

# TROLLEY WIRE

No. 323

NOVEMBER 2010



\$9.90\*

Print Post Approved PP245358/00021



ISSN 0155-1264

00323



## In this issue

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- The Peter Duckett Collection

# TROLLEY WIRE

AUSTRALIA'S TRAMWAY MUSEUM  
MAGAZINE

NOVEMBER 2010

No. 323 Vol. 51 No. 4 - 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

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\*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



*Pole 131 on the Sydney Tramway Museum's Royal  
National Park line was damaged by a falling tree  
brought down by violent winds early in August. Its  
replacement was ready for service on 15 August.*

Danny Adamopoulos

## Front Cover

*Wellington double deck car 47 was launched into passenger service at Auckland's Museum of Transport and Technology by Council of Tramway Museums of Australasia Chairman, Warren Doubleday on 29 September, following an extensive overhaul and refurbishment.*

David Cawood

# ADELAIDE'S BOGIE COMBINATION TRAMS

By Colin Seymour and John Radcliffe

## Introduction

The article *Adelaide's Electric Trams Started 100 Years Ago* in the February 2009 issue of *Trolley Wire* described the construction of the first 100 electric trams and the first electric tram routes – referred to as the Inner Circle routes.

With the continuing expansion of the electric tramway system, referred to as the Outer Circle routes, it became evident soon after the opening of the first lines that more cars would be required to supplement the 100 cars already built. This article looks at the construction of the next 70 electric trams and the opening of the Outer Circle routes.

## Bogie Open Combination trams

In May 1909, tenders were called for the supply of 50 large 'Metropolitan' bogie combination cars. These cars were to have a closed saloon at one end, with open crossbenches at the other for summer weather. The bodies were to be mounted on two maximum traction trucks, so called because the large driving wheels carried most of the weight of the car to obtain greater traction. The small trailing 'pony' wheels were only used to guide the truck on the rails.

Considerable opposition was aroused among local people when it became known that an American firm might get the contract to build the cars. The offer of Noyes Brothers (Melbourne) Pty Ltd was finally accepted, based on a tender submitted on behalf of J.G. Brill and Co., Philadelphia, at a price of £697 with arrangements ultimately made for the Adelaide firm of A. Pengelley and Company to construct the cars 'with some timber imported from the USA'. Other tenders were from the Meadowbank Manufacturing Co for £790 per car and Duncan & Fraser for £871 per car. Whilst acceptance of a local tender silenced critics, the body components of the first twenty Bogie 'Open Combination' cars (Nos. 101-120), later designated type 'E', were in fact manufactured by J.G. Brill and

Company in Philadelphia, Pennsylvania, and were subsequently assembled in Adelaide, the material arriving 'in the rough' from January 1910, with the first car (No. 105) completed for testing in October 1910, and ten being in traffic by Christmas 1910.

## Bogie Closed Combination trams

The order for the remaining 30 cars was increased to 50, and the design was modified in June 1910 by enclosing the open crossbenches with sliding doors. These cars, numbered 121-170, were described as Bogie 'Closed Combination' cars (later to become type 'D') and were under construction by May 1911. Over 20 were in traffic by June 1912.

Conductors were obliged to walk along footboards on the outsides of both these types of cars to collect fares from passengers sitting on the crossbenches.

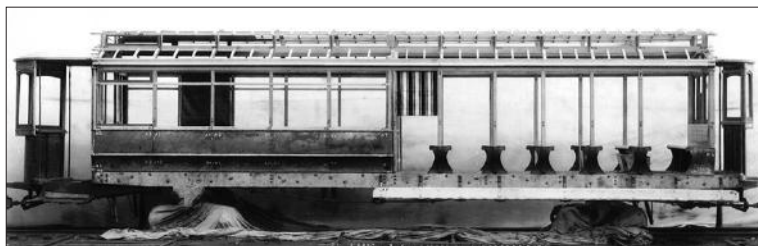
## The Outer Circle routes

In July 1910, a contract was let with F.A. McCarty and Company to convert most of the remaining tramways to electric traction. The contract included the duplication and extension of the Walkerville, Hyde Park and Henley Beach lines and the building of new tracks to Hill Street – North Adelaide (Bowden), Prospect, Nailsworth, The Avenues (St Peters), Paradise, Magill, Kensington Gardens, Burnside, Glen Osmond, Mitcham and West City.

The Walkerville works were completed on 14 January 1911. Although some of the other projects were also completed quickly, the lines could not be opened until the Trust's Port Adelaide power house was finished.

The power house, situated off Ocean Steamers Road on the northern side of No. 2 dock, was officially opened by John Verran, Premier of South Australia

*One E type car body was roughly assembled by J. G. Brill in Philadelphia with components marked to aid erection of the cars in Adelaide.*  
Debra Brill



on 7 June 1911. Soon afterwards, the new services began. Most lines had been provided with single track.

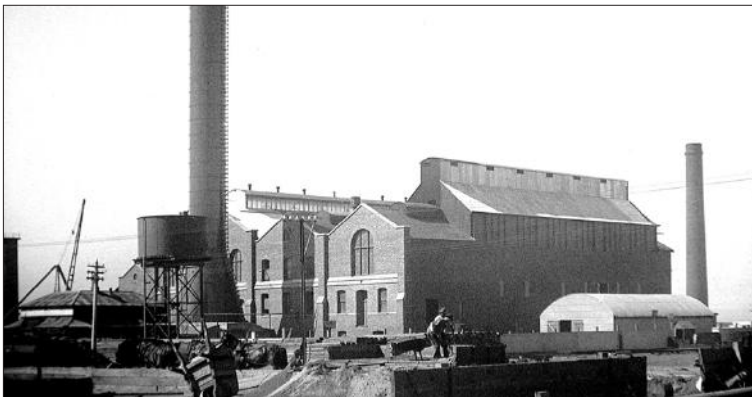
The Hill Street, North Adelaide line commenced operation from the city to Childers Street on 15 June 1911. Extensions to Prospect (Farrant Street), Nailsworth and Mitcham were opened on 2 July 1911. The Glen Osmond line and the short Avenues (St. Peters) line opened on 23 July 1911. Considerable controversy had surrounded the routing of the Avenues line down Fourth Avenue, as this street was only four blocks away from the Payneham line. Mr. Goodman remained adamant that Fourth Avenue was superior to either Sixth or Eighth Avenues, an opinion that was to change a few years later: the line was relocated to Sixth Avenue in 1924.

### Attracting the tourist

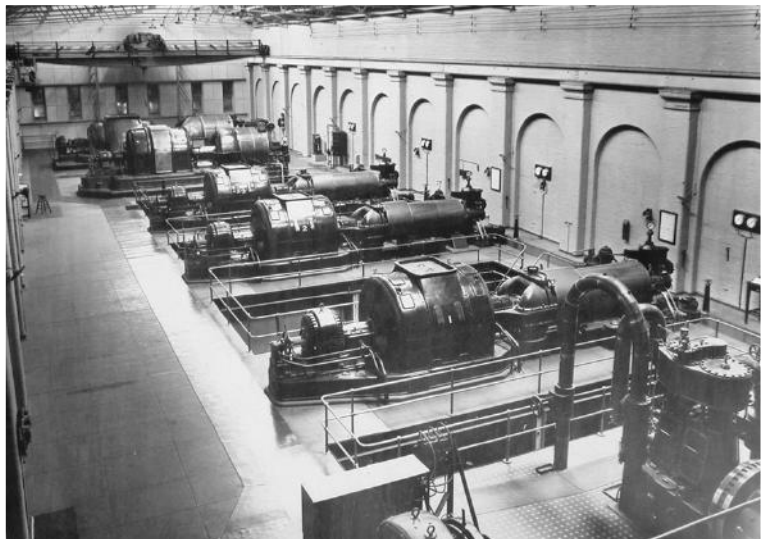
Although not included in the original plans for electrification, an extension of the Kensington line to

Kensington Gardens was also opened on 23 July 1911. After long negotiations, Kensington Gardens Limited had given 40 acres of Piles' Paddock to the Municipal Tramways Trust (MTT) on condition that an electric tramway be extended to it. Within two years, the Trust had built the line and begun developing the park. Gardens complete with rustic bridges were laid out, and tennis courts and cricket pitches prepared. A bandstand was erected for evening concerts, and trial plantings of all the new sweet pea varieties were soon being exhibited.

The MTT also encouraged tourists to travel to Henley Beach by building a kiosk and a number of shops there. A bandstand was erected on the foreshore. The Tramways Band was soon giving regular concerts at Henley Beach. Passenger traffic to special events at Henley Beach became so great that on 29 January 1912 a siding 1,000 feet long was opened between Main Street and North Street to hold the parked trams. Duplication of the entire Henley Beach line was completed by 1913.



*Completion of the MTT Port Adelaide Power Station in 1912 allowed Outer Circle routes to be opened. MTT*



*The power generating hall at the Power Station, 1912.*

MTT

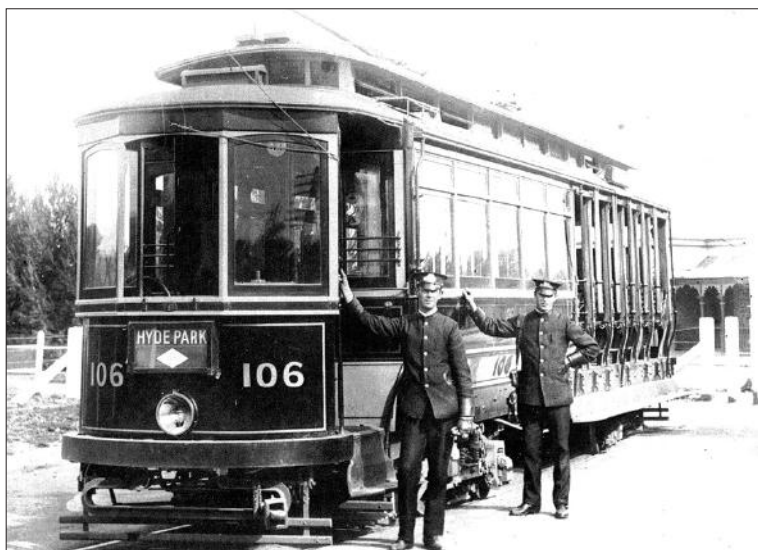
*When the E type cars entered traffic, horses were still the dominant street traffic, though the first motor cars had appeared – King William Street in 1910.*

Postcard



*E type car 115 waits at Henley Beach, while the MTT Bandstand is under construction near the sea front in January 1911. Tea Rooms followed soon afterwards.*

MTT



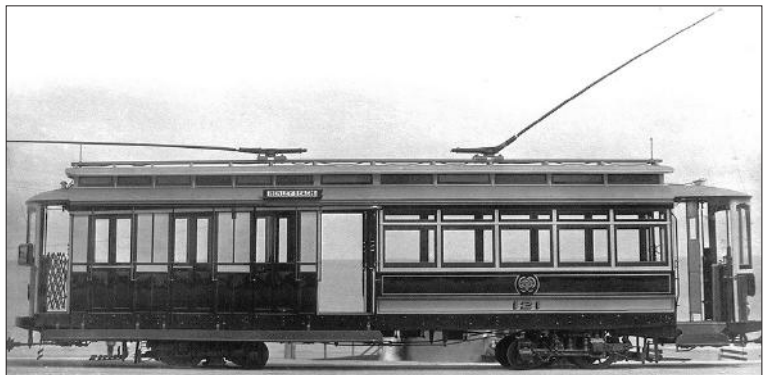
*E type car 106 with its proud crew at Walkerville terminus just after the opening of the line.*

MTT



*The bogie cars catered for heavy summer traffic to Henley Beach. Tourists came in winter to inspect the floods under the viaduct.* MTT

*Car 121 was the first of the fifty closed Combination Bogie (D type) cars at Henley Beach in 1911.* MTT



## Other extensions

An extension of the Marryatville line to Burnside was opened on 7 September 1911. The West City line, like several earlier routes, involved opening up one of the city squares to make room for the tramway tracks. Each time this occurred, opposition was heard from ratepayers. Nevertheless, the West City service commenced operation on 4 October 1911. The cars travelled in both directions over a circular route formed by single track in Currie Street and West Terrace, and double track in Sturt, Brown (Morphett), Grote and King William Streets.

