENDIGO

BENDIGO TRAMWAYS

1 Tramways Avenue, Bendigo, Victoria 3550

www.bendigotramways.com

From Len Millar

A new super-stop is almost finished in Nolan Street at the southern end of the Lake Weeroona park. The stop has a raised concrete platform with ramp on the lake side of the track, providing our wheelchair and other disabled passengers with safe and comfortable access on and off the trams. The stop will be protected by pedestrian-activated traffic lights and several steel bollards that should dissuade motorists from leaving the newly-deviated traffic lane around the stop. Our trams will stop in either direction, and our commentary tape will reflect that change. To date, it has been unsafe

for the trams to stop to unload and reload on the westbound leg of the tour which required our passengers to leave and join on the 'wrong' side of the tram.

The \$3.1 million depot upgrade is about to get under way, with the contractors due to commence work in late July. The upgrade to the depot, workshop and visitor facilities will be wonderful when the works are finished, but in the meantime we will suffer some disruption. For the time being, the public cannot enter

The Melbourne Tramcar Preservation Association's W3 class car out in the open while trams are shunted in the workshops.

Bendigo Tramways



the depot or its grounds, so our tour trams will stop on the depot access track and the crew will tell passengers about the works. Our preparations, which involved working out how to operate as usual while the upgrade proceeds, included vacating the souvenir shop and the offices adjacent to it, and demolition of the caravan 'lodge' that was used by visiting crew and members.

When it comes time to dig up the depot pointwork and track so that it can be levelled and repaired, we will lose all access to the depot. Our operating fleet will be housed and serviced at the Weeroona Avenue depot where we are constructing trolley troughing and wiring over the three roads.

In other developments, our so-called green fleet is increasing in number. Recently we took delivery of Melbourne W7s 1023 and 1032 for our Perth colleagues; Y1 611 and W7 1036 for the Sydney Tramway Museum; and Newstead Tramcars' X1 466 which returned to Bendigo after a working holiday at Ballarat. The prospect of a takeover of the Talking Tram Tour fleet by Melbourne green and cream cars is not imminent – there would simply be too many tape decks and speakers to install! Nevertheless, sometime soon we will try to arrange a special day with central Victorian sunny weather for photographers.

Car 880 moves steadily towards completion, accreditation and then entry into traffic. The sponsor's

Our new 'super stop' in Nolan Street will be a boon for wheelchair and other disabled passengers.

Bendigo Tramways



livery is being applied. Haddon's W3 663 is now without its roof and work proceeds on its replacement. And Sydney's Launceston 14 has been lowered on to its 'new' truck.

To help the more effective planning of our services, our conductors are now using an improved running journal which will better record head counts per sector, tram distances travelled and even the weather.

Tram 880 in Bendigo's workshop being fitted out for tourist service.

Bendigo Tramways



FERNY GROVE

BRISBANE TRAMWAY MUSEUM SOCIETY

PO Box 94, Ferny Hills, Queensland 4055

www.brisbanetramwaymuseum.org

From Peter Hyde

Work has continued steadily on the restoration of both FM 400 and Dreadnought 136.

The windows for FM car 400 were sent away to have glass circles etched on to them as they originally had. These have been received back and the painstaking task of reinstallation with the complicated BCC winding mechanisms has begun. Overhaul of the pair of K35 controllers supplied by the Sydney Tramway Museum is well under way. A surprise donation of an additional controller from a local enthusiast has made the task easier with components of all three being used to make two fully functional units.

On the Dreadnought, more painstaking work is occurring with the continuing task of removing the many coats of paint that were applied over the years to the interior. A surprise discovery has been that the

lettering Have Exact Fare Ready on the external step kick-plates appears on both sides of both doorways. In one-man guise only the entrance on the motorman's left side would have been in use. Both K10 controllers are in the process of extensive overhaul. Externally, the task of reinstalling the steel body panels has commenced.

In the grounds, final levelling of the site of the new substation building has been completed with most of the excavated soil being used to backfill the high-level platform near the upper picnic tables. When completed this will be a great assistance to less mobile passengers. Smaller amounts of spoil were used to improve the contour of the ramp to the Display Building and to fill various dips and hollows in the grounds.

Newly installed windows in FM 400 showing the complicated winding mechanisms.

Peter Hyde



Bevan Burnes poses FM 429 beside the high-level platform under construction.

Peter Hyde

The interior of Dreadnought 136 showing progressive removal of countless coats of paint from seats.

