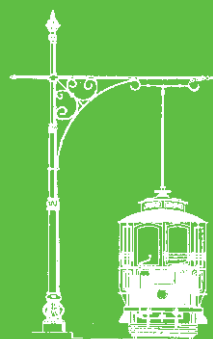


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- A submission for new trams
- Launch of new trams

TROLLEY WIRE

AUSTRALIA'S TRAMWAY MUSEUM
MAGAZINE

MAY 2011

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Andrew Macdonald and Katrina Strancar are garbed in 1890s dress for the Sydney Tramway Museum's Vintage Tramway Festival on 26 February. They are accompanied by newspaper boy Roy Elder, who showed considerable initiative by purchasing and actually selling papers to visitors.

Martin Pinches

Opposite:

Passengers alight from coupled O cars 805 and 1111 which have just arrived from the Royal National Park. A large number of visitors are waiting to board for the trip to the northern terminus at Sutherland.

Dale Budd

Front Cover

O class car 805 is on loan to the Sydney Tramway Museum from the Powerhouse Museum. It made a trial run at Loftus on Monday morning, 14 February driven by Bill Parkinson, accompanied by two Powerhouse Museum representatives and Frank Cuddy, who worked on the car's electrical equipment with Bill.

Martin Pinches

SYDNEY VINTAGE TRAMWAY FESTIVAL

The Sydney Tramway Museum's commemoration of the 50th anniversary of the closure of Sydney's tramways

By Ian Hanson and David Critchley

Since 1991, the Sydney Tramway Museum has regularly featured a vintage tram festival in one form or another. These have been a drawcard for both the enthusiast and the public alike.

However, over time attendances began to dwindle for such events. We are indeed fortunate that back in 2001 a committee was set up to look into boosting passenger numbers and improve our marketing strategy for these festivals. This was the work of some museum members, David Critchley and Col Gilbertson among others. Over the last decade, our fleet of trams has grown considerably, and that, coupled with better track access, new ideas on publicity and a proven formula for selecting dates has made it possible to organise other types of events including an International Tramway Festival, Trams after Dark and period based events such as 'Edwardian Day' and

'Sydney in the Forties' to name but a few. All of these promotions have boosted revenues considerably and at the same time raised the museum's public profile.

The 2011 Sydney Vintage Tramway Festival on 26 and 27 February was to prove that the many years of hard work by many dedicated members in various spheres has paid off. One can only say that this event, with nearly 10,000 people carried by the trams over two days, would have to be the mother of all tram festivals.

David Critchley established a working committee to plan the event back in 2009. One of the many proposals suggested at early committee meetings was to approach the Powerhouse Museum for a loan of O type tram 805. The approaches and negotiations were skilfully organised by our chairman, Howard





To ease the strain on our bookshop in R1 1933, Peter Kahn set up a table outside the tram to sell items of interest to our visitors.
Peter Neve

Clark who made tentative enquiries about a loan of 805 as early as 2007. There were, though, many obstacles to be overcome over the course of twelve months to ensure that the tram could be made available for display purposes. These included transport and insurance.

By January 2011, the Powerhouse Museum advised that 805 would be available for the festival, with the added bonus that the museum could undertake an engineering evaluation with a view to making the car operable for the occasion. It is important to remember that 805 had not run for more than 50 years. Additionally, 805 would be able to carry passengers and operate coupled to the other tramcar of the O type, 1111. Many hours of technical work led by Bill Parkinson, and painstaking negotiation by Howard Clark continued throughout January and February to ensure the tram could operate. Less than twelve hours before the event started final agreements and insurance cover were obtained.



The Engadine Rover Crew set up their sausage sizzle next to our kiosk. Its popularity resulted in long queues on both days of the festival.
Bob Merchant



The Espresso-To-Go mobile coffee van was conveniently located in Cross Street and proved popular with members and visitors alike.
Bob Merchant

The herculean task of staging the 2011 event did not stop there. A few weeks before the event, the entire Tramway Avenue tracks were not ready, Depot Junction was nearing the end of its life, there was no overhead in Cross Street, Railway Square waiting shed was virtually unusable, we could not drive a double deck bus between Loftus and Sutherland due to low

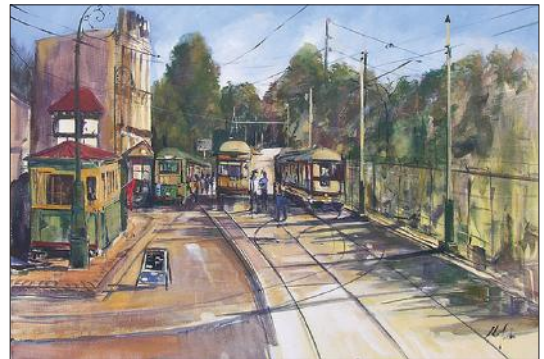


Artist Ken Tucker at work on the painting whilst his wife sells a raffle ticket to a museum visitor.
Bob Merchant



The Sutherland Credit Union set up a tent with an 'Artist in Residence' next to the entrance to Lakewood Park, our picnic area. Both pictures Bob Merchant

The completed painting of our Tramway Avenue was raffled and won by a delighted Engadine resident.



EnergyAustralia's Model T Ford ladder truck, beautifully restored by their apprentices, has a tramway connection. Its bodywork was built by Adelaide tramcar builders, Duncan and Fraser.
Martin Pinches





The Sutherland Shire Historical Society mounted a photographic display of the Sutherland-Cronulla steam tramway in the Miranda waiting shed, an appropriate location!

Bob Merchant



The NSW Railway Band played popular favourites in the shade of the Railway Square waiting shed.

Chris Carpenter



C 29 is followed by C 290 and F 393 as they arrive at the museum from the Royal National Park.

Dick Jones

Inspector Col Rhodes is ready to despatch N 728 on a trip north early on Saturday 26 February.
Dick Jones



*Below:
Scrubber car 134s rolls down
Tramway Avenue for the
cameras.*
Dale Budd

hanging tree branches, the museum gardens were in need of more tender loving care and we had a newly arrived O class in an unknown mechanical and electrical condition. Yet by Saturday morning 26 February, trams could be driven along the full length of Tramway Avenue, Depot Junction had been replaced and concreted, the overhead was up around Cross Street, Railway Square Waiting Shed was

repaired, painted and looking immaculate, the 'deckers could get to Sutherland, new plants adorned the freshly weeded gardens, and a 50 year dream of running coupled O class trams at the Museum was realised. Thank you to the many members and friends who made this possible. It was no mean feat for any group of volunteers.





Coleman's Miniature Railway ran around a circle of track laid in Lakewood Park. The train was hauled by steam outline locomotive, 3807 Gordon.

Bob Merchant



J 675 prepares to depart Tramway Avenue and head north towards Sutherland.

Dick Jones



Standing beside the Railway Square waiting shed, P 1497 and L/P 154 await their next turn in traffic.

Dick Jones

F 393, C 290 and C 29 await their next turn in the limelight outside the YMCA façade.

Dick Jones



Below:

P 1497 approaches the Pitt Street level crossing, passing the AEC double deck bus before entering the museum grounds.

Dale Budd

In the months leading up to the 50th anniversary, the Museum's well oiled publicity department went into overdrive, aided by the current media interest in trams and the prevailing climate in relation to light rail extensions in Sydney. Various media outlets, including radio and newspapers, gave us a badly needed boost. A popular UK based vintage transport magazine published a two-page colour article on the Museum's activities, giving us, and the Festival, international publicity. Even the historic event of 805 being moved

to Loftus saw an article in the Sydney Morning Herald complete with a large colour photograph. Our publicity reached local papers, which published more photographs of Sydney trams. In some instances, we managed to obtain two different write-ups in the same paper. Well to the fore were the radio stations that gave us great assistance, advertising our festival as a community event. All this attention was amazing considering we only spent around \$70 on publicity.





O breakdown car 141s waits in Cross Street for its turn to make a photographic appearance.

Dale Budd

The festival was something special, too. It was a step back in time, almost to the very day that trams ceased running through the streets of Sydney 50 years previously. For the first time, it was decided to spread the festival event over two days, with Saturday, 26 February covering the early years of Sydney's trams, and Sunday, 27 February, covering the post war years to 1961.