One month later on 4 November 1911, the long extension from Payneham along the Lower North East Road to Paradise was opened. Electric trams commenced operating to Penfold Road, Magill, on 23 December 1911, using double tracks as far as Gurr's

Road. A short extension to Norton Summit Road first came into use on 25 February 1912.

The Hill Street, North Adelaide line was extended from Childers Street to the intersection of Twelfth and Gilbert Streets, Bowden on 13 March 1912, and the original track duplicated soon afterwards. Cars commenced running to Mitchell Street, Goodwood, on 23 December 1912. This new line was laid with double track. It was necessary to continue the use of horse cars between Goodwood and Clarence Park until arrangements were made with the South Australian Railways for electric trams to cross beneath the Melbourne railway in the Goodwood subway.

## The finishing touches

By 1912, the population of Adelaide had passed 200,000. Although the principal horse car lines had

been converted, a number of improvements were shortly to be made to the new services. In addition, two horse bus routes acquired from tramway companies were to be replaced.

The Dulwich horse bus service had been run by the Adelaide and Suburban Tramway Company from its Burnside tramway at Gurney Road, Rose Park, to the corner of Stuart Road and Union Street. The MTT extended the route to Greenhill Road and changed the connecting point to the Britannia, a hotel at the intersection of Kensington Road and Kent Terrace (and still there today, with Kent Terrace now called Fullarton Road). At the same time, another irregular service was provided along Victoria Avenue to Greenhill Road, Parkside. The MTT had also continued the Fisher Street, Fullarton route commenced by the Parkside Tramway Company. The Dulwich line commenced operating from Grenfell Street on 14 March 1914. The Fullarton line was opened from Parkside to Cross Road on 3 June 1914, the cars running from Paradise.

Following the completion of the line to Goodwood in 1912, discussions took place between the South Australian Railways (SAR) and the MTT regarding the

most satisfactory way for the tramway to cross the Melbourne railway. A subway was finally excavated at Millswood, and work commenced on reconstructing the horse car tracks for electric tramways. While this was being done, the horse car service was replaced by the first motor omnibus service run by the Trust. The vehicle used was a Commer lorry fitted with a number of benches, and enclosed with a canopy. The electric tramway commenced operating to Clarence Park on 2 March 1915.

A single track branch line was constructed from Magill to Morialta and opened on 31 March 1915. It was built primarily for the weekend tourist traffic to Morialta Falls Reserve. The SA Government undertook responsibility for half of any losses incurred on the line for the first five years of its operation. Weekdays saw few passengers, but several months later, the chairman of Rostrevor Estates Limited indicated that he did not think that the one car provided each way on the line on weekdays was really an adequate service. During fine summer weekends, many passengers used the Morialta service, but the Morialta-Rostrevor area remained sparsely settled for 30 years after the line was opened.



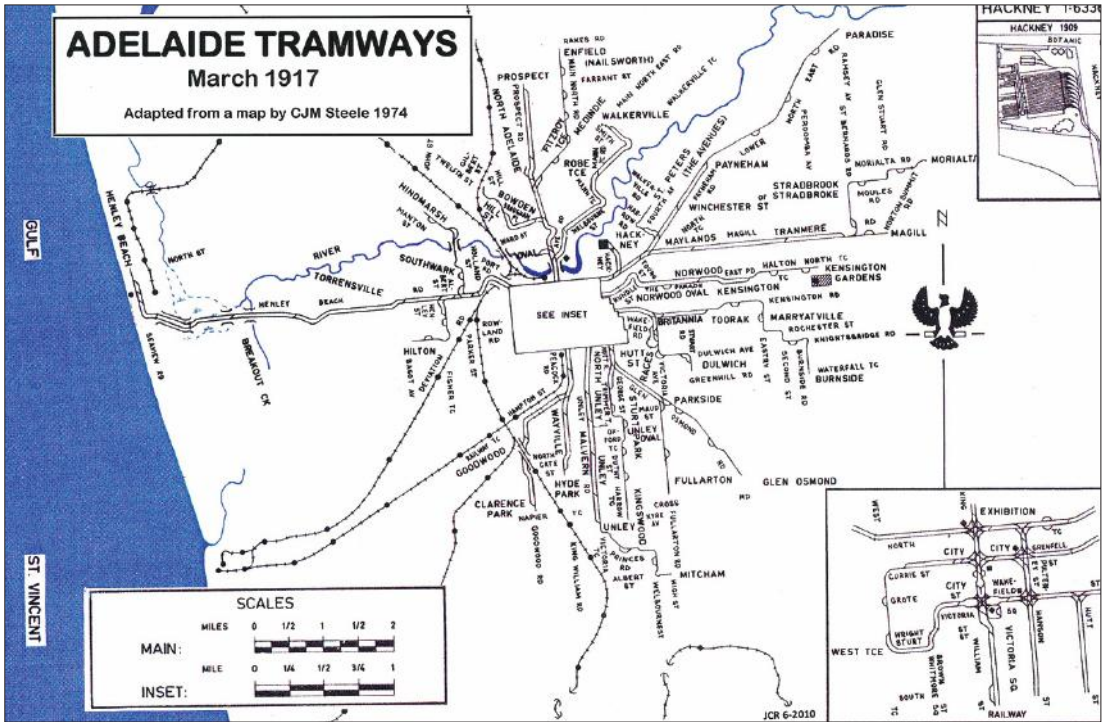
*The Morialta line was built for weekend tourist traffic, and initially had only one car each way on weekdays. Picnic visitors are seen at the 'Violet Farm' at the top of Rostrevor Road, near the terminus, 1920.*

MTT

*B type car 48 crosses over a small foothills creek on its way back to the City from Kensington Gardens, which the MTT had acquired as part of a real estate development transaction.*

MTT





Work began on two new single track lines after the outbreak of war. The service to Hilton, running from Currie Street commenced on 24 January 1917. The Kingswood line opened on 20 March 1917, the cars operating from Walkerville. Opposition was again expressed to the MTT extending a line through the parklands, but the Trust eventually obtained the right to build a thoroughfare extending Hutt Road from the White Gate, a well known Glen Osmond Road landmark, to Park Terrace. In return, the MTT gave to the Government a number of properties, mostly

old horse car depots, for use as open spaces and pleasure reserves.

### Modifications to the Bogie Combination trams

In mid 1918, the first of 20 new cars, called type 'C', arrived from the builders, Duncan and Fraser. These cars, numbered 171-190, were an interim measure to obtain more cars during war time, and as a result were similar in appearance to the earlier type 'A' cars, except they had a domed roof. However, they



*Cars had supplanted horses and air brakes had been fitted to the bogie cars by the early 1920s.*

Postcard

*The four D type cars (191-194), which arrived from Melbourne in 1925, differed in slight details from the original cars, for example by having convex rather than concave rocker panels. No. 191 is turning into the Adelaide Oval, 1956.*

John Radcliffe



were fitted with much larger 50 hp motors, making them very fast. As a result, they were named 'Desert Gold' cars after a leading racehorse of the day. The motors used were taken from the 'E' type Bogie 'Open Combination' cars which were in turn were fitted with new 65 hp motors.

During the early twenties, further modifications were made to the Bogie Combination trams. The magnetic track brakes, which were energised from power generated by the motors of the cars as they slowed down, were replaced by Westinghouse air brakes acting through the cast iron brake shoes on the wheel flanges.

In addition, four additional maximum traction cars, virtually identical to the other 'D' type Bogie 'Closed Combination' cars, were secured fourth-hand from the Melbourne and Metropolitan Tramways Board (MMTB). These cars were given the MTT classification type 'D' and numbered 191 to 194.

They had been originally built in Adelaide by Duncan and Fraser, and were shipped to the Prahran and Malvern Tramways Trust in Melbourne. They were later sold to the Hawthorn Tramways Trust, and acquired by the MMTB in 1918. They returned to Adelaide in January 1927.

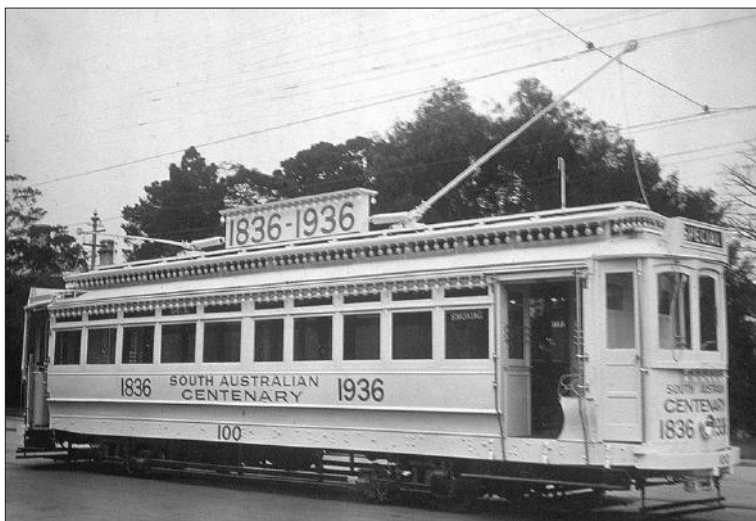
### Modernising the cars

By the mid-thirties, more than half the MTT's cars were nearing 30 years of age. Depression financial stringencies prevented the construction of new cars, but several improvements were made to older cars.

The practice of conductors having to collect fares while standing on footboards outside the open sections of maximum traction bogie cars was abolished in 1935. An aisle was cut through all but two of the cross benches of the 'D' type Bogie 'Closed Combination' cars (the four Melbourne cars had an aisle cut through

*Newly converted Car 101, renumbered temporarily as No. 100, became the South Australian Centenary car in 1936.*

MTT



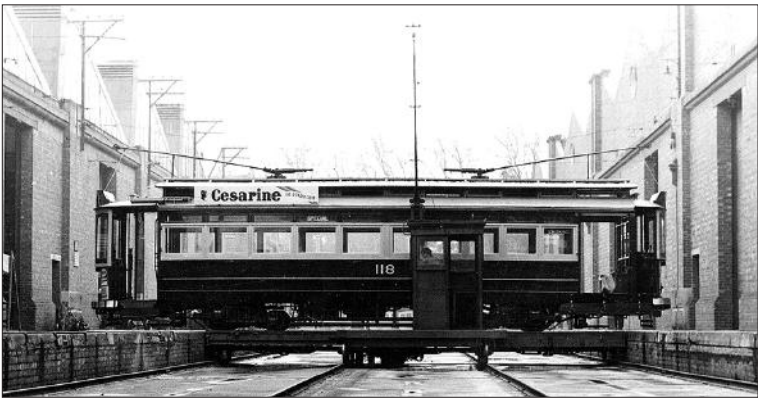
Summary of opening dates of Adelaide’s Outer Circle routes

Route	Date opened	Notes
Walkerville	14 January 1911	Extension from Church Tce, Walkerville
Hill St, North Adelaide (Bowden)	15 June 1911	Extended to Bowden on 13 March 1912
Prospect	2 July 1911	Branch from North Adelaide
Nailsworth (Enfield)	2 July 1911	Branch from North Adelaide
Mitcham	2 July 1911	Extension to Unley line
Glen Osmond	23 July 1911	Extension to Parkside line
Avenues (St Peters)	23 July 1911	Via Fourth Avenue, St Peters
Kensington Gardens	23 July 1911	Extension to Kensington line
Burnside	7 September 1911	Extension to Marryatville line
West City	4 October 1911	Circular western city route
Paradise	4 November 1911	Extension to Payneham line
Magill (Penfold Road)	23 December 1911	Extension to Maylands line
Magill (Norton Summit Road)	25 February 1912	Short extension.
Bowden	13 March 1912	Extension to Hill St, North Adelaide line
Goodwood	23 December 1912	
Dulwich	14 March 1914	Former horse bus route
Fullarton	3 June 1914	Branch from Glen Osmond line at Parkside. Former horse bus route
Clarence Park	2 March 1915	Extension to Goodwood line
Morialta	31 May 1915	Branch from Magill line, Magill
Hilton	24 January 1917	Branch from Henley Beach line at Mile End
Kingswood	20 March 1917	

all but one of the cross benches before arriving in Adelaide).