Peter Hyde



ST KILDA

AUSTRALIAN ELECTRIC TRANSPORT MUSEUM (SA) Inc

PO Box 213, Salisbury, South Australia 5108

www.trammuseumadelaide.com.au

From Colin Seymour

Official launch of E 118

Restored Bogie Open Combination tram E 118 was officially launched on Sunday 23 May by Kevin Foley, Deputy Premier and Member for Port Adelaide (the local electorate) in conjunction with Margaret Anderson, Director, History SA. History SA provided initial funding of \$19,000 for the restoration of tram 118. In recent years it has provided grants totalling \$28,000 for the complete redesign of our interpretive displays.

Other guests included Gillian Aldridge, Mayor of Salisbury, Rod Hook, Acting General Manager, TransAdelaide, Salisbury Councillors and TransAdelaide staff. Relatives of the previous owners of tram 118 and the previous owners of tram 15 also attended as did our contract cabinet maker Mirko Husnjak who magnificently crafted the bulkheads, crossbench seats and upright pillars for car 118 as well as bulkheads on our Bib and Bub set.

The gates opened at 10:00am with cars 186, 192, 111, 264 and 1971 providing a frequent service. The second-hand book stall and the barbeque again proved popular. Car 186 was withdrawn from service in the early afternoon to keep Road 2 free for the later arrival of car 118.

The official launch took place at 2:00pm in the Northern Depot adjacent to the tram. President, Ian Seymour outlined the history of the restoration. This

was followed by speeches from Kevin Foley and Margaret Anderson.

Unfortunately, the weather conditions affected the crowd. However takings were very good, so those that came spent well!

Car 118 was one of 20 Bogie Open Combination (E type) maximum traction trams built in 1910-11. It was converted to the E1 Saloon Bogie type in 1936 along with the other E type cars. Tram 118 was withdrawn from service in 1955 and was used as a holiday shack at Fishermans Bay near Port Broughton.

The body of 118 arrived at St Kilda from Fishermans Bay in 1982.

Restoration commenced some 15 years ago. However, progress was slow at first due to the need to spread the huge financial costs over several years. Initial work focussed on dismantling the saloon at the crossbench end and strengthening the frame and restoration of the remaining saloon interior. The bulk of the work occurred over the last five years mainly due to the generosity of members who donated over \$64,000 to the project.

Major financial components included:

- Purchase of two unmotored 22E trucks



Kevin Foley, Deputy Premier and Member for Port Adelaide launching restored Bogie Open Combination tram E 118 on 23 May 2010. The Deputy Premier is questioning Museum President, Ian Seymour to his left. Steve McNicol

Restored Bogie Open Combination tram E 118 prior to departure from the tram shed on 23 May 2010.

Steve McNicol



- Purchase of two GE 201 motors and two GE K36JR controllers
- External construction of bulkheads, motorman's cabs, crossbench seats and side pillars.

The official convoy consisted of representatives of all three variations of Adelaide bogie trams:

- Bogie Open Combination (E type) 118
- Bogie Closed Combination (D type) 192
- Bogie Saloon (E1 type) 111.

Edna Millard, owner of tram 118 as a holiday shack from 1955 to the late 1970s at Fishermans Bay, visited the Museum with her daughter Carol Hope and son in law Alistair on 27 June to inspect and ride on the tram. The family was most impressed with the transformation.

Annual General Meeting

The 53rd Annual General Meeting of the Museum was held at the tramway museum site, St Kilda, on 22 May 2010 at 4:00pm. The Committee remained as last year, the only change being that Chris Andrews completed his 15 year term as Trustee and David Williams was elected as a Trustee.

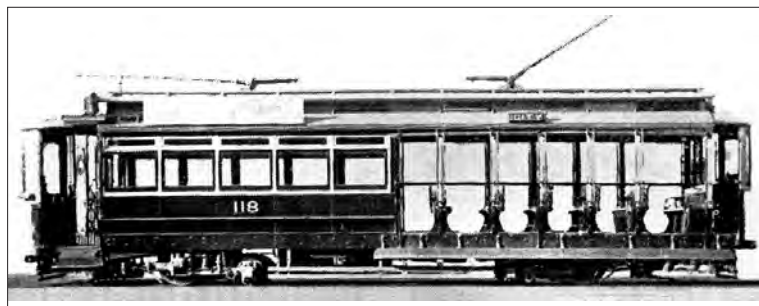
Prior to the meeting, training sessions were held for conductors on working on car 118, most drivers having completed their training by the previous day.

After the meeting, members travelled to the Playground stop on the magnificent looking car 118. This was followed by the usual after-meeting drinks, barbecue and film entertainment. Tim Bell again projected a variety of film onto the external Display Gallery wall. The weather was fine for the outdoor barbecue and theatre.