The Festival was supported by a number of outside groups, who added variety and interest across the weekend.

The NSW Railways Band played traditional favourites on the Saturday but, due to the heat, they could not perform at their usual location under the signal box and retired to a shadier spot in the Railway Square Waiting Shed.

Coleman's Miniature Railway operated with '3807 Gordon', a blue-painted steam outline locomotive, over a circle of track in the picnic area. This was the first time a miniature railway has operated at the Museum, and it proved a big hit with our littlest visitors. It also evoked happy memories for our older visitors as miniature railways were a popular attraction at many Sydney beaches, and family picnics in the 1940s and 1950s often included a tram ride to the beach and a ride on a miniature railway.

The Sutherland Historical Society mounted a display of historic photographs in the Miranda Waiting Shed. Fittingly, the display featured the Cronulla-Sutherland steam tramway and included a number of never before published photographs of the tramway, which celebrates the centenary of its opening this year.



Ballast motor 42s enters Tramway Avenue from Cross Street for a photographic run to the northern terminus.

Dale Budd

Ballast motor / overhead line car 99u takes its turn in front of the cameras. The considerate crowd stood back from the tracks to enable all to get their photos.
Dale Budd



The Valley Heights Steam Tramway's information stand was manned by Peter Stock and Bruce Irwin on Saturday and by John Webb on Sunday.
Bob Merchant



The NSW Steam Tram and Railway Preservation Society also mounted near the signal box a display of its activities at Valley Heights.

The Sutherland Credit Union set up an art exhibition in Lakewood Park, including an 'Artist in Residence' who painted a view of Tramway Avenue during the Saturday. The painting was raffled over the weekend with the proceeds donated to the Museum. The raffle was won by Glenys Knowles of Engadine, who returned on Sunday afternoon to accept her prize with delight.

A Model T Ford ladder truck dating from around 1914, used by councils and electric supply companies and restored by Energy Australia apprentices, was on display near the signal box. It has a tramway connection in that tramcar builders Duncan and Fraser in Adelaide built its bodywork. Museum member, and

N 728 arrives at the northern terminus of the museum's line.
Dick Jones





Two buses provided by the Parker family operated a regular service to Sutherland and return from a stop just outside the museum gate.

Dale Budd

C 290 negotiates the scissors crossover as it leaves on a run to the Royal National Park.

Dale Budd



O cars 1111 and 805 prepare for a run to the Royal National Park on Saturday afternoon.

Dale Budd

one of the apprentices that worked on the restoration, Robert Norton, arranged for the truck to be bought to the Museum for the Festival weekend.

Joining the Model T on the Sunday were four 1950s Holdens from the FE and FJ Holden Car Club, organised by Bruce Burgess. They looked the part beside the Sydney corridor trams.

The provision of refreshments over to the two days was a huge job, well done. Long queues were the order of the day both for our kiosk manned by Perth based member, Bob Pearce, and a well-patronised Scout sausage sizzle provided by the Engadine Rovers Crew.

An Espresso-To-Go mobile coffee van was set up in Cross Street and proved very popular with our visitors with over 100 cups of coffee made in the first hour!

A PowerPoint presentation prepared by Bob Merchant, and set up by Steve Norton in H car 358 in

D scrubber 134s passes P 1497 as it arrives back at the museum from a run to the northern terminus.
Dale Budd



the display hall, continuously screened more than 200 photos taken during the final ten hours of Sydney's last day tram operations.

Meanwhile, outside the main gate, two heritage buses owned by the Parker brothers provided a regular service between the Museum and Sutherland Railway Station and the cafés and eateries in the shopping village. An AEC double-decker and a single deck Leyland Worldmaster (of tramway replacement type) ran the service.

Over 40 members of the Yahoo internet group Trams Down Under came from Victoria, South Australia, Queensland, Western Australia, Tasmania, and New Zealand, and included 12 former Melbourne tramway employees.

We also welcomed David Hinman and Steve Lea who came from Christchurch for the occasion, after their wives decided there was not much they could do in their home city following the major earthquake which wreaked so much damage in the week before the Festival.

On Saturday, tram services commenced at 9:00am and ran through until 9:00pm. The highlight, of course, and a major drawcard, was the sight of a coupled set of O class trams running through services from the Museum to Sutherland and Royal National Park.

Night operations - 26 February. N 728 stands in Cross Street while O cars 805 and 1111 with L/P 154 behind, at the Railway Square waiting shed.
Yuri Sos





Our overhead tower wagon managed to block traffic trams in appropriate style. Visitors enjoyed the 'exchange of words' between driver Geoff Olsen and tramway inspector Col Rhodes.
Martin Pinches

Reciprocating rail grinder 3 made a rare public appearance during the festival, and it will be a while before it does again. No. 3 is going on loan to the Museum of Transport and Technology in Auckland.

Dale Budd



Early tram services on Saturday morning were well patronised, but the first runs of coupled O cars 805 and 1111 carried standing loads. This proved to be normal for the entire weekend! Other trams running on Saturday were the veteran C type trams from the 1890s, cars 29 and 290, and F type 393 of 1903, running in convoy. These cars saw service on the National Park line in addition to trams N 728 of 1906 and recently restored J 675 of 1904. Other cars in service were relative youngsters LP 154 and P 1497 both built in the 1920s. All these tramcars performed admirably across the weekend despite many being over a century old.

There were some minor glitches with C 29's life shield, which required attention over the depot pit. It was back in traffic within an hour, its presence not even being missed.

It was also interesting to experience just how

effective crossbench tramcars are in clearing crowds. At a number of times during the day there seemed to be a noticeable decline in the number of people in Tramway Avenue, but then it was realised that the coupled O class cars had gone to the National Park while the P and LP class trams were at Sutherland, meaning that around 300 people were out riding just four trams along the Museum's tracks!

Special mention must be made of one of our youngest members, Roy Elder, who volunteered to recreate the role of a newspaper boy during the Festival. Roy took on the role with enthusiasm, seeking out appropriate clothing to dress in. With the support of David Critchley, Bob Merchant and Vic Solomons, Roy even had replica newspapers, a leather money pouch with coins, and a leather shoulder strap from which the papers were once dispensed to tram passengers. On the Sunday, Roy bought a bundle of newspapers from his local newsagent, which he sold



C 290, now 102 years old, negotiates the crossover on its return from the Royal National Park
Dale Budd

on the trams to delighted visitors. When they were all gone he went into Sutherland and purchased more.

Katie Strancar and Andy McDonald appeared in appropriate dress for the 1890s on Saturday and as a prosperous 1940s business couple on Sunday, adding to the photographic opportunities for our visitors. They were dressed by Jester Fancy Dress of Caringbah, who generously provided Andy with a zero value invoice for the hire.

An interesting and popular feature of this year's festival was the operation of our service stock tramcars. Just before the departure of selected regular passenger cars from the museum site, the tracks rumbled to the sound of a works tram taking the curve along Cross Street and proceeding along Tramway Avenue towards Sutherland. Rarely operated on open days, these oddities appeared in turn, including ballast motor 42s, overhead line car 99u, scrubber car 134s

and breakdown car 141s. An added bonus was a rare appearance of rail grinder (ex MMTB and Newcastle tramways) No. 3, while lurking along the tramway was our 1948 Bedford tower wagon driven by member Geoff Olsen in suitable attire for the period. True to form, the Bedford would stop in Tramway Avenue just in time to 'repair' the overhead and 'delay' a passenger tram while the cranky operator and traffic supervisor 'exchanged words' about the delay to services.

Strong patronage continued all day on Saturday right up until closing time at 9:00pm, at which point many prospective passengers had to be turned away by exhausted volunteers. Enthusiasts continued to take photos until the last car ran into the depot.

Equally hectic was Sunday's event in which we presented more modern types of Sydney tramcars, namely the corridor cars 1740, 1979 and 2001. Sunday continued the good patronage, although the figures

A coupled set of O class cars proved to be a strong reason to take a tram ride for all our visitors. O 805 and 1111 are ready for passengers to board.