A more extensive reconstruction was carried out on the ‘E’ type Bogie ‘Open Combination’ cars, which had six completely open cross-benches at one end. Beginning in December 1935, all but one of the open

seats were replaced by longitudinal seats within an enclosed saloon. Newly converted car 101 was temporarily renumbered 100 in September 1936 and liberally fitted with external lights to become an illuminated car to celebrate the centenary of the original establishment of South Australia in 1836.



*E type car 118 was converted to the E-1 type in 1936 at Hackney Depot. It was converted back to the original E type configuration at St Kilda by 2010.* MTT

Whilst these cars, which were reclassified type 'E-I' and referred to as Bogie Saloon cars, were much safer for the conductor, they were not popular with passengers because their long narrow body was fitted with only one small door at each end, making them difficult to board and leave in the rush hours.

The last time the maximum traction bogie cars were used was in peak hour traffic on 5 March 1958, on which day a special service of drop-centre (F type) and H type cars operated from Adelaide Station to Hutt Road to convey train-travelling school children to a

special display for the visiting Queen Mother at Victoria Park racecourse.

### More detailed reading

Radcliffe J.C. and Steele, C.J.M. (1974) *Adelaide Road Passenger Transport 1836 – 1958* (Libraries Board of South Australia: Adelaide)  
[http://www.trammuseumadelaide.com.au/downloads\\_pdf/Adelaide%20Road%20Passenger%20Transport%201836%20-%201958.pdf](http://www.trammuseumadelaide.com.au/downloads_pdf/Adelaide%20Road%20Passenger%20Transport%201836%20-%201958.pdf) (accessed 14 June 2010)



*Bogie Open Combination tram 118 at Mangrove Loop, St Kilda on 21 May 2010.*

John Radcliffe



*Bogie Closed Combination tram 192 arriving in the Museum yard on 8 March 2009.*

Steve McNicol



*Bogie Saloon 111 crossing the lake bound for St Kilda on 22 July 2002.*

John Radcliffe

## SYDNEY TRAM 2018 – A POSTSCRIPT

Following the appearance of the article ‘Sydney’s Unluckiest Tram’ in the February 2010 issue of *Trolley Wire*, additional information on the aftermath of this accident has come forward from Norm Chinn, Bob Merchant, Vic Solomons and Ross Willson. The notes that follow were compiled by Dale Budd.

### The proposal for repair

On 15 July 1952 the Secretary of the Department of Government Tram and Omnibus Services wrote to Commonwealth Engineering inviting the company to submit an estimate of the cost of “restoring the car to its original condition”. It was stated that “as you are at present manufacturing cars of this type, it would probably be more economical for the repairs to this car to be undertaken in your Works rather than in the Departmental Workshops”.

The letter described in detail the condition of the tram, as follows:

Trolley gear appears to be satisfactory; springs may have been softened.

Trolley hooks, insulators and insulating washers, satisfactory.

Trolley base timbers burnt.

Roof burnt beyond repair.

Woodwork to floor level, including partitions, pillars, inside panels - burnt beyond repair.

Electrical controller, air brake valve and hand brake in No. 2 end satisfactory.

Electrical controller, hand brake gear and air brake valve in No. 1 end damaged by fire.

Drivers compartment, No. 1 end, burnt out.

Drivers compartment, No. 2 end, inside and outside aprons undamaged.

Seats and seat frames burnt beyond repair, although some of the seat frame steel work could be straightened and re-used.

All glass destroyed.

Easy-lift mechanisms probably satisfactory, with the exception of the springs, which would require re-heat treatment.

All doors completely burnt out.

Stainless steel grab rails discoloured and some bent by heat, but could probably be straightened and re-polished with 100% recovery.

All metal fittings of brass and aluminium above the floor level could be regarded as having been destroyed.

Upper surface of floor of car badly charred.

All equipment below floor level, including bogies, motors, gears, compressor, air reservoir, lifeshields and lifeshield gear, appear to be undamaged.

The metal work of the body appears to be substantially undamaged, including the frames and panels.

The company replied on 28 July 1952, proposing that repairs be effected on a cost plus 10% basis, with an indicative price to be furnished after the car had been delivered to their works and stripped for examination.

The Chief Engineer recommended on 14 August 1952 that this proposal be accepted. It was stated that



*R1 2018 in Randwick Workshops yard on 26 August 1952. When this photo was taken it was expected that the car would be repaired by its builders, Commonwealth Engineering. The car at left is L/P 318.*

Noel Reed

*2018 seen later in its storage period at Randwick. The trolley poles and hooks have been removed. This picture shows the burnt-out No. 1 end and right side of the car.*

Dale Budd collection



“arrangements could be made for the Departmental inspection staff at the works of Messrs. Commonwealth Engineering Co. Ltd. to keep a check on the work performed on the car and, by so doing, ensure that only essential costs are incurred”.

This was the end of the good news. The Commissioner’s response to the recommendation was: “In view of the shortage of funds can the tram car be held for a further 6 to 9 months without physical deterioration of any consequence?” To which the Acting Chief Engineer responded: “Car can be held without physical deterioration. Arrangements are being made to hold car until further notice”. The Acting Superintendent of Workshops was directed on 15 September 1952 to: “Please arrange accordingly. The car should be examined and if the roofing is open, please arrange to cover the openings with ‘Sisalkraft’ or other suitable material to afford protection.” Pictures of the car stored in the open at Randwick Workshops show that the trolley poles and associated equipment were removed, but parts of the roof which were burnt through were not covered. There was nothing inside which needed protection from rain.

Not 6 months, not 9 months but more than 13 months later, on 2 November 1953, the question was raised: “Is this car to be scrapped or rebuilt please?” As indicated below this was just one week before the government announcement that all trams would be replaced by buses.

The Superintendent, Randwick Workshops, wrote to the Engineer for Trams on 13 November 1953 saying “in the light of the publicly declared policy of the Government in relation to tramcars, it is now

considered to be inadvisable to incur the heavy expenditure that would be involved in reconstructing the car”. The recommendation mentioned the recovery of any useful material for use as spare parts, and noted that the bogies complete with motors had already been retrieved as spares.

A cryptic notation on the file records: “Scrapping of car approved by Commissioner 30.11.53”.

### **The AETA proposal for the rebuilding of 2018 to include PCC features**

In the early 1950s the Australian Electric Traction Association (AETA) was pressing for the retention and modernisation of Sydney’s tramways. Adoption of PCC cars was a key feature of the AETA campaign. Soon after the accident to No. 2018, the Association suggested that its rebuilding should include PCC features. The proposals were rejected, at first on the main grounds that key features of PCC cars were their bogies and control equipment and that these parts of 2018 were largely undamaged.

The AETA made a second submission saying that its initial proposal had been misunderstood. What was proposed were modifications to the body only, so that it would resemble in general style the doorway, seating and aisle layout of the front and centre door design commonly associated with PCCs.

Again the suggestion was rejected, in a letter dated 31 October 1952. “In the circumstances ... the car can readily be rebuilt to the existing ‘R1’ design. Its conversion to the type of body suggested by your Association would involve wasteful alterations to the shell which is quite usable in its present form.”

Interestingly the letter went on to say:

“... some thought is being given to the development of the ‘pay as you enter’ principle on tramcars and if it is decided to proceed with the idea one of the tramcars yet to be delivered on the current contract with the Commonwealth Engineering Co. Ltd. could be specially built for the purpose. This would be a much more economical arrangement than that proposed by the Association.”

Nothing more was ever heard of this proposition. The letter concluded by saying that because of shortage of funds, action to repair No. 2018 had been temporarily deferred.

### The changing policy background

Postponement of the decision to repair 2018 occurred during a time of change in policy towards trams in Sydney. The post-war years up to 1952 had been a period of policy confusion, with an order for 250 new trams on one hand, and line and network closures (and re-openings) on the other. The Suspension Bridge, Rockdale to Brighton-le-Sands, Ryde, Erskine Street and Chelmsford Avenue Botany to Matraville lines, and the Enfield and Newcastle systems were closed. The Watson’s Bay line was partly closed and re-opened. The history of post-war decisions, including the ordering of new trams and the later partial cancellation of the contract, would readily justify a separate article.

Nevertheless in the first half of 1952 new trams were being delivered and innovations such as dynamic braking on car 2029 were being introduced. As mentioned above the idea of introducing the ‘pay as you enter’ principle to trams was being contemplated. The tramcar fleet exceeded 1100 in number.

By the end of 1953 the tide had turned. In October 1952 the Government cut back the order for R1 cars, then being delivered, from 250 to 100, citing the

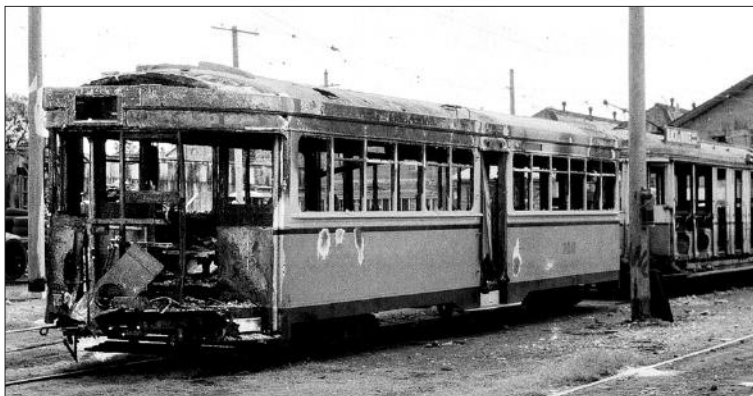
familiar ‘shortage of funds’. The New South Wales Government was in fact in a real financial crisis at this time.

At the time of this action 73 trams, up to and including No. 2060, had been delivered. This was a signpost to more fundamental changes in policy. In June 1953 the remaining section of the Ryde line, to Drummoyne, was closed. Then came the announcement on 9 November 1953, soon after the delivery in September 1953 of the last new tram from the reduced order, that all trams would gradually be replaced by buses. This was a re-iteration of a decision announced in 1937 which had been set aside, initially as a consequence of the Second World War.

So the original recommendation to repair car 2018 was made when trams were still in favour, to a degree, and Commonwealth Engineering was well placed to do the job. The delay in proceeding with the repair turned out to be fatal. When the question was raised on 2 November 1953 as to whether the car was to be repaired or not, announcement of the tram replacement policy was imminent. The decision to scrap the tram was at this point inevitable. As an aside, Commonwealth Engineering had by then ceased manufacture of new trams and would probably have no longer been willing to rebuild No. 2018.

So No. 2018’s demise was not so much the result of fire damage but of delay during a time of policy change. It was indeed the first immediate casualty of the decision to close the Sydney tramway system.

As a footnote, it is of interest that two Sydney buses in the 1970s had their careers cut very short by accidents. Bus 1219, a Leyland Atlantean built in 1973 was destroyed by fire at Pagewood Depot in the following year. And Leyland Tiger 1555, built in 1974, was destroyed in a level crossing accident at Botany late in 1975 when it was struck by locomotive 48155, the numbers of the two vehicles having a coincidental similarity.



*A view of the left side of 2018. Most of the steel panels on this side of the car appear virtually undamaged.*

Ben Parle,  
courtesy Stephen McCarthy

# COLOUR SCHEMES FOR A NEW TRAM

By John Radcliffe

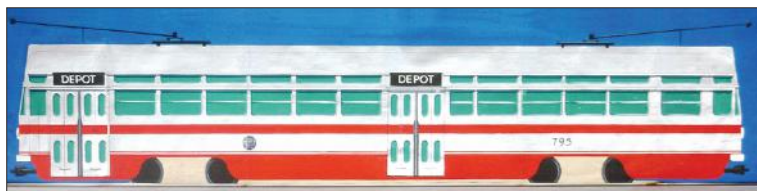
The arrival of a new design of tram can be the motivator for management to find a new corporate colour scheme for it. Such was the case of Adelaide's new H1 car – intended to be the first of 40 new trams for that city, albeit only one was built.