Kevin Foley (obscured) assists tram driver Michael Crabb to drive tram 118 on its maiden public journey. Also in the cabin is Bruce Lock. Bruce and Michael were key contributors.

Steve McNicol





Screen portrait of car 118 in the 1930s prior to conversion to Bogie Saloon. MTT



Car 118 at Kingswood terminus in March 1954. John Radcliffe



Car 118 at Fishermans Bay on 21 August 1982 after its removal from the shed in which it was housed. John Radcliffe

Final finishing of E Type tram 118

In preparation for 118's official launch there was a concentrated effort by the Friday team to finish off the many remaining small jobs.

Fitting of interior lighting was completed and (Type H car door) dropping resistors installed to permit the use of 240 volt quartz-halogen globes in the headlights. Switches were installed and lighting circuits tested. Unlike its sister cars, the interior

light/destination box lighting circuit is independent of the headlight circuit. Switching off the interior lights in this car does not affect headlight operation.

Line work, both interior and exterior, including the car's numbers, was completed during the last few weeks. John Radcliffe cleaned, polished and lacquered much of the interior brass work in readiness for installation in this car and procured replica leather window straps and standee straps. Painting was ongoing with John Pennack, Mike Crabb and Bruce

Edna Millard (on platform), owner of tram 118 from 1955 to the late 1970s with her daughter Carol, Conductor Colin Seymour, Driver Michael Bosworth and Museum President Ian Seymour on Sunday 27 June 2010. Ian has maintained contact with the family and the subsequent owners.

Alistair Hope



Lock applying a finishing coat to its trucks the day before 118's launch. Peter Letheby assisted Mike Bosworth in replacing a number of temporary steel screws in the saloon with polished brass screws on the same day. A final clean by Maureen Parker, Charlie Rogers and William Adams had the car looking spick and span on the day of its launch and the car ran faultlessly. It is a tribute to all who worked towards its completion.

Bib & Bub

Following the launch of car 118 there has been a big clean out of the body shop in readiness for recommencing work on the Bib & Bub coupled set. Bruce Lock is fabricating and installing diagonal strengthening steel braces to the coupling ends of the cars in preparation for their permanent coupling.

Displays

Four years on from the concept plan adopted for the revitalisation of our interpretive displays and outdoor presentation (in line with History SA accreditation standards), the Trolleybus display and the Entrance Gallery display (now officially called the Visitor Centre) were completed and installed in time for the 2010 AGM and the launch of E type tram 118. Two new windows have been incorporated in the southern wall enabling visitors seated in the Visitor Centre to peer at the trams on the depot fan. Alternatively, they can watch the wall mounted flat screen DVD player on the northern wall.

There have been very favourable responses from members and visitors. As done with the Northern Depot and horse tram displays, it is proposed to

The new interpretive display in the Museum Entrance / Visitor Centre has more open space and includes tables and seating for visitors to enjoy a drink and an ice cream while watching the DVD screen.

Colin Seymour



re-format the trolleybus and gallery displays for adding to the Tram History page of the Museum web site. Special thanks to David Williams for his resolve and dedication in seeing this project through to finalisation.

Promotional DVD

Michael Bosworth has developed an excellent 15 minute promotional DVD which is being shown on the new DVD player in the Visitor Centre.

BALLARAT

BALLARAT TRAMWAY MUSEUM

PO Box 632, Ballarat, Victoria 3353

www.btm.org.au

From Dave Macartney

Heritage weekend in Ballarat was held on 8 and 9 May which coincided with Mother's Day. After last year's event, Ballarat Council decided to offer financial support to enable the horse tram to run on both days and free travel to be provided. Unlike last year, the weather was excellent and this was reflected in the crowd numbers.

Lyle Drayton, our horse provider from Lara made D'Arcy and Princess available again, and they stoically plodded up and down between the Loop and St Aidan's Drive until the attending multitudes had taken full advantage of the unique experience. Some 2500 passengers were carried over the weekend, with 1000 of these being on the horse tram. No. 26 provided most of the electric service, and looked splendid amongst the autumn colours.

As noted in news from Bendigo, Newstead Trams' X1 tram No. 466 returned there on 13 May. This will enable us to make better use of space in our shed which has been at a premium since the arrival of

ESCo No. 22. The X1 had arrived in Ballarat on 4 November 2005, and during its four and a half year stay had seen limited service, operating on 21 days and completing 221 trips in Wendouree Parade.