Dick Jones





Passengers drift back to F 393 after taking their photographs at the Royal National Park terminus.
Dale Budd



L/P 154 takes on passengers at the museum before heading to the northern terminus.

Dale Budd



Conductor Matthew Geier is assisted by a young visitor in pulling R 1740's pole down at the Royal National Park terminus in preparation for the return service to the museum. R1 1979 is behind 1740.

Yuri Sos

Four Holdens from the FE and FC Holden Car Club looked the part beside our corridor trams on the Sunday.

Bob Merchant



were down as there were more children in the crowd compared to Saturday. Coupled O cars 1111 and 805 were again popular with visitors, and full loads continued all day up to and including the last trips.

In the early afternoon, the Powerhouse Museum's Curator of Transport and Communications, Andrew Grant officially launched O 805 into service with the cutting of a ribbon. Andrew's association with our museum goes back many years, and it was fitting the launch was performed in front of the coupled trams, signifying the close cooperation between the Powerhouse Museum and the Sydney Tramway Museum.

The final activity of the event was the re-enactment of the last trams in Sydney using R1 2001, R 1740 and R1 1979. R1 car 1979 actually operated on the last day in Sydney. It was the last tram to leave Railway Square as an additional car not required, and followed the last convoy of trams from Railway Square as far as Anzac

Powerhouse Museum Curator Andrew Grant addresses the assembly before cutting the ribbon held by Katie Strancar and Andy Macdonald.

Bob Merchant

A view from the YMCA building immediately after the ribbon was cut in front of O 805 and 1111. In the background is L/P 154.

Dick Jones



R1 2001 enters service from Cross Street, turning into Tramway Avenue to take part in the 'Last Tram' convoy.

Dale Budd



A visitor adds his 'graffiti' to the side of R1 1979 before it recreates the anniversary last run.

Dale Budd



run'. A gold coin donation permitted visitors to apply chalked graffiti to the body panels, and over \$50 was raised. Most trams operating in the last few days of service were graffitied during their time on the road. The tram looked a bit better in 2011 than it did in 1961, but with all the chalked messages, it was still very authentic!

Just after 4:30pm, at a time close to when the last three trams were driven into Randwick Workshops 50 years ago, so did three corridor trams move into the depot confines at the Museum, and the depot gates, one held by STM member Matthew Geier and the other by PETS Perth member Shane Parsons, were closed behind them, thus bringing to an end the 2011 Sydney Vintage Tramway Festival.

After the Festival, many of us sat down to contemplate what had just happened. Together we had pulled off one of the most memorable tramway museum events ever. The results of the 2011 Sydney Vintage Tramway Festival far exceeded our expectations, with much more patronage than any of our previous events. The crowds just kept arriving!

The Sydney Tramway Museum thanks all its members involved in the organising and preparation of this most unique event. Thanks too, to the traffic crew who worked tirelessly over the weekend, ably assisted by members Greg King from Melbourne, Bob Pearce and supporter Shane Parsons from Perth and Bryce Pender from Wellington.

Through their energy and enthusiasm the Museum presented an event, the like of which has never been seen in its entire history.

Parade, where it went straight to the workshops. To simulate a feature of the last week of trams running in Sydney, car 1979 was selected as the appropriate vehicle for chalked farewell messages for our own 'last

'Essanee' rail grinder 3 makes a short run for the festival. It was loaded at the museum on 11 May for transport to Port Kembla, and onward shipping to Auckland. More details of this loan will be provided in the August issue of Trolley Wire.

Bob Merchant



Passengers alight from R1 2001. With destination set for Darley Road Randwick, it waits in the back platform to head the three car 'Last Tram' convoy through the yard gates.

Peter Neve

R1 1979 follows R 1740 and R1 2001 through the yard gates into the depot. The gates were then closed.

Robert Norton



A SUBMISSION FOR NEW TRAM-CARS: SYDNEY'S R CLASS

Reproduced below is the submission to the NSW Minister for Transport from the Acting Commissioner, Department of Road Transport and Tramways, for the construction of 200 new trams which became the R class. Some brief comments follow the submission.

The Minister.

SUBJECT:- Corridor tram-cars.

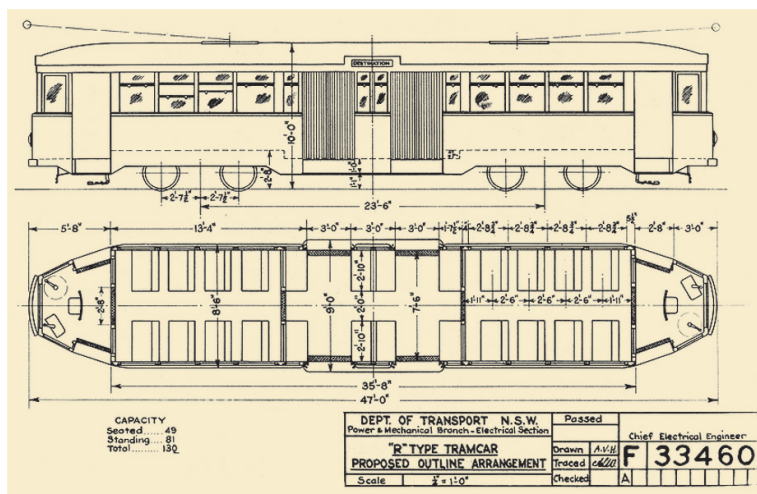
In accordance with the Premier's directions I have carefully examined the question of the construction of two hundred (200) tram cars of a more modern type, to replace tramway rolling stock which has now become antiquated and is approaching a time when its further use for public transport would not be reasonable.

The urgent necessity for modern tramway rolling stock in Sydney is at once apparent when a comparison is made between the rolling stock in use in this State and that employed in either Melbourne or Adelaide. In Melbourne the proportion of the modern type to the whole of the rolling stock being utilised, is in the vicinity of 80% whereas in Sydney the proportion does not exceed 28%.

As a result of the application of the knowledge gained from personal observations made by my officers and myself of the systems in operation in Melbourne and Adelaide, and of the type of rolling stock used thereon, and from general experience, a type of corridor tram-car has been designed which will meet the rapid-loading conditions necessary in Sydney and, at the same time provide a reasonable measure of comfort to passengers.

The type of vehicle adopted combines the best points of the drop-centre type of tramcar in use in Melbourne, Adelaide and Brisbane. It will have low steps, reversible sprung seats in two compartments and open-air seats in the middle compartment. The seating capacity is 50 passengers and is capable of carrying an additional 70 to 80 persons standing, which will give, under crush loading conditions, a total carrying capacity of more than 120 passengers.

It has long been generally conceded that the type of tram-car at present in use in Sydney should be replaced by cars of the corridor type, the principal considerations being the provision of a reasonable measure of travelling comfort to passengers, and the abolition of the system of collecting fares from the footboards. In this latter connection it might be pointed out that the collection of fares from the footboards exposes the staff to traffic risks particularly in busy city thoroughfares, and it is not overstating the position in saying that accidents resulting in personal injury to conductors are almost a daily occurrence. In addition no protection is afforded the staff from the inclemencies of the weather, and in these conditions it is not possible to insist upon the staff maintaining the



An outline arrangement drawing indicating design work in progress. This drawing prepared in the NSW Department of Transport's drawing office is stamped "Advance Proof subject to revision" and dated 10 October 1932.

R.I. Merchant collection

standard of appearance which is essential for the operation of an up-to-date city transport system.

While the introduction of corridor type tram cars will not entirely remove these disabilities, it will be a very material step towards that end.

A conference with representatives of the various firms who would tender for the building of the new cars and the supply of fittings, equipment, etc., has already been held by me, and a copy of the transcript of the notes taken thereat is attached for the Minister's information.

One result of their meeting is that the delay usually occasioned in the preparation of detailed plans and specifications can largely be overcome, and such plans on general lines can be prepared as will enable tenders to be called much earlier than would otherwise have been the case.

It is estimated that it will be practicable to call for tenders for the electrical equipment by the 5th proximo; for the trucks for cars by the 26th idem; and for the car bodies by the 2nd November next, allowing one week for the submission by tenderers and the analysis of tenders and the placing of orders for electrical equipment and trucks, and two weeks for the car bodies.