But the cancellation of the rest of the order was not known when it came to paint the first car, to be numbered 381, now at the St Kilda Tramway Museum, so the Municipal Tramways Trust's designers drew up several alternative colour schemes. These make an interesting story.

Various options were presented on MTT drawing number 6161U51289, which showed the side elevation of the new tram at a scale of 3/4 inch to the foot. Colour scheme 1 involved aluminium and carnation red; colour scheme 2 involved aluminium above and falling lower towards the ends with a heavy blue colour below the waist line along the sides; colour scheme 3 was

aluminium with ochre window surrounds and a 'plunging neckline' to below the headlamp; while colour scheme 4 involved a blue waist band and blue around the base of the car. An annotation on colour scheme 4 reads 'aluminium with blue panels, blue to be lighter than shown, approved by the Board 15 November 1951'.

However, it appears that the Board later thought better of it. It had launched the new Ford petrol Ansair Transett buses on the Hampstead-Northfield feeder route from Walkerville trams from 21 September 1951. They were not a notably successful bus but they did sport the new MTT colours of aluminium and carnation red. Subsequently, colour scheme 4 had red colours taped over the earlier blue colours on half the drawing. The outcome was that 381 when it made its first public traffic run on 24 February 1953 on the Henley Beach line, appeared in the silver and red colour scheme.



*Colour scheme 1*

MTT



*Colour scheme 2*

MTT



*Colour scheme 3*

MTT

*Colour scheme 4: after approving the blue scheme (left) a variation on the red adaptation (right half of car) was finally adopted.*

MTT



CONTINUED ON PAGE 18

# THE PETER DUCKETT COLLECTION

By Paul Nicholson

Peter Watson Duckett is one of Australia's pioneer tram enthusiasts. Older readers may remember Peter as the Manager of the Model Dockyard in Melbourne. Peter and his wife Pat operated the Model Dockyard from the 1950s until they retired in the early 1980s. Earlier, Peter was a very active tram enthusiast and modeller. In the 1940s, he constructed an O gauge model tram layout at the family home at Caulfield North in Melbourne's south-eastern suburbs. He was a foundation member of the Australian Electric Traction Association in 1943.

Peter, who, sadly, does not enjoy good health in his mid 80s, amassed one of the world's finest (perhaps the world's finest) collections of tram and electric traction books, publications, photographs and other documentation over a period of more than 70 years. His collection was stored in an immaculate library in the family home. Peter's speciality was USA electric transport 'industry' books and magazines from the early years of the 20th century. His collection contained rare titles and Peter was often contacted by the Smithsonian Institute in Washington for assistance in filling gaps in its collection!

Peter had the foresight in the mid 1990s to seek and obtain a commitment from the Victorian Government maintain his collection for the benefit and education of future generations. Following a serious health setback early in 2010, Peter's collection was passed on to the Department of Transport to be incorporated into its library at its Melbourne head office. This culminated in the official launch of the 'Peter Watson Duckett

Collection' on Thursday, 14 October 2010. Fortunately, Peter and Pat were able to attend the function despite their declining health.

Peter and Pat were welcomed by Adrian Webb from the Department of Transport and the presentation was made by John McMillan, Chairman of Metlink Melbourne. John spoke of the dedication of Peter Duckett in building up the magnificent collection over 70 years. John said the Department's library had been a little 'light on' with respect to tramway and electric transport titles but Peter's generosity in making his collection available to the Government, the transport



*Peter and Pattie Duckett on their return from a successful business trip to Japan in 1962.*  
Courtesy AMRM



*A small corner of Peter's library at his home in Howitt Road, Caulfield.* Real Estate photo

*The invitation to the launch of the Peter Watson Duckett Collection.* Paul Nicholson



*John McMillan, Chairman of Metlink Victoria, formally accepted the collection on behalf of the Government and presented a certificate to Peter.*

Paul Nicholson

# THE PETER WATSON DUCKETT TRAMWAYS COLLECTION

THE DEPARTMENT OF TRANSPORT INVITES YOU TO ATTEND THE PETER WATSON DUCKETT TRAMWAYS COLLECTION

DATE: Thursday 14 October 2010  
 VENUE: 121 Exhibition Street Melbourne  
 TIME: 10-11am  
 RSVP: RSVP by Monday 11 October is essential to ensure a security pass is available  
[events@transport.vic.gov.au](mailto:events@transport.vic.gov.au)  
 9655 1013


industry and the people of Victoria generally, certainly filled the gap. The Melbourne building housing the Department of Transport is secured but visitors are able to use the library and its facilities for research and reference by arrangement.

Peter and Pat were people who valued their privacy but were always most hospitable to people they invited

to their home. Peter maintained a worldwide network of transport and industry contacts and from an early age was able to 'open doors'. In the late 1940s, he joined the senior officers of the MMTB inspecting the newly arrived trucks for the PCC tram (later to become 980) and around the same time the Chairman's office wrote to their counterparts in Brisbane asking them to 'extend every courtesy' to Peter, who was described as a young man with an incredible knowledge of and enthusiasm for tramways. The BCC responded to the MMTB saying it was a pleasure to 'show him around'!

Brass model trams and US interurbans, both in O and HO scale, were a feature of the displays at the Model Dockyard, initially located in the basement of 216-218 Swanston Street, Melbourne. The Model Dockyard made Australian model railway history early in 1963 with the release of the first brass model of an Australian locomotive, the NSW 38 class, crafted in Japan.

In the early 1970s the business moved upstairs to a former bank building that had been fitted out as an expanded Model Dockyard. Peter and Pat enjoyed many business trips to Japan. In the 1960s, Peter took time out from his business commitments and returned with some incredible 16mm movies of Japanese trams, interurbans and electric trains. In later years, business

*Paul Nicholson and Kevin Clark with Peter Duckett and his wife Pat at the launch of Peter's collection at the Department of Transport library.*

For Paul Nicholson



commitments prevented Peter from being actively involved in the Victorian enthusiast scene but he was always a strong supporter of tramcar preservation. In earlier years, when tramway systems were being abandoned throughout the English-speaking world, Peter was a strong advocate for retention, modernisation and expansion of the MMTB system. He also had a real 'soft spot' for the VR electric street railways (the 'railway trams') and one of the early photos displayed at the launch was Peter and his contemporaries enjoying an outing on one of the single truck cross bench cars at Sandringham.

I worked for Peter and Pat in the Model Dockyard from 1965 to 1969 and kept in touch over the years. Kevin Clark, a long time employee of the Model Dockyard, also attended the launch. The accompanying photo shows Paul and Kevin with Peter and Pat.

I would like to see a foundation set up so that other collections can be maintained. With many enthusiasts now in their senior years, the future of their collections is something to be considered. Peter's generosity in making his collection available to the wider community is an inspiration to all tram enthusiasts.

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FROM PAGE 15



*Car 381 - the final result, seen on Goodwood Flyover, 15 December 1979.*

John Radcliffe

*H1 type 381 in Grenfell Street at King William Street, Adelaide on 4 January 1954.*

Noel Reed



# HERE AND THERE

## AUSTRALIAN AND OVERSEAS NEWS

### Melbourne – new trams ordered

The Victorian Government will spend \$807.6 million on 50 new trams and the development of a new tram maintenance and storage depot at Preston. The low-floor trams will be designed, built and maintained by Bombardier, a major international manufacturer of aerospace and rail products.

The new trams, which Bombardier describes as its FLEXITY Swift model, will be about 33 metres long, be able to carry more than 210 passengers and will be fitted with closed circuit television. They will be fully accessible for passengers in wheelchairs and the elderly. When delivered, the new trams will provide the capacity to transport an additional 10,500 passengers during Melbourne's morning and evening peak periods.

Under the contract with Bombardier, Australian content is expected to be just over 50 per cent. Body shells for the trams will be manufactured at the company's Dandenong plant which will also undertake assembly and testing. The Victorian Government estimates that more than 500 jobs will be created when production is at its peak. It says there will also be significant flow on benefits for the local supply chain.

A prototype mock up tram will be unveiled in 2011 to ensure the chosen design meets the needs of the travelling public. The first of the 50 trams is expected to enter service in 2012. The contract with Bombardier includes maintenance equipment and maintenance of the trams until 2017. There is also an option for a further 100 trams of the same type.

### Mulhouse trams to stay in Melbourne

The Victorian Government will buy the five yellow trams currently being leased from the French city of Mulhouse. These five-section trams, which entered service in Melbourne in June 2008, were leased by the Government for three years at a cost of \$10 million. It is not yet known how much the Government has paid to buy the trams, but they are understood to be worth about \$30 million.

The Mulhouse trams can carry up to 200 passengers, and operate on route 96 from East Brunswick to St Kilda. At the time they were leased, Mulhouse was building a new tram network and the five trams were surplus to requirements at that time.

### Melbourne – additional tram services

Melbourne tram commuters will benefit from 481 new weekly tram services which started on 24 October, delivering additional capacity on popular inner city routes with more services to run through the city at peak times. Victorian Premier John Brumby said the additional services would mean more services for commuters across several routes from Docklands, Coburg, Maribyrnong and Brunswick.

"More than 480,000 passenger trips are made on our tram network on average every day and the system is the backbone of our public transport network in the CBD and inner city," Mr Brumby said. "We have been working closely with Yarra Trams to increase capacity and these 481 additional weekly tram services include 265 new services which will target busy inner city routes. These extra services will help ease crowding on our busy Elizabeth Street services and will also mean more frequent services for people travelling to and from West Maribyrnong, Airport West, North Coburg and West Coburg. Our Government is determined to deliver on our commitment to provide a better public transport network and together with our investment in 50 new trams, these additional services will improve the journeys of thousands of commuters every day."

Public Transport Minister Martin Pakula said improvements would include the introduction of a Collins Street shuttle service (Route 31) which will deliver an extra 44 trips on weekdays in the inter-peak and improve connectivity with the Victoria Harbour Precinct. This shuttle service will run during the lunchtime peak and will mean trams will now operate every five minutes between Victoria Harbour and the Paris end of Collins Street between 11am and 2.30pm. The additional Collins Street services are designed to assist with increased demand at the Collins Street West end of the CBD into Victoria Harbour and along the length of Collins Street."

Member for Melbourne Bronwyn Pike said Docklands was increasingly becoming a popular residential area of the city and a bustling employment centre. "Up to 8000 people are currently working in the Victoria Harbour precinct of the Docklands which has significantly increased the number of people using trams along Collins Street, west of Southern Cross Station. This figure is set to swell to about 13,000 by

Christmas when a further 5000 workers move into new offices so these extra tram services will be a welcome boost.”

Mr Pakula said 215 additional weekly services would also be added on Route 82 which links Footscray and Moonee Ponds. “These services will increase the frequency during school peak periods and late at night with trams running until midnight during the week and until 1am on Friday and Saturday nights,” he said.

Other service improvements include:

- 20 additional weekend services on Route 19 to provide an eight minute frequency during the daytime
- An additional weekday service in each direction on Route 19 (North Coburg - Elizabeth Street) during the morning peak
- Two extra weekday services in each direction on Route 55 (West Coburg - Domain Interchange) during the morning peak
- Two additional weekday services on Route 55 during the evening peak
- Five additional weekday services on Route 57 (West Maribyrnong - City Elizabeth Street) across the morning and evening peaks and
- An additional weekday service on Route 59 (Airport West – City Elizabeth Street) during the morning peak.

### **Gold Coast contracts awarded**

Two contracts worth \$68 million have been awarded for early works on Queensland’s first light rail system. Queensland Premier Anna Bligh and Commonwealth Infrastructure and Transport Minister Anthony Albanese announced on 7 October that Seymour Whyte Constructions and Boulderstone Pty Ltd as the successful tenderers to prepare the Gold Coast Rapid Transit corridor for construction.

“These two contracts are expected to create about 800 direct and indirect jobs, while Stage One of the Gold Coast light rail project will generate 6300 direct and indirect jobs in total,” Ms Bligh said. “Before the light rail system can be built, the roads it will travel on have to be prepared, so this early work will include surveying, road widening, intersection upgrades, landscaping, concreting and paving. Services located under the road such as the gas, water and telecommunications also have to be moved to a more accessible location to allow for future repairs and upgrades.”