As part of the reorganisation, the body of ex-Hawthorn bogie No. 121, acquired in 1978 but never restored, was disposed of for further use. It will be incorporated into a museum of vintage telephone equipment being established in Gisborne. The Brill 22E trucks under 121, which had originally been under Ballarat No. 35, were returned to the depot and are currently stored behind the tower truck on 5 road, where they are receiving a good cleaning.

As part of the impending major works to be carried out at Preston Workshops, VicTrack had to remove the dozen or so trams still on the premises before the rebuilding can commence. Accordingly, the Museum was offered an option to acquire up to four cars for possible future use. An inspection saw the following trams nominated:



Poles and wires – 26 June.

Warren Doubleday

A full load on 9 May.

Bruce Dixon



- No. 865: Entered service on 22 November 1940; at Camberwell during the 1960s and 1970s, and at Malvern during the 1980s
- No. 924: Entered service on 13 December 1946; spent most of its life at Malvern.

These two trams have been received by the Museum and the other two, numbers to be finalised, will be arranged at a future date. There are no plans to operate the trams at this time.

Work continues on the fitting out of the display area with a vinyl floor covering having the appearance of timber marquetry being installed. A plan is also under

way to finalise the sealing of the remainder of the public area of the museum and install wall lining beside 3 road to further enhance this area for visitors.

With funding from Ballarat Council and the Victorian Government through the Regional Development Fund a pipeline has been installed from the Redan Wetlands in the next phase of the stormwater harvesting project to refill Lake Wendouree. In June the State Government committed funding to pipe water from a bore in Ballarat West directly to Lake Wendouree. This project should accelerate the filling of the lake which has so far been painfully slow. It is hoped that the lake will be sufficiently full to allow boating by the middle



No. 466 returns to Bendigo on 13 May.
Neil Lardner

LOFTUS

SOUTH PACIFIC ELECTRIC RAILWAY CO-OP SOCIETY

PO Box 103, Sutherland, NSW 1499

www.sydneytramway.museum.com.au

From SPER News

Track re-laying work

Work has continued on the track re-laying works between Cross Street and the isolated section of the western track in front of the Railway Square waiting shed. This section consists of a gentle reverse curve to allow for the wider track centres in front of the waiting shed. The road bed was excavated mainly by hand, the old 60lb running rails were replaced with 71lb T rails and the former running rails were de-scaled and recycled as check rails.

Further T section steel sleepers were obtained by cutting up more steel beams from the Enfield water tower. The rail joints were welded, the track was aligned and welded to gauge and then the check rails were installed. It is now connected to the grooved rail laid earlier in front of the waiting shed.

Concurrently with this work, trenches were dug by hand to bury conduits and a 50mm PVC water pipe beside the eastern track and the highway fence.



Newly laid concrete adjacent to the entrance to Lakewood Park viewed from ballast motor 42s on 5 June.
Martin Pinches

The '4-foot' of the western track and the '6-foot' has been concreted for about 14 metres south of Cross Street as well as part of the highway side of the eastern track.

On 11 June, 42s and the No. 2 forklift were used to clear old rails along the highway side bank south of the waiting shed for future excavation of a trench to extend the conduits and the water pipe. Part of that trench approaching Depot Junction is being excavated by hand due to the presence of live underground cables. The track drain at that location is also being cleaned out.

A pair of right hand cast point blade units, obtained from Melbourne, have been moved onto stands in front of the waiting shed and are being prepared for the reconstruction of the depot junction points. These points are now clipped and the lever has been removed for fitting to the replacement blade units.

The small gap between the existing tarred surface at the Cross Street corner and the newly concreted western track has been filled with compacted cold mix tar.

Main line trackwork

On 24 and 25 May, Austrack took possession of the National Park line to correct part of a curve at the site of the original Rawson Avenue level crossing which was subject to distortion during hot weather. They removed about 50mm from both rails, pulled them together with hydraulic rams and thermit welded the joints. The opportunity was taken to replace a short length of both rails at this location that had been scored many years ago by a locomotive's wheels slipping while not moving. This gave the location its nickname of Phantom Junction, as a tram running over it sounded like it was passing over a set of points. Four joints were thermit welded, twenty two concrete sleepers were installed and the ballast re-tamped.

On 5 June the track gang replaced some sleepers and installed tie bars at the top of 'Army Hill' to correct an over-gauge problem.

The Austrack team place concrete sleepers at the site of the former Rawson Avenue level crossing on the Royal National Park line on 24 May after completing track repairs.