The placing of these orders would provide employment for artisans in various trades, as will be evident when it is considered that the work to be undertaken will embrace, inter alia, car bodies and doors; seats; trucks; tyres, wheels, axles, etc., control equipment; air brakes; accessories and lamps.

A certain number of men can be employed within one month from date increasing rapidly until the whole

of the work is in hand. Many of those who will thus be afforded an opportunity of resuming work will be skilled artisans, who, as a class have probably felt the effects of the prevailing economic conditions more severely than any members of the community.

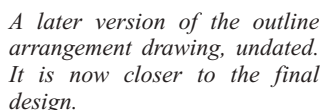
It is not possible to estimate with any degree of accuracy what the total number of men to be employed directly and indirectly will be as a result of the commencement of the proposed work, but there is little doubt that up to 2000 men will be directly concerned, and a very much greater number will benefit indirectly in various ways.

The work itself will be of a highly reproductive nature, inasmuch as the provision of modern rolling stock will not only represent an economy in working costs, but will doubtless be accompanied by increased traffic earnings.

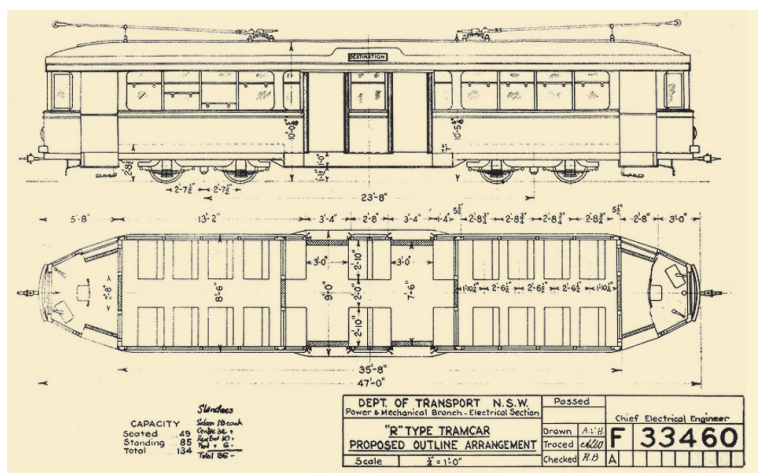
The completion of the work will occupy from 12 to 18 months, and will be regulated to a great extent by the output with regard to the electrical equipment.

It is proposed that alternate prices be called for the car bodies in lots of 50, 100 and 200. The total cost of each vehicle will be from £2800 to £3000.

On the question of total expenditure, attention is directed to the fact that the whole of the amount involved will not be paid either prior to or on the commencement of building operations. Progress payments will be made to contractors from time to time, and such payments will be extended over a period of approximately eighteen months, and it is most probable that the major amounts will become payable within the last six months of the period of construction.



R.I. Merchant collection



The Chief Transport Commissioner, Mr. W. J. Cleary, is collaborating with me in connection with this proposal, and I am already assured of the hearty co-operation and assistance of experienced Railway Officers in addition to my own staff should the work be put in hand. An Engineer from Melbourne who has recently had considerable experience in the construction of the Melbourne tram-cars, has been made available for a limited period by courtesy of the Melbourne and Metropolitan Tramways Board, and information in various directions is being made readily available by the Tramway Authorities in both Brisbane and Adelaide.

The Minister's authority for the immediate commencement of the work is now sought, and it is asked that funds therefore be made available from the Unemployment Relief Fund. As previously intimated the total expenditure is estimated as not exceeding £600,000.

(Signed) S.A. Maddocks
Acting Commissioner
30 September 1932

Since the above submission was written, I have learned that there is a prospect of additional tenderers for electrical equipment being available, and, if suitable tenders are received, it will mean that the work will be speeded up to a considerable extent and many more men than those mentioned will be immediately afforded an opportunity of relief from unemployment.

(Signed) S.A. Maddocks
Acting Commissioner
30 September 1932

Approval is given to proceed with the calling for tenders. The Treasurer advises that the necessary monies will be made available from the loan funds.

(Initialled) M.F.B.
30 September 1932

Comments on the submission

The initials of the Minister approving the submission are those of Michael Frederick Bruxner, later Sir Michael Bruxner. He was Deputy Premier and Minister for Transport from 1932 to 1941, and the R class trams were sometimes colloquially referred to as 'Bruxners'.

The submission states that the proportion of modern trams in the Sydney fleet "does not exceed 28%", a figure which is compared unfavourably with Melbourne or Adelaide. Calculations suggest that the 28% of the fleet which were "modern trams" were the L/P and P classes; they were not very modern compared with Melbourne's W series or the F, F1 and H types in Adelaide.

The period for invitation of tenders and the receipt of responses was astonishingly short by today's standards. Following approval given on 30 September, tenders for electrical equipment were to be called "by the 5th proximo" – the 5th of the next month, i.e. 5th October, less than one week from approval. Tenders for the trucks would be called "by the 26th idem", i.e. the same month; and for the car bodies by the 2nd November. One week was to be allowed for submissions by tenderers and the analysis of tenders and the placing of orders for electrical equipment and trucks, and two weeks for the car bodies.

Finally it may be commented that the justification for the order, and its benefits, were based as much or more on the employment which would be generated, as on the desirability of operating more modern trams. With Australia (and other countries) in the midst of economic depression, this was not surprising, and speed in getting the work under way was of the essence.



To work out the details of the new tramcar, a full size mock-up of a section of the new car was constructed of three-ply at Randwick Workshops. Plans and specifications for the new vehicles were prepared in two months, only a fraction of the time ordinarily taken in a project of this kind.

Sydney Morning Herald 18 November 1932

From *The Sydney Morning Herald*, Saturday, 30 September 1933, page 13.

NEW TRAMS

The First Launched - Driven by Premier

Tramcar 1738, Type R, the first of the new corridor tramcars, was launched at the Randwick tramway workshops yesterday, in all the glory of new paint and polished metal work.

Among those present at the ceremony were the Premier (Mr. Stevens), the Minister for Transport (Mr. Bruxner), the Speaker of the Legislative Assembly (Sir Daniel Levy), the Commissioner for Road Transport and Tramways (Mr. Maddocks), the Lord Mayor (Alderman Hagon), the Commissioner of Police (Mr. Childs), the president of the Chamber of Commerce (Mr. A. Spencer Watts), the president of the Chamber of Manufactures (Mr. C. V. Potts), prominent railway and tramway officials, and numerous representatives of the commercial community.

The uninitiated were startled when the new car approached the inspection party travelling sideways, but when it stopped it was seen to be on a travelling platform. It ran off on to rails. Mr. Stevens cut a ribbon, and the tramway band played, "Advance, Australia Fair."

An inspection of the car showed that it was much more like a railway carriage than the tramcars to which Sydney residents have become accustomed. Most of the car is enclosed, and a wide corridor runs down the centre, in order that the conductor may collect fares easily and with safety. There are two cabins, which may be entered at either end, and the plate glass

windows are balanced, so that they may be opened to any desired extent. Seats in the cabins are of rubber composition, and are very comfortable.

There is seating accommodation for 48 passengers, but it is estimated that 134 passengers may be carried under 'crush load' conditions. Metal handles have been fitted to the back of each seat for the convenience of standing passengers. The colour scheme is unusual. "The colours adopted," states an official description, "should greatly assist in removing the rather drab tone of city streets. A light green tint and streamline effect had been given to the main body and fascia plates of the car, with cream colour surrounding the windows. A black strip sets off the division between the green and cream colours, and the lower portions of the car and steps are tinted dark maroon."

It is claimed by tramway officials that the car is the best of its type in the world. Two hundred are to be built.

Tramcar 1738 made its first trip carrying the members of the inspection party back to the city, Mr. Stevens being the driver for the first quarter of a mile. It attracted general attention along the route.

The driver of a steam roller gave a shrill whistle in greeting, many people shaded their eyes with their hands as they watched it go by, and one man removed his hat.

R class 1738 nears completion at the Clyde Engineering Company's works in the western Sydney suburb of Clyde. Painting appears to be complete except for the black line between the green and cream. The completed tram was delivered to Randwick Workshops on Sunday, 24 September 1933.