Gold Coast Mayor Ron Clarke welcomed the announcement, saying the early commencement of road works necessary for the project would provide a jobs boost for the local construction industry. “This heralds the project kicking into full swing and that’s great news for employment on the Gold Coast,” the Mayor said. “The light rail is truly a city-changing project and once complete, will transform our public transport network and the transport options available to our residents and visitors. Obviously, with the road works getting underway, there will be some short term pain for residents and motorists - but the long term gain will be well worth it. The Rapid Transit Project team will be keeping the community informed on a regular basis on the progress of these works and I plead with residents to be patient during this time of transition over the next two years.”

“When Stage One of Gold Coast Rapid Transit is completed in 2014, it will be a world class public transport system which will change the way people move around the coast. “The 13 km dedicated light rail corridor will service the new Gold Coast University Hospital, Griffith University, Southport medical precinct and the fast growing commercial, retail and recreational centres of Southport, Surfers Paradise and Broadbeach.”

The interactive tendering process to determine the successful consortium to construct and operate the light rail system is well advanced with submissions expected in late November 2010. A successful consortium is expected to be announced in June 2011.

### **Trams at ‘The Tradies’**

John Radcliffe has thrown additional light on the acquisition of Adelaide D 156 by the club. The notes supplied by Rod Driver indicated that the car was ‘purchased from the AETM’.

As was apparent in the article, in other instances Rod contacted various people from the tramway museum fraternity to help him source tram bodies for the club. This was also the case with No. 156, and John advises that both he and Ian Seymour were on hand to supervise the loading of the car that was donated by a new property owner who was keen to dispose it. At the time the AETM was unable to accept the car as it had just acquired the bodies of E 118 and F1 264. The AETM was paid \$1,000 as what could be termed a ‘spotter’s fee’ for assisting the club but at no stage did AETM own the car body.

Similarly, Brian Mantle indicates that a well meaning enthusiast may have informed Rod Driver about the possible availability of C 37. This car is currently being fully restored by the Sydney Tramway

*Adelaide D 156 at Dublin SA in April 1982. The tram had been placed under a roof extension and provided bedroom accommodation for one of three property residents.*

John Radcliffe



Museum for lease to the Christchurch Tourist Tramway which is expected to open a new extension in July 2011.

This brilliant new book is now available from Transit Australia Publishing, PO Box 114, Canterbury, Victoria 3126. The recommended retail price is \$69.95.

– Paul Nicholson

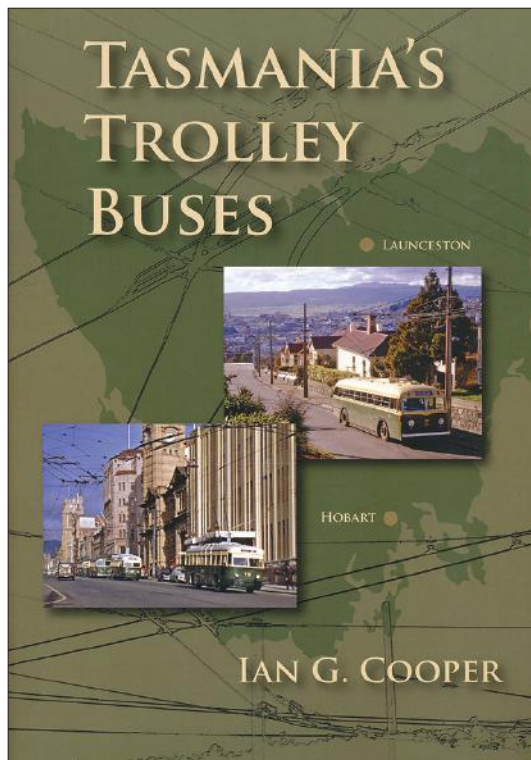
#### **Book review: *Tasmania's Trolley Buses***

Ian Cooper, an acknowledged devotee of urban transit and one of the Australia's leading urban transport historians, has prepared *Tasmania's Trolley Buses* after researching the subject for the past 30 years.

The book details the history of the many proposals for trolley buses in Hobart and Launceston, and the development of the Hobart network from a single route in 1935 and the Launceston network from a single route in 1951. Tasmania eventually operated 28% of Australia's trolley buses, with Launceston being the only regional city in the country operating trolley buses and the Tasmanian Metropolitan Transport Trust became Australia's largest trolley bus operator with 93 units.

*Tasmania's Trolley Buses* is a 208 page book with 243 photographs accompanied by detailed captions, of which 137 are in colour, plus 10 maps and diagrams. Also included are examples of timetables, trade advertisements and technical specifications of the trolley buses. Almost all photographs are published for the first time. Many streetscape images include trams, petrol buses and diesel buses, thus adding to the record of the state's urban transport scene.

A significant feature of the book is the inclusion of 27 pages of photographs illustrating trolley bus operations, route by route, or district by district. Almost all these street scenes are in colour and are supported by detailed captions.



**Book review: *Tracks by the Swan***

Landscape larger than A4 format 297mm by 233mm; 312 pages, hard-bound with colour dust jacket. \$95.00. RRP.

Optional numbered limited edition with slip case at \$115.00 RRP.

Available from Perth Electric Tramway Society Inc., PO Box 257, Mount Lawley WA 6929.

Perth's tramway system was relatively small, but it was of considerable importance to the development of the city and of great interest to enthusiasts. Its history, and that of the trolley bus services which partly replaced it, has now been told in a most impressive new book, written by Tony Culpeffer-Cooke, Adrian Gunzburg and Ian Pleydell, edited by David Brown and published by the Perth Electric Tramway Society.

Tram services began in Perth in 1899 under private ownership. By 1910 the undertaking was struggling: trams were overcrowded and desired extensions were not being built. The outcome was that the tramways were taken over by the WA Government in 1913. The system reached its peak in terms of route distance in the late 1920s, although there were two short extensions during the Second World War. The last order for new trams was placed in about 1930. Trolley bus services began in 1933 and lasted until 1969; Perth had one of Australia's largest trolley bus operations.

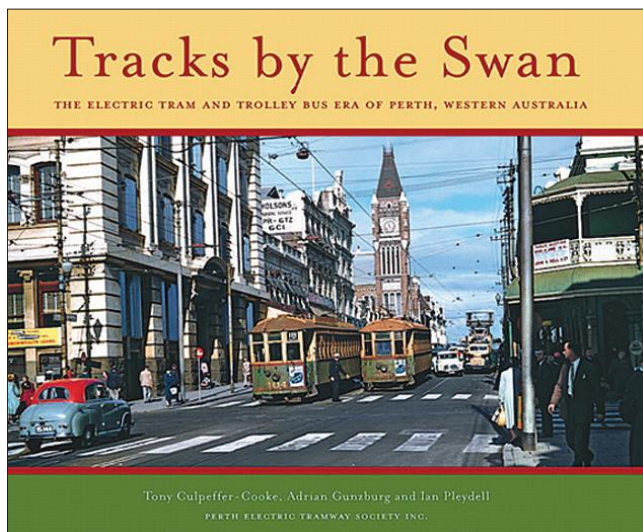
Every aspect of the history of Perth's trams and trolley buses is dealt with in detail in this handsome, beautifully designed book. It features high quality reproduction of more than 400 colour and black and white photographs, and includes maps of a particularly high standard, one of them showing the complex track layout in the city area.

The impression given by the book is of a system which for much of its life suffered from under-investment. Many sections of single track, and a fleet of trams mostly with only two motors, made services slow and especially vulnerable to the advantages of trolley buses or diesel buses (although of course double track and four-motor cars did not ultimately save other tram systems). The pressures of competition from cars and private buses in the 1920s and 1930s did not lead to the introduction of new tramcar designs as commonly occurred elsewhere; instead Perth continued to build trams which were little changed from its first bogie cars, which had been bought from Kalgoorlie in 1903. In the late 1920s, a design similar to the Melbourne W class was developed (but with transverse seating in the saloons) but not proceeded with. One wonders what impact these cars would have had, if they had seen the light of day.

With such a comprehensive and well-produced work it seems strange to suggest additional material which could have been included, but it is a pity that there is little information on museum activities at Whiteman Park. There are many passing references to trams which are preserved there, but only a few lines about the tramway at Whiteman Park on the back dust jacket, and no illustrations. And to an easterner, the fleeting references to Fremantle's trams are tantalising. A short section, even if only a page or less, referring to this system, and its relationship – or lack of it – to Perth's tramways, would have been welcome.

These comments do not detract from the great achievement represented by this book. It is strongly recommended to all those interested in the history of Perth and of its trams.

– Dale Budd



## COTMA

## COUNCIL OF TRAMWAY MUSEUMS OF AUSTRALASIA

PO Box 61, Carlton South, Victoria 3053

www.cotma.org.au

## From Warren Doubleday

The Council of Tramway Museums Conference held in Wellington New Zealand during September 2010 was very successful with just on 100 people attending from the heritage tramway museums throughout Australia and New Zealand. About 25 travelled from Christchurch, soon after the major earthquake, to Wellington prior to the conference. Another 35 travelled to Auckland via Foxton, Wanganui and New Plymouth after the conference ended, arriving in time for the launch of double deck electric tram, Wellington No. 47, by the Western Springs Tramway.

The Wellington Tramway Museum organised the COTMA Conference, the organising team being led by Bryce Pender. The conference presentations were well received with two very good discussion sessions. The various conference papers and presentations are being placed on the COTMA website: [www.cotma.org.au](http://www.cotma.org.au) under the Proceedings tab, and will include a number of conference event photographs.

Included in the program was a visit to the expanding Wellington Tramway Museum at Paekakariki, followed by a visit to the nearby Southwards Motor Car Museum where the Wurlitzer Theatre Organ was demonstrated. After the conference a trolleybus tour, a first for many years, was undertaken of the Wellington trolleybus system. Attendees also observed and rode the Wellington electric train system which is being

rebuilt, extended and just starting to take delivery of new Matangi trains.

A feature of conferences is the Excellence and Recognition Awards, known as the EARs. The EAR Award, which is a tramway overhead ear mounted on polished timber and a prize of \$500, was jointly awarded to the Ballarat Tramway Museum and the Western Springs Tramway.

Achievement Awards were made to:

- Australian Electric Transport Museum – restoration of Adelaide Tramways Bogie Open Combination tram No. E118
- Ballarat Tramway Museum – Community Partnership – Horse Tram Operations
- The Tramway Historical Society – restoration of Christchurch Tramway Board Double Deck Electric Tram No. 26
- Western Springs Tramway – restoration of Wellington Double Decker Tram No. 47 *Big Ben*.

A presentation titled 'Memoriam' – a photographic memory of those tramway Museum workers who had passed on since the previous conference – was made as part of the formal conference dinner.

## PORTLAND

## PORTLAND CABLE TRAMS INC.

2a Bentinck Street, Portland Vic 3305

www.portlandcabletrams.com.au

## From Alan Rees

## Rail Safety Audit

Portland Cable Trams underwent its annual Rail Safety Audit on 18 August. The audit, conducted by Transport Safety Victoria, provided an opportunity to establish whether we were operating our trams in line with our Safety Management System.

We were pleased to receive a favourable report from the Department of Transport, with no Non-conformance Notices, Improvement Notices or

Prohibition Notices being issued. However it was suggested that three sections of the Safety Management System be amended to better reflect operational practice. These amendments have been completed and submitted to Transport Safety Victoria. Our Risk Register has also been upgraded to take account of advice received as a result of the Rail Safety Audit. We thank all those involved in undertaking this important review.

## Participation at COTMA conference

Our presentation given to the COTMA Conference in Wellington provided an occasion to meet representatives of other Australian and New Zealand tramway organisations and to describe the operations of Portland Cable Trams to the wider tramway preservation movement. We thank the New Zealanders for their hospitality and for ensuring the success of this year's Conference.

## Operations

Both tram sets are running well and that both have been in service recently due to significant passenger numbers. In September, 11 tour buses visited our tramway and almost 1,000 passengers rode on our cable trams. If the past two months are anything to go by, we can look forward to a bumper season this summer.

Grip Car 001 and Saloon Car 95 will be withdrawn from service shortly for refurbishment. They have performed superbly bearing in mind that we have carried close to 100,000 passengers since we commenced running in March 2002.