Danny Adamopoulos



Overhead

On 10 April another hole was drilled through the thick brickwork of the workshop's southern wall for installation of a fourth rosette to support the Cross Street overhead when it is erected.

Also as part of the Cross Street wiring project, new grooved wire was erected from the workshop extension door to a new frog pan over the Road 4 points.

Works report

On 15 May a semi-trailer arrived from Bendigo. We unloaded the spare O car bogie that had been sent there for a proposed overhaul that did not proceed, the spare Milan bogie, a Melbourne No. 15 truck with motors and a further one without motors. There were also two pallets of wooden street paving blocks, from Preston Workshops courtesy of Victrack and a reel of trolley wire and some overhead frogs kindly made available for purchase by Yarra Trams. Thanks are due to Bendigo Tramways for arranging transport first from Preston and Docklands to Bendigo for consolidation of the load, then for delivery to Loftus.

Sydney D class 117

The installation of roof boards including tapering and steam bending the ends over the curved roof canopies has been completed. The boards have been sanded to remove any ridges that would show through the canvas covering. The drip rails along the roof edges and the protective rubbing timbers along the saloon sides have also been installed. Work has now been transferred to C 37 for the time being.

Ballarat 37

On 7 April the first Brill 22E truck frame was placed back on its wheels and the brake rigging was re-installed. The traction motor for that bogie has been overhauled but will not be placed back in the bogie for a while as both bogies for this car are now stored on the flatcar to make room for work on Sydney C 37. The king pin sliding radial block assemblies from both bogies have been removed to go to an engineering company for rebuilding to specification as they are badly worn.

Sydney C class 37

Sydney C 37 entered workshop Road 10 on 24 April. Rod Burland commenced work stripping out false floors and furniture installed when the car was used for dining in the club in Canberra. To enable side panels to be removed for inspection of side frames and ribs, the original seats and internal bulkheads were removed and stored in a convenient out of the way location above the toilet block in the workshop.

Bolts can be seen on the roof to which the supports for the long gone side mounted trolley pole were attached. The car was originally fitted with a side mounted pole for its early use at North Sydney.

Geoff Spaulding has now transferred his activities from D 117 to this car to concentrate on replacing or repairing some damaged or rotten timber in the side



The floor area of C 37 was water blast cleaned on 16 June in preparation for work to commence on timber repairs.

Martin Pinches

panel framing, corner posts and underframe. The open end platform has been dismantled so that bearers and floor boards can be replaced. Recycled timber for this work has been purchased and delivered from Australian Ironwood at Lilyfield. Our joiner, Ross Traeger, has laminated replacement timber side panelling for one side of the car, whilst the originals will be repaired as necessary and refitted on the other side.

Frank Cuddy has renovated a K10 controller for the car and is working on the second one.

Two W3 wheel sets with motors and gear cases attached were brought into the workshop and have been dismantled by the workshop team for cleaning.

The wheel sets have gone to a contractor at Unanderra for machining to modify the journals to fit the Peckham axle boxes, to re-profile the wheel treads and to clean up pits in the suspension bearing running surfaces. The first MV101AZ motor was dismantled on 9 June and the body was lifted off the truck on 26 June.

Sydney O class 1111

O 1111 was placed on Road 8 on 24 April for its third external repaint in museum ownership. It has been necessary to replace some of the damaged or rotten D moulding on the roof gutter rail line. This has been done using surplus timber purchased long ago for O 957.



The truck frame from C 37 is moved in preparation for cleaning on 7 July.

Martin Pinches

The new gate to the depot yard is now complete. The Gladesville Bridge gate was refurbished by our Wednesday team, which also constructed the matching small gate.

Bob Merchant



WHITEMAN PARK

PERTH ELECTRIC TRAMWAY SOCIETY (INC)

PO Box 257, Mount Lawley, Western Australia 6929

<http://pets.railpage.org.au/pets10.html>

From Michael Stukely

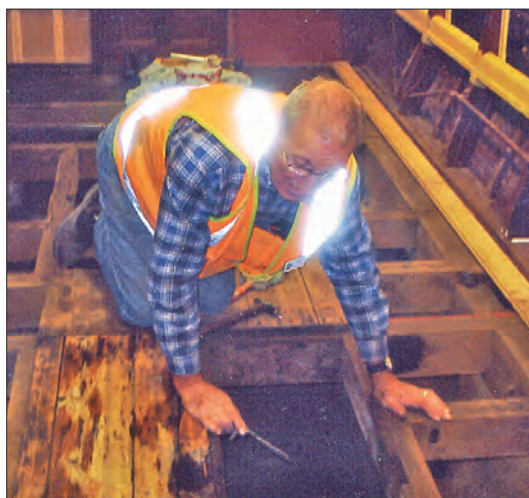
Traffic operations and service cars

Following the record heat experienced in Perth last summer, there have also been unusual weather conditions in June, which was Perth's second-driest since records began in 1876. Although this coincided with a record number of days with minimum temperatures below 5 degrees, the generally clear and fine conditions boosted patronage levels on the trams. Unfortunately, however, it appears that we are now rapidly catching up on winter rains in the July school holidays, with many wet days and few passengers.