V.C. Solomons collection





The Premier of NSW, the Hon. B.S.B. Stevens unveils the number of 1738 in the garden at Randwick Workshops on Friday, 29 September 1933. He is accompanied by the Hon. M.F. Bruxner, Minister for Transport and the Acting Tramways Commissioner, Mr S. Maddox.

Sydney Morning Herald,
V.C. Solomons collection

The official party prepares to move to a small marquee for speeches and refreshments. For the ceremony, the tram had been placed on the third marshalling road from the western end of the Workshops Truck Shop.

Sydney Morning Herald,
V.C. Solomons collection



After the official ceremony the tram left the workshops about 12:15pm.

W. Waddell Snr,
V.C. Solomons collection

The tram proceeded to Bridge Street Tramway Yard in the city, travelling via Anzac Parade, Flinders, Oxford, Liverpool, Elizabeth and Phillips Streets.

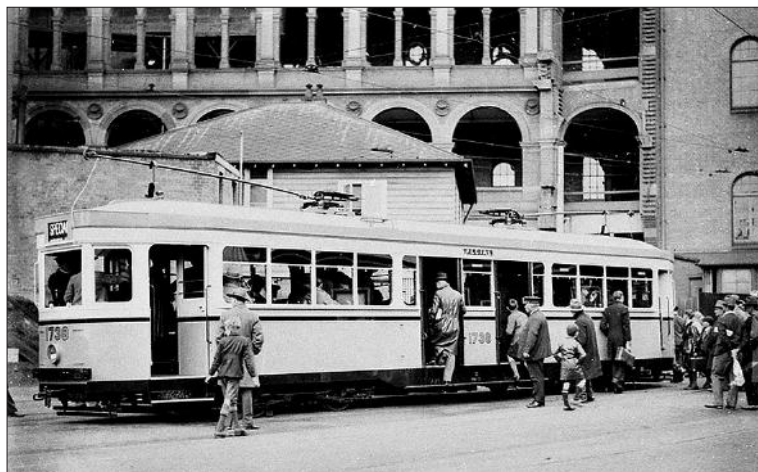
All photos on this page are by William Waddell Snr. from the V.C. Solomons collection.



The car was available for inspection by the public at Bridge Street Yard between 1:00pm and 2:00pm, and between 3:00pm and 4:00pm. It was reserved for inspection by holders of special invitation cards between 2:00pm and 3:00pm.



At 4:00pm, the tram returned to Randwick Workshops for final tests and training of staff before being put into regular service.



The official view of the new tram in the Bridge Street Yard on 29 September 1933.

STM Archives

The official side view of 1738 was taken at the Macarthur Sidings, between Driver Avenue and Anzac Parade, Moore Park.

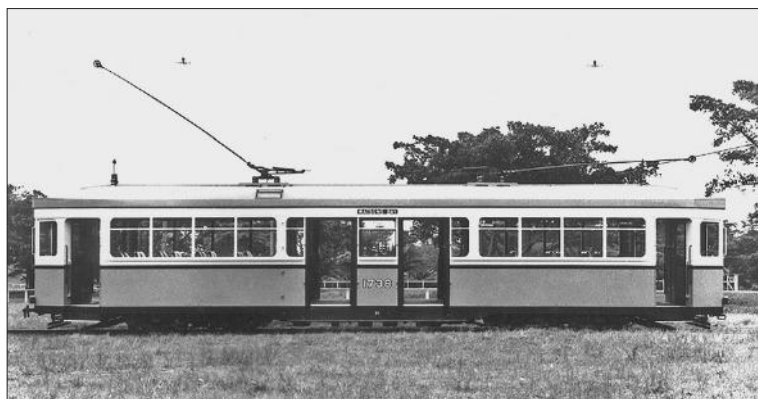
NSW Railways P3703

R.I. Merchant collection

R 1738 stands at the Macquarie Lighthouse in Old South Head Road, Vauchuse in November 1949.

J. Simpson,

D.R.Keenan collection
STM Archives



HERE AND THERE

AUSTRALIAN AND OVERSEAS NEWS

New tram for Adelaide

Bombardier Flexity tram 112 in Adelaide livery was unloaded on 4 May from the Norwegian ship *Talisman* at Melbourne's Appleton Dock. It remained on the wharf until Saturday 7 May before being trucked to Adelaide that night. The tram and its support vehicles arrived at Mt Barker on Sunday afternoon, and it was taken to the Adelaide Entertainment Centre minus after the last service tram had left at 12:30am. Unloading took place around 3:00am, after which the new tram was checked and driven to Glengowrie Depot. Ticket validators and radios will be fitted before it enters service.

Additions, errors and omissions

The following addition and corrections apply to the February-March 2011 issue of *Trolley Wire*:

Page 2 caption:

The concert given by the Grenadier Guards at Taronga Park Zoo was held on Sunday afternoon 18 November 1934 at 2:30pm. A temporary band platform was erected on the picnic area near the elephant house. Amalgamated Wireless arranged to broadcast the programme to the refreshment room and the amusement area near the lion's den. Admission was 2/- Adults and 1/- Children. The band travelled to the zoo by charabancs (sadly not by tram) and marched from the top entrance gates to the picnic area.

Page 5:

The Town Hall to Wylde Street trolley bus route closed in 1948, not 1952.

Page 19 table:

Omitted from the table was The Spit line. The entry to be added is:

29 June 1958 Spit Junction-The Spit: Spit Road-Parriwi Road.

Letter to the Editor

Dear Sir,

I refer to the article entitled *The Treatment of Rail Corrugations - The 'Essanee' Rail Grinder in Trolley Wire* No. 302 dated August 2005, pages 15 to 16.

In the caption for the photograph on page 16, it is noted that the maker's name of the Essanee rail grinder is partially obscured by the plate fixed by the local agent (Noyes Bros (Sydney) Ltd). The legible part is 'Built by/Sto.../Bath'. I have not the slightest doubt that the maker is Stothert & Pitt Ltd., Engineers, Bath, the well-known crane makers. The firm, originally general engineers, dated back to the 18th Century and was possibly the world's oldest crane builder. Among its products were railway cranes and the huge travelling cranes on either side of the dry dock at Garden Island Dockyard, Sydney. My apologies for taking five years to make this comment.

Richard Horne

The Adelaide Flexity tram being unloaded from the Talisman on 4 May.
Ian Green



HADDON

MELBOURNE TRAMCAR PRESERVATION ASSOCIATION

324 Sago Hill Road, Haddon, Victoria 3351

www.mpta.org.au

From Kym Smith

W3 663

With the roof of W3 663 completed, the coachbuilders and painters at Bendigo Tramways have turned their attention to completing the interior varnishing and carrying out the exterior painting of the tram. This has completed the second stage of works on 663.

A quote has been received to complete the refurbishment of the saloon and drop-centre seats, and



to carry out some other minor work to complete the restoration. Donations however are still needed to complete the restoration of 663, which to date has been primarily funded through member donations. If you are able to assist, please contact us at the address above or via the contact details on our website. If we are unable to raise sufficient funding, 663 will need to return to Haddon incomplete and have the remaining work completed as time and funds permit.

SW5 849

Both driver's cabins were recently repainted after fitting of the additional conductor's bell blocks that are



The completed No. 2 end cabin ceiling of SW5 849 showing the additional offside bell block that has been installed. Overhauled MS switches have also been fitted.

Anthony Smith



An interior view of W3 663. The saloon floor has been painted red, and the dropcentre floor in grey with dark green infill under the seats. The saloon windows and louvres have also been refitted after being painted and varnished.

Anthony Smith

Kym Smith observes as Anthony Smith creeps W2 407 around the rebuilt north-west curve on its first test run. Jacqui Smith



Anthony Smith paints the first coat of ceiling gloss in the No. 2 end cabin of SW5 849.

Jacqui Smith



necessary for off-side running. The servicing of the door engines has been completed and all doors now operate effortlessly.