## Life members

At our Annual General Meeting, Ben and Pam Rietman were awarded Life Memberships in recognition of their substantial and continuing contributions to the success of Portland Cable Trams. It was well deserved. Pam, our Treasurer, is also our Officer in Charge. As well, she has been kept busy in providing lunches to tour groups. Ben runs the rail model area in the depot and has built many of our exhibits. These play an important part in providing a high standard of presentation to visitors to our tramway. Congratulations to Ben and Pam from everyone at Portland Cable Trams.

# BYLANDS

## TRAMWAY MUSEUM SOCIETY OF VICTORIA

38 Piccadilly Crescent, Keysborough Victoria 3173

[www.tramwaymuseum.org.au](http://www.tramwaymuseum.org.au)

## From Mal Rowe

The TMSV is now using a business name 'Melbourne Tramway Museum', thus following the example of several other Australian museums.

When the TMSV was formed it was the only tram preservation organisation in Victoria. However it is

now one of five, with three being linked to Melbourne, i.e. Bylands, Hawthorn and Haddon, and another two based in Ballarat and Bendigo. While the new name more clearly identifies our main focus, it is not intended to suggest that we have no interest in other systems or that we do not recognise and support the work of our kindred museums.



*John Rawnsley and Doug Prosser of TMSV, Dave Hinman of THS and Andy Rowe of Christchurch Tramways at Bylands in July when they were collecting parts.* Mal Rowe

It is now over 12 months since our operating accreditation lapsed. We find this a real limitation, especially our being unable to move W3 667 into undercover storage. Since its recent return from Preston, No. 667 has been well protected under tarpaulins. Plans are in hand to gain accreditation, but in the meantime, our team effort has been directed towards a major tidy up of the site.

There is a long history of trans-Tasman co-operation particularly between the TMSV and the Tramway Historical Society (THS) in Christchurch. In July we

were very pleased to be able to supply THS Christchurch with components collected over the years but which are not currently needed by the TMSV. Many of the components will be used in the current restoration of Invercargill Birney No 15.

At the Annual General Meeting of the TMSV, several new board members and a new chairman were elected, thereby continuing the renewal of the organisational structure. This is not without its challenges as there is always a learning curve for new members.

## BALLARAT

### BALLARAT TRAMWAY MUSEUM

PO Box 632, Ballarat, Victoria 3353

[www.btm.org.au](http://www.btm.org.au)

#### From Dave Macartney

The last week of July saw the guttering at the rear of 3 and 4 roads finally replaced, the old guttering having ceased to be of any practical value for some time. This turned out to be a very timely piece of work as Ballarat was about to experience its wettest winter in years with the September rainfall being the highest on record for that month. On 13 August the pits flooded to half their depth, while on 4 September the immersion was complete, with water right up to the top. The pit pump valiantly chugged away for several days to clear this lot.

The Ballarat Council was busy during this period, between rain delays, sealing the car parking area from Depot Junction towards Carlton Street, and installing

new kerbing and asphaltting in the Gardens Loop area. The tramway now runs alongside sealed road surfaces all the way from the Loop to Carlton Street, in contrast to the early days of the museum, when it was all unsealed. While the ambience is not quite as rural as it was, the trams are noticeably less dusty than they used to be. The project was finally completed on 25 August, with the addition of the road markings.

During September the Ballarat Botanical Gardens were finally Heritage listed, something that the Council has been trying to achieve for some time. Twenty years ago it was a National Trust Classification which was sought, but the application was rejected due to the many unsympathetic additions over the years. Since

*Kerbing has greatly improved boarding at the major stop at Gardens Loop. No. 14 is seen on a cold and wet day on 5 September 2010.*

Peter Winspur





*Tram No. 40 waits at St Aidans Drive on 2 October 2010. Ballarat Council recently erected wing fences at the entrance to the Botanical Gardens.*

Richard Gilbert

then the unattractive 1950s fluorescent lighting has been replaced by gas lamp replicas, the bus stop style seating has made way for something more appropriate, while attention to detail in path surfaces and kerbing has taken place. On 27 September wing fences were installed beside the granite pillars at either end of the Gardens with appropriate 'Ballarat Botanical Gardens' signage.

While the September rains were most welcome in regard to water levels in Lake Wendouree, which is now at its fullest for some years, it had a detrimental effect on the tramway car park behind the depot. Eventually the Council provided a truck load of gravel and a bobcat to remedy the situation, which was becoming rather hazardous.

A decision was taken to tidy up the wall alongside 3 road at the depot, which over the years has become the last resting place for all sorts of items that could be stored by leaning them against the nearest wall, or on top of other items already leaning against a wall. When these items were relocated, the asphalters were called in to seal the area, the last unsealed section of the original shed. When this was completed, a major effort over the weekend 2 and 3 October saw the wall sheeted

over with corrugated Colorbond. Eventually the wall will be used to display many of the SEC and earlier signs acquired over the years but never adequately displayed. In time it will become an extension of the museum display proper which is located opposite inside tram No. 39.

The ongoing work on the fleet is concentrated on No. 27, which has seen the basic paintwork completed and is currently having the time consuming addition of lining carried out. This tram is once more in the 1935 SEC green and cream colour scheme, but this time using the correct shade of bronze olive green, which was sourced from a 'Pay As You Enter' sign received some years ago from the collection of Wal Jack. The authentic larger sized numerals of the prewar days have been prepared by Museum member and signwriter Brian Wood, which will add a further touch of authenticity.

Also receiving attention are the controllers of No. 38, dismantled for a thorough clean up and refurbishment, while the tram body is at an appropriate level, prior to it being reunited with its trucks.



*The scrubber awaits the departure of the service car on 24 September 2010.*

Peter Winspur

Another spare time job completed over winter was the stripping and repainting of three sets of decorative scrollwork for the overhead. These will eventually be erected in a suitable location, as time permits. As poles have been replaced from time to time over the years, the scrollwork has not always been reinstated; in fact there are no less than ten sets stored within the depot, unseen by the public, which is a pity.

The September school holiday running saw some of the best September figures for many years – either due to the higher water level or finally some nice dry sunny weather and people were sick of being cooped up at home.

The Museum was delighted to receive the COTMA Excellence and Recognition Award (EAR Award) jointly with the Western Springs Tramway (MOTAT) – see COTMA report. The Museum had nominated Community Partnership – Horse Tram Operation. The basis of the nomination was that the Museum had entered into a partnership with the City of Ballarat (Community) for the 2010 Heritage Weekend of the Horse Tram, enabling both parties' goals to be achieved and further cementing the working relationship that the parties have built over recent years. In particular, it enabled the horse tram to operate on a sound financial basis for the first time.

## BENDIGO

### BENDIGO TRAMWAYS

1 Tramways Avenue, Bendigo, Victoria 3550

[www.bendigotramways.com](http://www.bendigotramways.com)

From Len Millar

#### Our centenary trams re-enter service

After all the fun and hard work of preparing and transporting two trams to Malvern Depot for the Centenary of the Prahran and Malvern Tramways Trust in May, our two celebration trams – Nos. 44 and 84 – are now back in Bendigo.

Maximum traction car No. 44 was soon back in traffic with No. 84 following on 9 September after a paint touch up and fitting of a CD player and speakers. The single-truck car formally entered traffic after a short ceremony at the Central Deborah Gold Mine terminus. Two friends from Melbourne assisted the launch: Phil Altieri, the Assistant Secretary of the Rail



*Victoria's Minister for Public Transport, Martin Pakula, tests his tram driving skills for the first time. Bendigo Tramways*



*The old toilet block at the depot has been demolished.*

Bendigo Tramways

Tram Bus Union's Victorian Tram Division, and Dennis Griffiths, Director of Operations for Yarra Trams. With No. 84 back to its original California combination style with open drop-end platforms, we are hoping for fine and warm days in the months ahead so that it can earn its keep.

At the ceremony, Tom Seddon, the Bendigo Trust's CEO thanked everyone who had contributed to the success of the project. Tom expressed the hope that "we have more opportunities to be that visible in Melbourne again soon".

### **Visitors – from Melbourne and Christchurch**

Shortly after the return of 44 and 84, we received a welcome visit from the Minister for Public Transport, Martin Pakula. It turned out that the Minister had never

driven a tram, so with guidance from Superintendent Darren Hutchesson, he was able to fulfil his wish. We record that the Minister was wearing a high visibility jacket and enjoyed himself. It seems entirely appropriate that the Minister responsible for public transport should know what tram driving is all about. Perhaps on his next visit we should introduce him to timetables and sharing the roads with Bendigo's right-hand turning vehicles!

More recently David Hinman and Andy Rowe visited us from Christchurch Tramway. They spent most of their time stacking a container with parts needed for the restoration of their Birney. Bendigo Tramways is pleased to be able to help get a New Zealand Birney up and running.



*New overhead troughing at the Gasworks Depot.*

Bendigo Tramways

*Our new portable wheelchair ramp is demonstrated in the depot yard with Birney car 30.*

Bill Earl



## A festival of song – with a tram accompaniment

On 16 October a festival of song broke out in Bendigo with gospel and soul singers and choirs performing in various venues around town. Bendigo Tramways contributed mobile platforms for the occasion in the form of trams 610 and 369. The plan involved having five trips departing from the Alexandra Fountain stop with different artists and groups on each. The trams and their troubadours arrived back at the fountain after 40 minutes of song.

## Depot upgrade

We are delighted to record that the builders have started work on this \$3.1 million project. Security fencing now closes off the Depot to tram passengers and the public, some trees between the Depot and Back Creek have been removed and a temporary toilet block has been installed. Although we are continuing to use the depot as the running shed, this will soon cease when the depot fan pointwork is lifted and levelled. New sub-surface drains will be installed at that time.

While the refurbishment project is under way, trams are stopping on the curve near Hargreaves Street where the crew describe the history of the depot – the oldest running shed in Australia – as well as the scope of the current works. Structures previously situated to the south of the main depot building have been demolished and excavations now mark the site where extensions will be built. Electricians have laid cable trays for the workshop's new wiring.

We estimate that the main project will take at least five months to complete, and works may continue for up to a year. In the meantime, our Talking Tram Tours will continue without interruption.

## Temporary depot

The 1980s building at Weeroona Avenue is seeing considerable activity whilst the city depot receives its make-over. With the installation of troughing and trolley wire above the three roads, we will be able to dispense with manoeuvring cars at this location using a tractor and tow-bar. Weeroona Avenue will be our running shed while the Tramways Avenue depot fan is relaid.

## Wheel-chair ramps

In addition to the concrete wheel-chair ramp integral to the new Nolan Street super-stop at the foot of Lake Weeroona, we recently acquired a mobile aluminium wheel-chair ramp. Thanks to generous support from a benefactor, public donations and some local businesses, this ramp will be just what is needed to assist disabled passengers boarding and alighting our trams at the depot.

## Rollingstock

After a major overhaul in our workshop, W6 880 recently entered traffic as the Bendigo Marketplace tram. Painted in a striking light green and mid-brown livery, this pantograph-equipped car now runs exceptionally smoothly.

W3 663 has had its plywood roof replaced and painstaking work continues to remove old shellac. It has been a long time since we have been able to see a Melbourne tram of this era without the Colorflek mottled paint that was sprayed onto tram ceilings at Preston Workshops.



*The refurbishment of Birney 302 is progressing well.*  
Bendigo Tramways

Launceston 14 has moved into the workshop where it has been lowered onto its new Brill 21E truck. The Sydney Tramway Museum hopes to secure more funds to continue this worthwhile project.

With the completion of the rebuilding of Adelaide Birney No. 302, this car has been moved to the paint shop. The application of several coats of its red Adelaide livery means that this project looks much closer to completion.

In other developments, the opportunity was taken recently to re-condition the original compressor on Y1 610. Decades of grease and road grime encasing it were chipped away and the team found a brake pin

sitting on top of the cast iron outer casing, possibly placed there decades ago. The compressor has been overhauled and now has a gleaming coat of black paint, ready for its next life.

### **And finally**

On 16 October 2010 The Bendigo Trust eclipsed the State Electricity Commission of Victoria as the longest serving operator of Bendigo Tramways.