SW2 426 was the main service car in April, supported by W2 441. In May and June, four cars were used in weekly rotation, with back-up cars W2 393 and W4 674 taking their turn. Two cars were in service for the traditionally busy days on Mother's Day and the Foundation Day holiday on 7 June. Fremantle 29 has continued to make its regular appearances for the Car barn Tour days, on the fourth Sunday of each month (except December). SW2 426 has again taken the lead role for the July school holidays services, which are run on seven days per week.

Scenes for the television series *Cloudstreet* were filmed at Whiteman Park, with Fremantle 29. This series is based on the novel of the same name by WA author Tim Winton, which won him the Miles Franklin Award in 1992.

While the Wednesday team undertake the regular servicing of the operational tram fleet, a special Sunday team led by Tony Kelly has completed stripping the roof of W7 1017, including removing the



With the floor timbers of Perth B 15 removed, John Budd is working on the floor trap surrounds on 7 July.

Lindsay Richardson

trolley mounts and decking. This car has suffered from major roof leaks in wet weather since its arrival at Whiteman Park. Many water entry points have now been identified, and a major remedial work program is being developed. Electrical wiring renewal work is required, and some possible strengthening of support timbers will be needed before re-canvassing of the roof can be done. No. 1017 will be out of service for some time.

The annual Safety Compliance Audit was carried out by the WA Regulator on 23 April, with no corrective actions being required.

Tram restoration

Bryan Adcock, David Carling and John Budd have continued to make steady progress with the restoration of the body of Perth B class single-truck car 15 for static display by the City of South Perth Historical Society. The window sashes were fully installed in both motorman's cab ends, and painted. David has spent considerable time at the west end cab, heating and scraping heavy layers of old paint from the ceiling, ready for repainting. John has done a superb job on refitting, staining and varnishing timber panelling inside the saloon on both bulkheads. Bryan has commenced lifting the floor timbers to enable their replacement with new timbers.

Modification work on the former railway bogie for placement under B 15 as a mock-up 21E truck was completed by Willis Engineering. The wheelbase was cut and lengthened to seven feet, and chords were added to the top of the truck to support the tram body. Following its return on 7 April the truck was coated with rust-prevention paint by members, and Bryan



Bryan Adcock sanding one of the original floor traps of B 15, on 7 July.

Lindsay Richardson

Adcock and David Carling then applied finishing paint in satin black. Lindsay Richardson reports that the finished truck has quite a tramway look about it and should look very well under B 15.

Behind-the-scenes work on the restoration of WAGT (Perth) E 66, coordinated by Frank Edwards, has continued. Installation of piping for the air brake system is progressing, with assistance from Noel Blackmore. Drawings were received from Willis Engineering for the manual braking system, and measurements were completed by Noel for the necessary fabrication and adjustments to components, to suit the ex-Kagoshima 77E trucks.



Duncan McVicar fitting the ears into the newly-installed overhead trolleying over the pit road track and Adelaide H 371 on 14 April.

Lindsay Richardson

Museum and tramway improvements

Following the completion of the extension to the members' room in the Oketon Geddes Carbarn, Jack Kendall and Lindsay Richardson sourced tiles for the floor at a very favourable price. On 15-17 April, Jack, Lindsay and Kim Freind sanded the floor, and laid and grouted tiles on two-thirds of the full members' room floor; the remainder of the floor area was completed in mid-June. This is now a greatly improved facility for the use of our members.

A grant received from Whiteman Park's Infrastructure Fund will enable the replacement of ten of the rotted timber span poles on the main line with steel poles, with bracket arms, by contract. We are most grateful to Park Management for this very valuable assistance.

A bracket arm was fitted on one of the previously-erected steel poles near the Mussel Pool East tram stop in April. Two lengths of overhead troughing were installed over the pit in the Engineering Shed by Duncan McVicar and Kim Freind. Duncan then fitted the overhead ears in May. The roof of Adelaide car H 371 has made a useful work platform for this task.