Open day

The Association's second Open Day was held on 27 March, with 28 visitors sampling rides on the four available tramcars. Later in the day a further 25 visitors arrived as part of a coach tour operated by member Stephen Tyrrell. In addition to the generous donations made by our visitors towards our current projects, six visitors also joined as members including two from Stephen's tour group. Our next Open Day is scheduled for 25 September.

Far Left:

W3 663 on Road 1 of Bendigo Depot after completion of its external painting.

Anthony Smith

W2 407 sits behind the Carbarn after a successful test run over the new curve. Jacqui Smith





The shelving in the Truck Shop has been constructed from seat frames.

Jacqui Smith

North-west curve

A couple of days of work on 25 and 26 March saw the last of the tie rods installed and the outside rail spiked home, allowing W2 407 to successfully test the curve on 27 March. Backfilling of the curve will be carried out as part of preparations for rebuilding the south west curve.

Truck shop

After the removal of all motors and compressors from the Truck Shop, the dirt infill between the rails has been dug out and concreted to complete the flooring. Additional pallet racking has been installed in the Truck Shop courtesy of the AETM who made available some surplus racking. Shelving has also been constructed from surplus seat frames; nothing ever gets wasted at Haddon!



Anthony Smith and Daniel Edwards remove the dirt infill from between the rails in the Truck Shop.

Jacqui Smith

Daniel Edwards levels out the entrance driveway to the site with new roadbase.

Jacqui Smith

Anthony Smith and Frank Schroeders install pallet racking in the Truck Shop.
Jacqui Smith

Site works

Some additional roadbase has been purchased and used to fill and pack the roadways around the site, and to provide level entry points to the storage containers. This important task not only ensures the site looks tidy and presentable but also reduces the risk of vehicles becoming bogged when manoeuvring around the site.



LAUNCESTON

LAUNCESTON TRAMWAY MUSEUM SOCIETY INC.

PO Box 889, Launceston, Tasmania 7250

www.ltms.org.au

From Robert Quinn

Launceston No. 1

There has been steady progress with the restoration of car No. 1. A new floor has been laid with Celery Top Pine and a new bulkhead frame for the tram was manufactured from Blackwood. Fortunately, the bulkhead at the opposite end was still intact, and this provided a useful pattern for the restoration team. The roof bows have received attention and refitting is nearing completion. The next step will be to fit a new Huon Pine roof.

Launceston No. 26

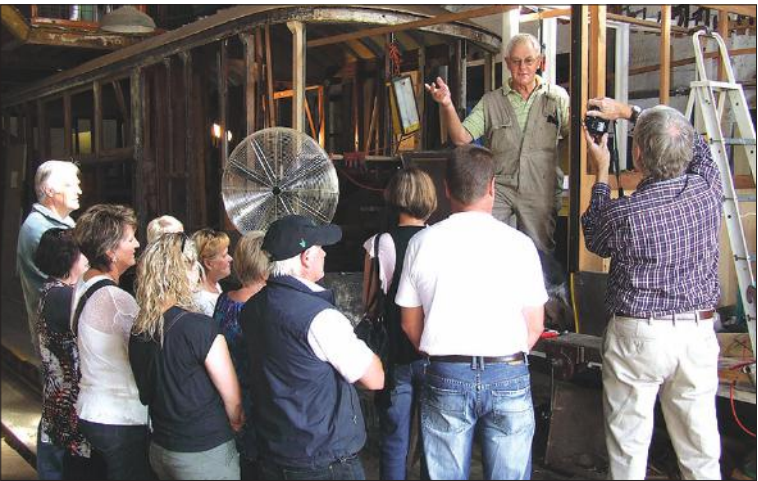
No. 26 was built on the frame of an unnumbered and unused water sprinkler car in October 1927. The tram is in very good condition having been under cover since its disposal in February 1953. Existing paintwork is currently being removed prior to returning the car to its original colour scheme.

No. 26 stands ready for service in the late afternoon glow.

Graham Quinn



When autumn leaves begin to fall, the trees provide a colourful background for Launceston's No. 29. Fellow drivers spare a thought as we brake on track moist with dew on a roadbed in places adorned with a carpet of fallen leaves. Robert Quinn



John Binns, a former technical teacher and experienced member of our team, describes our restoration work to a group of visitors. Car 26 is behind No. 1. Robert Quinn



The new bulkhead frame in Launceston No.1. Robert Quinn

BYLANDS

TRAMWAY MUSEUM SOCIETY OF VICTORIA

18 Arlington Street, Ringwood, Victoria 3134

www.tramway.org.au

From Mal Rowe

Melbourne Tramway Museum at Bylands (TMSV) hosted a visit by members of the MG car club in January. The club is a regular at Bylands; the members find the location attractive as a stop on their outings and have especially enjoyed the lunch we have provided on their previous visits. The sight of the people gathered during lunch, with many taking the opportunity of sitting on the grip cars, gave the exhibition shed a real sense of activity.



Doug Prosser applies a coat of MMTB brown to car 205. It is amazing what fresh paint does to improve appearances.

Mal Rowe

One sign of the dominance of digital photography is the demise of many local photographic businesses. Unfortunately, TMSV board member David Langley had to close his business in Seymour at the end of 2009. However, David turned his misfortune into good fortune for the TMSV by donating three excellent illuminated display cases for use at Melbourne Tramway Museum. We thank David for his generous donation.

After a period where efforts were directed elsewhere, Doug Prosser has returned to what he loves – restoring trams. With Doug's help, MMTB 205, formerly NMETL Company car No. 4 of 1906, is under restoration once more. The car is being externally painted and over the next few months a lot of fittings will be re-installed. No. 205 is on display in the exhibition shed where visitors can see restoration in action.

Re-accreditation to operate electric trams is an important issue for Bylands, and a team is being put together to work towards this goal. TMSV is grateful for support and advice from kindred societies in this task.

Members of the MG car club enjoy lunch at Bylands. The new display cases are visible at right.

Mal Rowe



ST KILDA

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

From Colin Seymour

Rollingstock

After further test runs on its new bogies, W7 1013 has now had some work undertaken on the pneumatic doors to ensure they function correctly. The car has since been moved to the bodyshop where the exterior will be sanded down prior to repainting.

Our workshop team has been busy constructing new lifeguard assemblies for Bib and Bub cars 14 and 15. The high standard of workmanship has to be seen to be believed. The team has also been developing and testing an emergency stop system that drops out the line breaker and applies the emergency brakes should the inner lifeguard gates be tripped. The purpose of the system is to provide an additional control if someone were to step between the two trams as they are moving off. Once the system is proven, it will be installed in its final configuration.

New ceiling panels have been prepared for No. 14. These have been painted white to represent the replacement panels that were installed in some 'A' Type cars when their original varnished panels suffered damage. The white finish will brighten the car's interior and the result will be interesting to see.



The eastern end of No. 14 showing the newly installed lifeguard and gate. Kym Smith



W7 1013 in the bodyshop, with the saloon side panels on the northern side sanded back for repainting. Kym Smith

Ian Seymour, Jack Pennack and William Adams installing a bracket arm on the replacement Pole 43 in Shell Street.
Kym Smith

In other developments, machining and preparatory work is being carried out on the motor suspension bearings for No. 38, a Ballarat Tramway Museum car. The work will be completed shortly.



The ceiling panels being prepared for the saloon of No. 14. Car 192 is currently stored in the bodyshop to allow the Bib & Bub set to be located over the pit in Road 2.

Kym Smith

Andrew Gilbertson, Mark Jordan, Roger Wheaton and John Morphett tackle Sunbeam 526.

John Radcliffe



Track and overhead

Over summer, pole 8 was felled and replaced, and a new bracket arm hung. A bracket arm has also been fitted to pole 43 which is near the gate to the playground. A substantial supply of new hardwood and second hand pine sleepers are also on hand for the future replacement of sleepers.



Trolleybus pavilion

On 19 March, a sizable group tackled the job of tidying up our trolleybus display which comprises Sunbeam 526, AEC Regal 623, Leyland Canton 488, Green Goddess 216 and AEC double-decker 417. The

work included bird-proofing the building and general cleaning of its walls and floor. Internal cleaning and removal of dust and cobwebs from the bodywork and windows of these vehicles has made them much more presentable to the visiting public.