*W6 880 has entered service as the Bendigo Marketplace tram.*  
Bendigo Tramways

*Bendigo's local historian, Jim Evans sings the story of Birney 302 and the formation of the Talking Tram. Bendigo Trust CEO, Tom Seddon looks on from the front of car 19 during an event to mark the Trust being the longest serving operator of Bendigo's trams.*

Bendigo Tramways



## HADDON

### MELBOURNE TRAMCAR PRESERVATION ASSOCIATION

PO Box 324, Prahran, Victoria 3181

[www.railpage.org.au/mpta](http://www.railpage.org.au/mpta)

From Kym Smith

#### W3 663

The coachbuilders at Bendigo Tramways have commenced the installation of the new plywood roof sheets on 663. As built the W3 class trams had single 3-ply plywood sheets making up the roof structure with joints between sheets located over roof ribs. The MTPA requested as part of the contract that 663 receive two layers of plywood sheets with the joints

offset in each layer. This should prevent a reoccurrence of the previous structural design weakness of the roof at the joins between plywood sheets. Specially purchased flexible plywood is being used for the roof to allow it to be easily shaped to match the roof curvature.

*Les Woodfield applies French polish to the plywood roof sheets, while Denis Rodda leads the coachbuilding team sanding down the panels between coats.*

Anthony Smith





*George Stirling and another member of the coachbuilding team install the plywood roof sheets on W3 663.*

Anthony Smith



*The first replacement plywood roof sheet installed on W3 663.*

Anthony Smith



*Scott Kendall mig-welds closed the former advertising panel screw holes on the side panels of W3 663, assisted by Sam O'Brien.*

Anthony Smith

*L 103, VR 41 and W2 407 await the arrival of the Intra Express group, 25 September 2010.*

Anthony Smith



*The Intra Express group admire W4 670 as it is prepared to return to the Carbarn.*

Jacqui Smith



*The condemned wheelset is removed from the No. 15 truck.*

Anthony Smith

Additional fundraising and donations have enabled us to extend the contracted works on 663, and most painting and revarnishing will now be completed in Bendigo before 663 returns to Haddon.

### Group visit

The Intra Express international tram enthusiast group visited our tramway on 25 September 2010, sampling rides on four of our trams before continuing their tour to Ballarat. The group was very complimentary of the restoration work on our trams and enjoyed their visit and rides immensely.

### Annual General Meeting

The 26th Annual General Meeting was also held on 25 September. The nominations received equalled the number of positions, with the Committee for the 2010-11 year being:

President	John Withers
Vice President	Kym Smith
Secretary	Anthony Smith
Treasurer	Lindsay Bounds
Committee	Mandy Gipps
	Arthur Ireland
	Jacqui Smith

The meeting also confirmed a new set of Rules of the Association, which once formally approved by Consumer Affairs Victoria, will replace the existing Rules. The new rules include amendments required to comply with revisions to the Associations Incorporations Act 1981 and Regulations, as well as provision for two year terms for Committee Members with half of the Committee elected each year.

### Truck works

A set of No. 15 trucks have been placed in the Truck Shop to enable them to be serviced for eventual use under SW5 849. One wheelset from one truck was condemned due to low tread and worn flanges. This wheelset has been replaced with a wheelset from a spare truck obtained for this purpose.

## ST KILDA

### AUSTRALIAN ELECTRIC TRANSPORT MUSEUM (SA) Inc

PO Box 213, Salisbury, South Australia 5108

[www.tramwaymuseumadelaide.com.au](http://www.tramwaymuseumadelaide.com.au)

From Colin Seymour

### Trial run of Bib & Bub set 14 and 15

Our Bib & Bub set, 14 and 15 had its first trial run on the short access track between the Bodyshop and Mechanical Workshop on Sunday, 25 July 2010. This was followed one week later by a journey onto the main line on Sunday, 1 August. Subsequently, John Pennack, Bruce Lock and Charlie Rodgers carried out the final installation of the air brakes.

### Track improvements

Track improvements have been carried out on the section of line between the main yard throat and the switch stands to the North and South sheds. This has involved installation of a number of new hardwood sleepers and re-spiking some existing sleepers.

*The simple but effective coupling arrangement between trams 14 and 15.*

Ian Seymour

The first section of track at the yard throat was then excavated and concreted. New sleepers including four point timbers have also been placed under the western points for the loop.





*A type Nos. 15 and 14 emerge from the Bodyshop at 1.50pm on Sunday, 25 July 2010 for the first time as a Bib & Bub set.*

Ian Seymour



*Bib & Bub 15 and 14 on the short access track between the Bodyshop and Mechanical Shop after their initial run as a set.*

William Adams



*Charlie Rodgers and John Pennack pilot Bib & Bub set 14 and 15 during a test run on the main line on Sunday 1 August 2010.*

Steve McNicol



*John Pennack, Michael Crabb and Charlie Rodgers spread the concrete for the first section of track at the yard throat on 30 September 2010.*

Chris Summers

### Vale – Mirko Husnjak OAM

Sadly, our contract cabinet maker, Mirko Husnjak OAM passed away on 2 September 2010, aged 70. Mirko last visited the Museum in May 2010 as one of our guests for the launch of car 118. Mirko magnificently crafted the bulkheads, crossbench seats and upright pillars for car 118 (as well as bulkheads on our Bib and Bub set).

Mirko was well known in the rail and tram preservation circles in South Australia for his coachbuilding work on a number of projects including:

- Construction of the Victor Harbor Horse Trams
- Construction of the sail training ship *One and All*
- Works for Pichi Richi railway, the biggest being the complete reconstruction of three Commonwealth Railway NARP carriages

- Works for the Tramway Museum, including construction of components for trams 14, 15, 118, 186, and 360
- Construction of replacement components for the last five refurbished H Type trams
- Other works for the Maritime Museum, National Railway Museum, etc.

Mirko was awarded a Medal of the Order of Australia in 2009, for his services as a craftsman through carpentry projects of historical significance. The Museum provided a letter of support for Mirko's nomination.

Mirko's skills were second to none and he was regarded as a true gentleman and a tradesman for whom we had the highest respect. As President, Ian Seymour said in our notice in *The Advertiser*, Mirko may have gone, but his craftsmanship will be on display in our trams forever.



*An exploded view of a K10 controller for dreadnought 136.*  
Ken Howard

# FERNY GROVE

**BRISBANE TRAMWAY MUSEUM SOCIETY**

PO Box 94, Ferny Hills, Queensland 4055

[www.brisbanetramwaymuseum.org](http://www.brisbanetramwaymuseum.org)

From Peter Hyde

Work is continuing on our two current restoration tasks. FM 400 has reached the stage where components are being re-installed. Most internal wall panelling is now in place and one motorman's cabin has been finished. The malthoid flooring is currently being laid and overhaul of the car's controllers is under way.

On Dreadnought 136 we are removing the countless layers of paint that were applied over the varnish in its later years of traffic. The tram's K10 controllers have been disassembled pending their repair and restoration.

*The interior of FM 400 with most interior panelling in place and malthoid flooring being laid.*

Peter Hyde



*Dreadnought 136 showing upper side panels affixed and sandbox awaiting installation.*

Peter Hyde



# 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

### Annual General Meeting

The twenty-ninth Annual General Meeting of the Perth Electric Tramway Society was held at 'Revolutions' transport heritage centre in Whiteman Park on Saturday afternoon, 31 July. The following Officers and Councillors were elected:

President	Michael Stukely
Vice-President	Ric Francis
Secretary	Robert Pearce
Treasurer	Tony Kelly
Membership Secretary	Beth Kelly
Councillors	John Finlan
	Allan Kelly

Graham Lees was subsequently co-opted to the vacant third position of Councillor.

Some highlights and key results from the Annual Report are given below.

During the 12 months to 31 March 2010, five trams travelled a total of 10,040km on 230 running days. These totals were a little lower than the 2008-2009 figures (10,185km on 233 days). Distances travelled by the trams were:

Fremantle	No. 29	1,159km
Melbourne W2	No. 393	400
Melbourne SW2	No. 426	4,059
Melbourne W2	No. 441	3,848
Melbourne W4	No. 674	574

A total of 18,832 ticketed passengers were carried, which was lower than the previous year.

The Society's membership had reached a record total of 117 at the end of March 2010, up from 107 the previous year. A major boost in new members resulted from the two 'Drive a Tram' days held in mid 2009.

The number of members contributing voluntary work for the Society at the Park during the year rose to 59. Wednesday workdays continue to be the key time for Society work to be carried out, with sustained high attendances being recorded. Weekend workdays again attracted nowhere near as many members. The established working structure comprising the Operations Group Committee, Restoration Group Committee and Traffic Management Committee has continued to function very efficiently and well, in conjunction with the Society's Council.

### Traffic operations and service cars

Perth's unusual weather has continued, with the second-driest winter since records began in 1876. The fine conditions continued through a very dry September, with good patronage levels being recorded on the trams.

A special stage of the Quit Targa West car rally was held at Whiteman Park on Thursday, 26 August



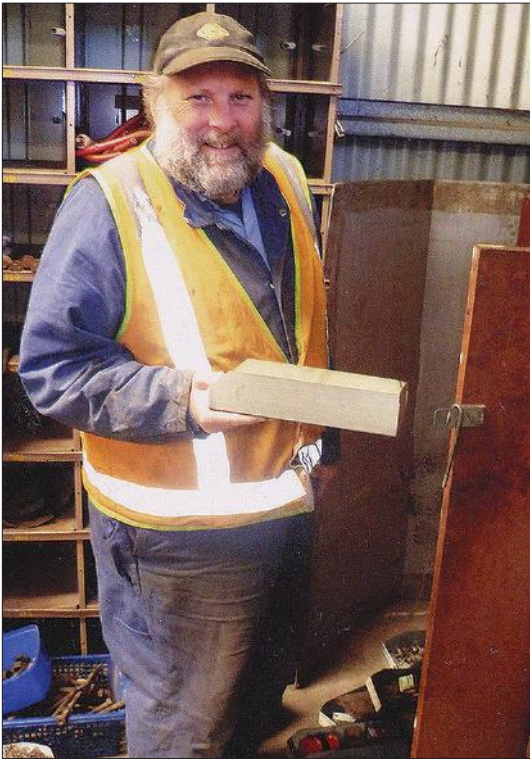
RIGHT:

*Looking west towards the realigned rear fence along the newly-excavated corridor for the storage road extension, on 8 September.*

Lindsay Richardson

*Passengers boarding W2 393 in the Village on a busy Saturday, 9 October.*

Michael Stukely



*Kim Freind rearranges the store cupboard contents.*  
Lindsay Richardson



*Bill Blain, a member of our electrical team, prepares for work on 8 September.*  
Lindsay Richardson

(not a normal tram operating day). The service tram was hired for the day by Park Management, running between Mussel Pool East and the Village only. The rally route started from near Mussel Pool East tram stop in the car park just over Bennett Brook and to the

*Graeme Eddington assists Lindsay Richardson with sand excavation to enable the extension of the storage road another 12 metres to the realigned western fence in the back compound on 28 July. The W P Pennenburg Workshop is at left.*  
Lindsay Richardson





*W2 393 passing the two newly-erected steel traction poles near the Tractor Museum. The rotted timber poles they replaced are lying beside the track.* Michael Stukely

north of the northern level crossing, then ran up Mussel Pool Road to the Village, circling to the south of the Village and then heading west along the main access road to Beechboro Road. The Bennett Brook Railway's crossing here, and all affected roads, were closed to other users for the day.

A group of visiting tramway enthusiasts, mostly from Germany, visited the Park on 18 September. A tour of the Car Barn was provided, followed by a ride on Fremantle 29 to the Village Junction Station where they visited the 'Revolutions' transport heritage centre. Photo stops including the service car, W2 393, were arranged at the passing loop/Triangle and in the Village, as well as at the station.