The badly worn crossing on the mainline turnout to the Lindsay Richardson Carbarn was removed and



John Azzaro (left) and Graham Bedells fitting the temporary straight rail in place of the removed crossing on the main line turnout to the Lindsay Richardson Carbarn on 7 April. Lindsay Richardson



Jack Kendall (right), assisted by Kim Freind, laying the first ceramic tiles on the floor of the members' meal room extension on 15 April.

Lindsay Richardson



Jack Kendall (right) and Kim Freind at the finish of the first stage of tile laying in the members' meal-room on 16 April. The newly-completed extension to the original room can be seen beyond them.

Lindsay Richardson

replaced with a straight rail as a temporary measure. Track maintenance by Lindsay Richardson, Noel Blackmore and Kim Freind included the replacement of original bolts and nuts on the heel of the point blade of the Loop North points, to correct an alignment problem. Regular greasing of the mainline curves by John Mitchell has led to a substantially improved ride, and reduction of wear.

Installation of sheet metal as a retaining wall was completed along the length of the Park's pump-house concrete platform in preparation for further excavation of sand, to allow maximum extension of the tram truck storage road to the west, along the south side of the WP Pennenburg Workshop. Meanwhile, Lindsay



Noel Blackmore, watched by Graham Bedells, prepares for the lifting of the damaged crossing of the main line turnout to the Lindsay Richardson Carbarn on 7 April. John Azzaro is operating the forklift.
Lindsay Richardson

Richardson has rebuilt a section of the retaining wall on the north side of the Carbarn fan, to allow safe parking of vehicles.

Pat Ward continues working on maintaining our all-important motor vehicles, with the crane again serviceable following repairs to its fuel injection system.

Donation

A Wickham inspection car was donated to PETS by the Pilbara Railways Historical Society Inc. Transport from Karratha was arranged by Pat Ward. We thank PRHS for the donation of this most useful vehicle, which will eventually be used to assist our track team.



Duncan McVicar (left) and Trevor Dennhardt inserting a steel sleeper in the track north of Red Dam on 15 May.
Lindsay Richardson



The Wickham inspection car, donated by the Pilbara Railways Historical Society, being relocated to the area inside the lower hardstand on 7 July – Nick Tsiaglis guides Noel Blackmore on the crane.
Lindsay Richardson

New book – Tracks By The Swan

The editorial team, led by David Brown, spent many long hours over several months finalising the drafts of this comprehensive history of the Perth electric tramway and trolley bus systems. The final printer's proofs were accepted and returned in late June, and the book is now, at last, in press. We apologise for the delay in its publication.

Displays

The Society's display was taken as usual to the annual exhibition of the Australian Model Railway Association at Claremont Showgrounds, over the June long weekend. This was coordinated by Tony and Beth Kelly. Record sales of souvenirs and books were achieved.

LAUNCESTON

LAUNCESTON TRAMWAY MUSEUM SOCIETY INC.

PO Box 889, Launceston, Tasmania 7250

www.geocities.com/tramwaysociety/

From Robert Quinn

Launceston No. 29 at work

The Launceston Tramway Museum Society has on two occasions now, provided transport for the Hawthorn Football Club 'Knights of the Round Table' dinner guests.

The Society was invited by the Club to provide transport from the Launceston Tramshed Function Centre, situated adjacent to our museum complex, to Gate No 7 at the Aurora Stadium on 17 July.

It was a capacity load for the 1:30pm trip, returning to the shed for another loading. We changed ends and

were away again within a few minutes. It brought back memories of Launceston's Brisbane Street during the evening peak about 1950.

We made our way though the pedestrians with frequent sounding of the gong. Tasmanians are not used to sharing their road space with a tramcar. The LTMS is once again providing them with that experience.

On a cool overcast day, Launceston 29 proceeds slowly through the football fans with the Hawthorn Football Club's 'Knights of the Round Table' on board.
Graham Quinn



PORTLAND

PORTLAND CABLE TRAMS INC.

2a Bentinck Street, Portland Vic 3305

www.portlandcabletrams.com.au

From Alan Rees

Tram shelter at the Powerhouse Car Museum

On 8 July the tram shelter at the Powerhouse Car Museum was relocated from Fawthrop Lagoon to the Portland Bay Caravan Park in Bentinck Street.

As a result of vandalism in its previous location, the shelter had no windows and its roller door lock had been stolen. The decision to shift it was assisted by the fact that it was in a location that had attracted relatively few passengers. At the same time, there has been an increase in the number of passengers coming from the caravan park and boarding the tram in Bentinck Street.