BALLARAT

BALLARAT TRAMWAY MUSEUM

PO Box 632, Ballarat, Victoria 3353

www.btm.org.au

From Dave Macartney

The Operations Branch had a very successful summer period, after several years of below average results because of the extended dry conditions. The wet weather returned with a vengeance over spring and well into summer, culminating in a downpour on 14 January that caused tram services to be cancelled and the shed heavily sandbagged against the onslaught. At the depot the pits were completely flooded on 14 January and again on 6 February. The pit pump failed during all of this, and has had to be replaced. The cleanup afterwards was as unpleasant as ever. Despite this, and a few other poor traffic days due to inclement weather, passenger figures for December-January came in at 3,067, the highest for seven years.

With Lake Wendouree now full and overflowing, extra effort was made by the City Council to get the Gardens and Lake into top condition for the Begonia Festival in March. As well as ensuring a full display in the flower beds, the lake's weed-cutting contractor cleared all the weeds from that part of the lake visible from the Gardens so as to present a vista of clear water as far as the eye could see. The rest of the lake will be dealt with in due course, but the experts believe that it will take three years before the ecological balance is fully restored.

Last year's Begonia Festival saw rain fall continually on the drought-ravaged Gardens, but this year the weather was perfect and the Gardens pristine. The



Heavy traffic kept Ballarat tram drivers on their toes on 14 March.

Warren Doubleday

The Museum experienced the second busiest Begonia Festival on record.

Warren Doubleday



benefit of the fine weather was revealed in our passenger numbers, with 7,278 being carried, the best result in seven years and the highest since the Festival was shortened from five days to three. The trams ran with 100% reliability, with 661 and 671 carrying the bulk of the passengers and assorted single-truckers running short workings as required.

Around the depot, work on No. 38 is nearing completion, with the wheels back in the truck frames and the motors temporarily in place, waiting on final fitting of the bearings. Painting of the underside of the body has been completed. The gear cases have been cleaned and painted, a daunting task. The compressor on No. 14 has received attention, while the drop-end seats on three of the single-truckers have been stripped

and re-varnished. The top deck seat on Horse Tram No. 1 has been repainted prior to its annual appearance in traffic on Heritage Weekend in May.

Sagging overhead on 6 and 7 roads was rectified by straightening one of the span poles which was starting to lean, and making some minor adjustments to the span wires. The decorative scrollwork for the overhead, which has been stored at the depot for many years, is in the process of being cleaned and prepared for installation along the Parade. We hope to attract funding to allow this long awaited project to proceed.

Work commenced in early April on shed extensions at the Bungaree site as the depot in the Gardens is full, necessitating additional off-site storage.



Trams 671 and 661 wait for the annual Begonia Festival Parade to conclude before resuming duty. Peter Winspur



On Wednesday 31 March 1971, on its journey to Sebastopol, tram No. 39 pauses in Sturt Street at Drummond Street whilst the motorman changes two sets of points and half a dozen passengers board the tram. The conductor is on the roadway to assist if required. Less than six months later the trams, motormen and conductors were gone, replaced by privately owned buses. Today, No. 39 is a feature of the Ballarat Tramway Museum's display.

Peter Winspur

WHITEMAN PARK

PERTH ELECTRIC TRAMWAY SOCIETY (INC)

PO Box 257, Mount Lawley, Western Australia 6929

www.pets.org.au

From Michael Stukely

Traffic operations

Following one of the driest summers on record, Perth then sweltered through its hottest March. These extreme conditions, which continued into April, led to the cancellation of tram services on several days, as determined by Whiteman Park Management due to the high fire danger. These lost days unfortunately included some key holidays in the Christmas period, and on some weekends. The trial of an earlier start to Saturday services, with the first trip leaving the Village at 11:00am instead of noon, has proved successful through spring and summer, and this will be continued through winter.

During December and January the main service car was SW2 426, with occasional use of W2 393 as a backup, and Fremantle 29. In February, W4 674 was in

regular service. The annual Classic Car Show was held in the Park on Sunday 20 March, with W2 393 and Fremantle 29 in operation.

Final electrical rewiring in the roof of W7 1017 is still to be completed, following the extensive repairs to its roof by the Restoration team. W2 329 requires a truck exchange, with the serviceable truck now available. Following some setbacks late in 2010, the eight new double-helical gear pinions, manufactured by a local WA engineering firm, were received in January, and fully greased for storage. This major project was guided to completion by Noel Blackmore.

In conjunction with the annual review and revision of our Safety Management System which was



SW2 426 passes through the Village Mall on 17 April.

Michael Stukely

completed in February, the tram maintenance checklists and schedules were revised, with input from the members working in the relevant areas.

Museum and tramway improvements

The first stage of the program of replacing rotted timber traction poles with steel poles formerly used on Perth's trolleybus system was completed, with ten poles installed. This work was carried out under a grant received from Whiteman Park's Infrastructure Fund. Several poles were replaced between the Village road crossing and the cattle grid, with the addition of bracket arms and attachment to the running wire completed. Two new poles were erected near the

southern road crossing at Bennett Brook, where pull-offs are still to be installed. The next stage will see a further twelve deteriorating timber poles replaced.

Our 25-year-old manual cable and span-wire crimper has been retired at last, and has been replaced with a new unit which is greatly appreciated by the Overhead team.

Replacement of failed rail bonds was completed from Mussel Pool East tram stop to the Village road crossing. A few more rotted timber sleepers were replaced with steels, and this spot replacement program will resume in earnest with the long-awaited arrival of cooler weather.

Returning to the Village from Mussel Pool, SW2 426 passes Bennett Brook Culvert, where the vegetation is clearly showing the effects of the dry summer.

Michael Stukely



SW2 426 passes through the Village Mall on 17 April.

Michael Stukely



Tram restoration

Installation of the pipe-work for the air braking system on WAGT E 66 is progressing, with one line fitted on the north side to both cab ends. This task has been carried out with input from Allan Kelly, Ric Edwards and Frank Edwards, guided by Brian Hossack. Three air reservoir tanks were cleaned by Brian ready for hydrostatic testing. All components for the refitting of the resistor banks are now to hand, and fitting has commenced. The overhauled motor for one of the ex-Kagoshima 77E trucks requires the refitting of the pinion, and a special stand designed by Noel Blackmore is being fabricated by Willis Engineering to vertically secure the motor to enable the refit to be done. The condition of the bulkhead switches is being checked, and the trolley pole bases have been overhauled ready for installation.

Bryan Adcock and John Budd have completed the re-flooring of WAGT B 15. John has completed repairs to the floor traps and stained these original timbers to match the new floor timbers. David Carling has painted the west-end cab ceiling, with excellent results. Painting of the window sashes of both motorman's cabs has also been done. New steel step brackets and heavy timber for the entrance steps have been delivered, and Bryan Adcock has installed both steps at the east end.

Lindsay Richardson and Paul Pickett have laid a six-metre length of rail outside the Lindsay Richardson Car barn doors to 1067mm gauge, to accommodate the mock-up 21E truck fabricated for B 15 for its static display by the City of South Perth Historical Society.



After departing the Village Junction Station, SW2 426 passes the "Lolly Stop" (a former school room) at the end of the Village Mall on 17 April.

Michael Stukely

A twelve-metre length will then be laid inside the barn, to enable the transfer of the tram body to its truck.

Other news

The brake system refit is progressing on the old ex-WAGT Chevrolet tower wagon. It is being

reactivated by Pat Ward and his team as a backup for the Albion cherry picker which requires some repairs.

We have received some tools and materials donated by the family of our late member, Eddie Vagg, who was employed in the workshops of the Fremantle Municipal Tramways up to the closure in 1952.

FERNY GROVE

BRISBANE TRAMWAY MUSEUM SOCIETY

PO Box 94, Ferny Hills, Queensland 4055

www.brisbanetramwaymuseum.org

From Peter Hyde

Fortunately the museum at Ferny Grove escaped any physical damage from the floods that have affected Queensland recently.

However, there has been a significant reduction in visitor numbers with rain falling on one third of the operating Sundays so far this financial year. Some days were completely washed out by torrential falls, with several weekday bookings cancelled because the groups could not traverse flooded roads.