SW2 426 was the main service car for all of July, including the school holidays. Back-up cars W2 393 and W4 674 saw regular service in the other months, with W2 441 again out of service. Fremantle 29 has continued to make its regular appearances for the

Carbarn Tour days held on the fourth Sunday of each month (except December), as well as other occasional running. With the ex-Melbourne W cars now showing their age, it is becoming increasingly difficult to maintain our full level of services. Aside from continuing with significant motor repairs and refurbishments, we have to undertake the manufacture of other major replacement parts for these cars. New double-helical gear pinions are currently being manufactured by a local WA engineering firm. The next project will be the manufacture of new wheels, as excessive wheel wear is the main reason for several cars recently having been placed out of service, or relegated to back-up status only.

Excellent progress has been made on repairs to the roof of W7 1017, which has suffered from major roof leaks in wet weather since its arrival at Whiteman Park. Restoration team members Frank Edwards, Graham Bedells and John Davies – diverted temporarily from their ongoing restoration of Perth E 66 – have worked



*W2 393 passing the other Village attractions as it heads for the Village Junction terminus on 9 October.*

Michael Stukely

*W2 393 runs past the new level crossing signage at the Village road crossing, as it departs for Mussel Pool.*

Michael Stukely



on the renewal of roof timbers, and the water-proofing and reattachment of the vented upper roof which has also had some timber renewals. Electrical wiring including some renewals as well as general maintenance was also carried out. The trolley-base bolts were found to be badly wasted and need replacing. This will most likely require the ceiling lining to be removed to gain access at both ends of the car.

### Museum and tramway improvements

The first two of ten rotted timber span poles on the main line, near the Village road crossing, were replaced with steel poles in September under a grant received from Whiteman Park's Infrastructure Fund. Insulators were ordered from Siemens. An ex-Kalgoorlie overhead bracket arm has been sandblasted for use at the Car Barn, and further bracket arm fittings are to be fabricated.

Track maintenance included the replacement of nine rotted timber sleepers with steels between Red Dam and the cattle grid on the Village line, and substantial lifting and packing at two sites here. Trevor Dennhardt and Lindsay Richardson were assisted by Shane Parsons, Duncan McVicar, Nick Tsiaglis and Andrew McCrorie. John Mitchell continues the regular greasing of the mainline curves, to good effect. Pat Ward, assisted by Nick Tsiaglis, continues maintaining our all-important motor vehicles.

### New book – *Tracks By The Swan*

Our new book, *Tracks By The Swan*, which is a comprehensive history of the Perth electric tramway and trolley bus systems, has arrived. Distribution commenced in early October. The book received an excellent half-page review in the state's daily newspaper, *The West Australian* on 6 October. A review by Dale Budd appears on page 22 of this issue of *Trolley Wire*.

*The water playground is already popular with the warm weather having arrived, as W2 393 arrives back in the Village from Mussel Pool.*

Michael Stukely



## LOFTUS

SOUTH PACIFIC ELECTRIC RAILWAY CO-OP SOCIETY

PO Box 103, Sutherland, NSW 1499

www.sydneytramway.museum.com.au

From SPER News

**Sydney C class 37**

The original panels were removed from the saloon sides to allow repairs and replacements to be made to the side rib framing. Some of the old panels were refitted while others were replaced with new solid timber laminated panels rather than plywood. They were joined together by Ross Traeger with hidden tongues to achieve the desired panel width, as solid timber of the desired width is no longer available more than 110 years after the car was built.

New hardwood bearers have been cut and fitted for the reconstruction of the northern (No. 2 end) open end platform. Heavy hardwood platform timbers to support the controller at this end have been cut to shape and fitted, along with replacement tongue and grooved flooring, all milled from recycled timber.

The Peckham truck has been steam cleaned and is to be sent away soon to be shot blasted. The two W3 wheel sets that will be used in the car have gone to an engineering works at Unanderra to be re-profiled and to have their journals modified to fit the Peckham truck axle boxes. The two wheel sets with railway profiles that were in the truck from its time at Byron Bay have also been sent as patterns for the journal modifications and to be turned down to tramway profile for future use under C car 33.

The first of the two W3 traction motors has been stripped and the motor casing has been cleaned out with electrical solvent. The armature shaft has some deep pits from corrosion and will need some remedial work before it can be reused.

Frank Cuddy has overhauled the first K10 controller for the car and is working on the second.

*Joseph Spinella repaints the handrails on O class 1111. Also working on this repainting project are Peter Butler, Ian Hanson and Raoul Arens.*

Martin Pinches

**Sydney O class 1111**

Over the last four months, 1111 has been undergoing repainting. As is always the case with vehicles of this vintage (No. 1111 is nearly 100 years old!) the job of repainting is the easy part; the body preparation has taken a lot longer than anticipated.

An inspection of the car body revealed timber replacement was necessary in sections of the cant rail and mouldings. In addition to this, a number of other body filling and repair jobs were undertaken. Rod Burland has completed the body repairs, whilst Raoul Aarens and Peter Butler are applying the final coats of paint. Also helping out are Ian Hanson and Joseph Spinella.



The interior is also being repainted where necessary including all of the cross benches. Previous work on the interior was carried out by Ian Hanson in 2003. When completed in November, the car will emerge resplendent in the 1950s green and cream colour scheme. Apart from routine maintenance this tram is being restored as a major exhibit at the 50th anniversary of the closing of Sydney's tram system to be held next year.

### Sydney D class 117

Work on restoration of this car has been suspended whilst Geoff Spaulding and Rod Burland concentrate on restoration of the body of C 37.

### Overhead work

Work on Cross Street overhead continues. The behind the scenes work has allowed several bridge span wire sections to be completed. They will be erected in the near future.

Due to high winds bringing down a tree, the overhead and pole 131 on the Royal National Park line were damaged, with the pole being replaced, the bracket arm repaired and the trolley wire realigned.

### New platform for Breakfast Torque

Each year, Sutherland Council runs 'Breakfast Torque', a motor cycle awareness and safety week event at Loftus Oval opposite our old site shed.

As the council wished to discourage parking along the Princes Highway beside the oval, it asked that we provide an early morning Sunday shuttle service on 31 October from our Pitt Street gate to the oval. The service catered for visitors parking nearby at the cycle track - the parking area recommended by the council. To this end a new platform was constructed on the Royal National Park line to serve Loftus Oval.

Fabrication of the platform panels began in the depot. Each 2.4 metre panel is attached at the ends to vertical beams 700 mm long that have been embedded in concrete. Four panels were constructed using treated CCA pine sleepers secured with M12 galvanized bolts. The first panel was erected in the Royal National Park to allow the concrete to cure and be the reference point for all subsequent panels.

Full track possession of the Park line was undertaken on 2 October to install the remaining prefabricated platform face sections for the new platform. A two-man post hole driller with a 280 mm drill was hired to bore the remaining eight holes required.

The platform face was concreted into place and platform clearances checked against our H car, the widest tram in the fleet. The platform is 17 metres in length, sufficiently long to allow passengers and crew to safely leave the largest single tram in the fleet from either of its two end doors. Back filling with ash from the former scouts platform and drainage work completed the construction.

Frank McQuade and Dick Jones were the first of our traffic staff to arrive and were on hand from 6:15am to prepare for the shuttle service. Three trams operated the special service for the public and use of the new eastern main line past the Railway Square waiting shed was authorised for the first time since the track was relaid in this area.

W2 249 was first tram across the highway to the short working terminus at the oval. It ran a trial trip, arriving at 7:22am. It returned to the museum to wait for those attending the 'Breakfast Torque' event which was scheduled to run from 8:00am to 11:00am.

Despite the council's request, many of those attending the event parked their cars along the highway. However we did make a small contribution and it was a great opportunity for us to be able to operate a public service, at a 15 minute frequency, and have some fun doing so. No problems were experienced on our part and we were able to operate our regular Sutherland and National Park line services once the museum was open, as well as the short workings.

*The new platform under construction with the final facing panels being prepared for erection.*

Danny Adamopoulos





*Alan Lark and Terry Thomas prepare to assist Bill Parkinson with installing a sleeve onto the armature of a motor to be used for C 37.*  
Martin Pinches

### Other car news

The motor generator set from Nagasaki 1054 has been repaired and awaits re-installation.

On 10 July the 1885 Melbourne cable dummy was lifted onto a heavy duty shop trolley formerly used at Randwick Workshops. This was needed to make the car mobile as its deteriorated framing drags along the ground. The trolley appropriately has Sydney cable car wheel sets. Lights were erected in Road 15 to facilitate work on this, our oldest exhibit, which is expected to start once the Wednesday team finish current projects.

### Works report

Our community service team has continued to excavate the trench for the storm water drain and storm water tank supply main, cutting back the western retaining wall near the depot points to make way for a new points lever and track drain.

The frog frame for the depot points has been fabricated to enable the running rails to be welded to it during installation. The replacement points were primed and painted on all external surfaces, and additional welding was undertaken to strengthen the frame.

On 21 August, 1.8 cubic metres of surplus concrete were received from Concrete and laid in the '4 foot' to



*The Museum's very versatile Katie Strancar completes the painting of the temporary tram stop for use at Loftus Oval platform the following day.*  
Martin Pinches

The trams for the day's service have been brought out and are about to use the main line for Royal National Park services for the first time since the track was reconstructed. The traffic crew make sure the points are properly clipped for main line use as the point lever has been removed prior to replacement of the junction points.

Martin Pinches



W2 249 waits for event attendees at the Pitt Street stop having completed a test run to the Oval platform and return.

Dick Jones

A family attending the motor cycle event alights from W2 249 at the Oval platform.

Martin Pinches



complete another two linear metres of the western track.

Four 40 foot lengths of rail are being cleaned for use as the main running rails for the new depot points.

The storm water tank 50mm main, and the 63mm feeder conduit were run into the dug out trench under the track drain at the depot points, and the opportunity was taken to also install some spare conduits for future use.

### Highway level crossing

Major work was carried out on the Princes Highway level crossing on the evening of 18 May. This involved repairing and replacing six signal heads and one cross arm on the F type flashing lights that had been damaged by motor vehicles. Provision of a safe work area required closing one southbound lane of the highway (by traffic control contractors); this was the reason for doing the work at night. When activities started at 7:00pm there were intermittent showers but by about 9:30pm it was like a monsoonal downpour which continued until midnight when the job was finally completed, much to the relief of all involved: Danny Adamopoulos, David Bennett and Chris Olsen plus the two employees from the traffic control company.

### Trams at Rozelle Depot

Our Chairman, Howard Clark, has joined a panel set up by Sydney City Council to investigate possible options for the future of the six badly vandalised corridor tram bodies located at the former Rozelle Depot. One meeting has been held so far, and all parties are expected to attend the next meeting, probably during November. Heritage architects have suggested that up to four of the trams, which at one time ran from Rozelle (R 1753 and 1923 and R1 1995 and 2050), be eventually installed in the depot building after re-development. The remaining two cars, R1 1943 and 1993 did not operate from Rozelle, and are not referred to in these suggestions.

### 200 years of racing

A special historical exhibition was arranged by the AJC (Australian Jockey Club) Heritage Society, spanning the history of racing in Australia. It included a small section devoted to the important role of tramways in providing access to Randwick Racecourse for patrons. The exhibition at the racecourse was officially opened on Saturday 16 October, and included historic photos, replica tickets, a map, extracts from our 'Shooting Through' DVD, and our reduced-size replica drivers cabin which now displays 'Racecourse' as the destination.



*Repairs to the eastern side of the Railway Square waiting shed are progressing well thanks to the skills of Rod Burland.*

Martin Pinches

*A new pole being erected on 11 August to replace pole 131 damaged during violent winds in earlier in the month.*

Danny Adamopoulos



*Tom Tramby and Greg Sutherland load old sleepers for disposal onto the forklift.*

Martin Pinches



*Reconstruction of the main line trackwork at the Railway Square waiting shed requires our National Park services to commence from the platform on the depot access road. R1 1979 has moved forward to permit W2 249 to enter the platform behind it.*

Martin Pinches

*Refurbished forklift No.3 prepares to move drain covers into position.*

Martin Pinches





*Dummy 001 and trailer 95 enter the Maritime Hill on a foggy Portland morning.*

Ben Rietman



*Christchurch double deck car 26 is seen at Ferrymead in September. It was recommissioned into passenger service on 23 January 2010 after refurbishment. No. 26 is a product of the John Stephenson works in New Jersey, USA and entered service in June 1905.*

Richard Jones