The move went without a hitch and the shelter looks great in its new location. We record our thanks to Keppel Prince who donated the use of one of their mobile cranes together with an operator. We also thank the volunteers who helped with the move, namely Lou McKay, Bill Gregory, Bob Gower and Des Hien.

Other news

Fortunately for Portland, but less fortunately for us, Portland has become the unofficial tuna capital of Victoria. Not only do those interested in fishing bring us relatively little business but worse, they can seriously interrupt our services. On 15 May our track was blocked by vehicles and trailers parked on the Portland Bay foreshore and near our Maritime tram shelter. This led to our having to turn away approximately 40 people who had intended to ride the tram, resulting in a loss of around \$400 for the day. Although those parked across our track were all booked by local police who were sympathetic to our cause, it was apparent that the local shire has no contingency plan to control and supervise parking on such occasions. We hope problems of this type can be remedied in the future.



The tram shelter about to move from its old location at Fawthrop Lagoon on 8 July. Portland Cable Trams



Travelling along Hurd Street on its way to its new location in Bentinck Street. Portland Cable Trams



The shelter being placed in its new location outside the Portland Bay Caravan Park on 8 July.

Portland Cable Trams

A boat trailer blocks our track on the Portland Bay foreshore on 15 May.

Portland Cable Trams

HADDON

MELBOURNE TRAMCAR PRESERVATION ASSOCIATION
324 Sago Hill Road, Haddon, Victoria 3351 www.mtpa.com.au

From Kym Smith

W3 663

The original plywood roof has now been fully removed, and the Bendigo Tramways coachbuilders have completed most of the scraping back of the roof ribs and roof structure. A variation to the contract has been approved to allow the scraping back of the upper bulkheads while the roof is removed so that a consistent finish can be achieved when the timberwork is varnished.

Open days

The tramway held its first scheduled public open day on Sunday 9 May. Numerous trips were operated for our visitors during the day using all of the operational fleet. It is envisaged that once the track is complete we will aim to host two open days per year, with the next public open day scheduled for 27 March 2011 followed by another planned for late September/early October 2011.

We also welcomed the Austin A40 Car Club for a visit as part of their rally on 24 April. The car club members enjoyed riding and looking over the trams before enjoying a barbeque and continuing on their rally.

Trackwork

Welding of the rail joints on the north-western curve has commenced and the curve is gradually starting to take shape. All bolts and materials needed to complete the curve have now been purchased and prepared ready for use.

Site works

The new storage container has been modified for storing traction motors. Side doors have been constructed to allow easy access with the forklift when placing or removing motors.

The anchorage network has been installed behind the Car barn to assist in supporting and tensioning the trolley wire of the three roads, greatly reducing the strain from the overhead network on the shed frame of the Car barn.

Website

In addition to the MTPA's main website – www.mtpa.com.au – a Flickr photograph site has been

Bendigo Tramways coachbuilder George Stirling scrapes away the Colorflek and varnish from the roof ribs of W3 663.

Anthony Smith



established at www.flickr.com/photos/mtpa/sets to allow more photos of the Association's activities to be viewed. Hyperlinks are provided from the main website to the relevant sets of photos, or they can be viewed independently.

Archival scanning

An ongoing project in recent times has seen many of the Association's collection of plans and drawings

scanned for archival and accreditation purposes. We have been fortunate in getting assistance from the Department for Transport, Energy and Infrastructure's Plan Room in scanning the larger plans and drawings for us as filler jobs, and we thank them for their support.



Some of the visiting Austins lined up on display while their owners inspect trams 670 and 103 on the Carbarn fan.

Jacqui Smith



Our visitors photographing VR 41 after it had completed one of its trips and returned to the Carbarn.

Jacqui Smith



Frank Schroeders and Anthony Smith relocating a motor from the Truck Shop to the new motor storage container.

Jacqui Smith



Frank Schroeders welds the frame for the doors on the motor storage container. Anthony Smith

Kym Smith installing the tensioning anchor to support the overhead on Road 3 of the Carbarn. The anchor for Road 4 awaits tensioning to the second insulator on the pole.

Anthony Smith



Trams 407, 103, 41 and 670 lined up for the open day on 9 May. Anthony Smith





The Australian Electric Transport Museum's E type car 118 looks magnificent in the night light. It was photographed after the Museum's annual general meeting on 22 May 2010.

Steve McNicol



It is five degrees and Ballarat Tramway Museum conductor Vanderzweep is wondering if there will be any passengers as he waits for departure time at St Aiden's Drive on Tuesday 29 June.

Peter Winspur