The high humidity has also caused problems with the growth of mildew on the trams, both inside and out.

Restoration work on Dreadnought 136 has slowed a little with the hot humid conditions not being

conducive to the tiresome task of removing old paint from varnished timberwork. The sand boxes have been overhauled, repainted and replaced in the car, while work has started on restoring the second K10 controller.

FM 400 has reached the stage where parts are being re-installed. The malthoid flooring is complete as is most of the internal wall panelling. The first seats are also now in position. Overhaul of the first K35 controller is finished and it is about to be installed.

In the trolleybus shed, construction of the display cabinets and freestanding display panels is finished, and photos and memorabilia are being mounted.

Interior view of FM 400 showing completed floor, walls and the first seats installed.

Peter Hyde





Overall view of the new general workshop layout. Peter Hyde

Several new pieces of equipment and tools have been purchased, and the layout in the general workshop has been optimised for ease of use. The spare rectifier glass bulbs previously stored in this building have been relocated to provide additional floor space.

The Museum has joined the Australian Men's Shed Association, which will enable our activities to be exposed to a wider field of interest in the general community, particularly the local area. Our operating name within this area will be 'The Tram Shed'.

PORTLAND

PORTLAND CABLE TRAMS INC.

2a Bentinck Street, Portland Vic 3305

www.portlandcabletrams.com.au

From Alan Rees

Traffic figures

Portland Cable Trams had a very good first quarter in 2011, with over 3000 people riding the tram since we notched up our 100,000th passenger in early January. Although this was down a little on the same period in 2010, our numbers improved from September onwards with monthly figures not dipping below 750. Our highest total was 1360 in January.

On 14 April our passenger numbers were boosted by the arrival of a tour bus with 45 passengers, as well as interest from school holidaymakers. As a result both trams were run on the 10:00 am trip.

Annual steam weekend

The Portland Branch of the Hamilton Pastoral Group ran its annual steam weekend again this year, on

19 and 20 February. On display was an impressive range of vintage steam engines, tractors and vintage motor vehicles. By any measure, it was a very successful event with over 1000 people visiting our site. Many travelled on our cable tram which helped lift patronage for the month.

Saloon car 95

The roof of saloon car 95 was repaired recently to remedy leaking that had become a problem on wet days. The work was performed by Ben Rietman, Lou McKay and Trevor Parks. Passengers can now be assured of staying dry during their trips on the Portland cable tram.

LOFTUS

SOUTH PACIFIC ELECTRIC RAILWAY CO-OP SOCIETY
 PO Box 103, Sutherland, NSW 1499 www.sydneysteamway.museum.com.au

From *SPER News*

Museum hosts launch of Sutherland Shire's 2011 Heritage Festival

On Friday evening 1 April, the Museum was the host this year for the Shire's Heritage Festival launch.

The Museum is represented on the Sutherland Shire Citizens' Heritage Festival Committee by Peter Kahn, with representatives from Sutherland Shire Historical Society, Botany Bay Family History Society, Woronora Cemetery and Crematorium, Sutherland Music Society, Sutherland Shire Spinners and Weavers, Sutherland Shire Council's Cultural Planning and Events Unit, Radio 2SSR-FM and The Royal National Park.

We were very pleased to welcome around 70 guests, including Craig Kelly MP, federal member for Hughes; Lee Evans the newly elected state member for Heathcote; and Councillor Bruce Walton representing the Sutherland Shire's Mayor, Councillor Phil Blight.

A number of board members represented the Museum and some of our local active members joined us for the obligatory refreshments. F 393 and the counterweight dummy were moved out of Road 8 onto the traverser to make a suitable space for the launch and refreshments.

The evening commenced with Les Bursill, a very well known Shire resident and indigenous representative, giving the Welcome to Country. He was followed by our secretary, John McFadden representing chairman Howard Clark, who was unable to attend. John gave a brief history of the Museum. Dawn Emerson, Chair of the Heritage Festival Committee spoke on the work of the committee over the years and introduced Councillor Bruce Walton to formally open the festival.

The opportunity was then taken for guests to view our collection and go for a couple of tram rides on O 1111 which was conveniently standing outside the display hall in Tramway Avenue.

The evening was very much enjoyed by all present, with some guests saying it was the best launch yet (in around 20 years) and even suggesting the museum should be the venue for future launches.

Special thanks are due to Bill Parkinson, Hayden Holmes, Ian Saxon, Peter McCallum, David Critchley and Robert Norton for assisting in making the evening so successful.

Railway Square waiting shed

Rod Burland mortised the new chord timbers for the decorative parallel chord truss for the south-eastern sector of the Railway Square waiting shed. It was assembled on 9 February and erected on 12 February with the assistance of No. 2 forklift. The south east corner post was then repaired along with the adjacent south end wall.

Accumulated materials were removed from the shed and all timber work was water blasted and repainted where necessary.

The roof of the shed has sagged in places over recent years and new heavy duty galvanized brackets were ordered from a local engineering works to a pattern made by Rod. These were drilled in our workshop. Acrow props were used to lift the sagging roof sections and the brackets fitted.

In conjunction with this work a Franna all terrain crane was engaged on 24 February to retrieve from near the derelict O car body at the south end of our site two sections of W2 underframes that have centre castings. These were placed on two W2 bogies. The crane then placed the right hand point that has been under construction in the street near the park onto these two short flatcars so it could be taken up to the north end yard for future use on Rawson Loop. Sand and gravel were also relocated allowing the final clean up of the area ready for our 50th Anniversary festival.

Overhead

David Rawlings continued making up the span wires for Cross Street with the last one being attached to the rosette in Tramway Avenue by Tim Stuart, Tom Tramby and Bill Denham. Due to a funding shortfall a new pole was unable to be erected to support the other end of the last cross span.

Bill Parkinson was assisted by Bob Cooper, Hayden Holmes, Craig Parkinson, Glenn Killham, Peter Black



Erecting the Cross Street overhead wiring on 10 February. The wiring still requires tensioning work but it enabled trams to use Cross Street during the Tramway Festival.
Ian Saxon

and Greg Sutherland with stringing the trolley wire to the cross spans and frogs in order to get Cross Street operational for the festival weekend. Although loose, the wire enabled festival trams to use Cross Street. At a later date the various pull-offs required will be made up and erected, and the wire tensioned.

In the meantime work has returned to manufacturing and installing the door bridges at the roller doors on the Road 4 annex, which will ensure easier and safer access through the workshop annex building.

Electrical

Geoff Olsen has recommissioned the DC indicator lights for the three roads in the running shed. Indicators will, in due course, be installed on the other wired roads.

Display hall

The new hinged display panels which replaced the heavy one-piece display panels in front of the tram access doors in the display hall were completed and populated with photographs prepared by Frank McQuade. They created much interest during our tramway festival.

Track relaying work

D Day finally arrived for the old depot points. A one week shut down commenced on 2 February on the Royal National Park line and depot access track. During the week the old life-expired depot points were lifted, the area cleared and excavated, and the new points installed and concreted into place.

Work commenced 2 February on pulling apart the old depot points. The depot track was disconnected and lifted out, and the rest of the points started to have the old rusted and seized bolts removed. Earth bonds were also removed. Where possible, fittings were unbolted and salvaged for reuse or to be held as spares for other points on our Loftus site.

On 3 February, work continued on lifting the remaining old depot point work and track leads to them. All old sleepers were lifted and stockpiled ready to be cut and up and disposed off. Our contractor, David Canini arrived on site with his Bobcat and excavator to commence excavation of the depot points area so the new points could be set in place for concreting. The Museum's tipper rose to the challenge

The site of the depot junction pointwork on 3 February. Our contractor, David Canini is excavating the site with his bobcat.
Danny Adamopoulos



Concreting depot junction trackwork in pouring rain on 19 March. Matthew Geier



of shifting the 20 cubic metres of excavated soil. The new depot points were prefabricated on site nearby in three sections. The sections were lifted into rough position by the Museum's two forklifts with their crane jib attachments, ready for aligning and welding the next day.

The three prefabricated depot point pieces were pulled into location on 4 February and aligned with winches and chains. Once levelled to ensure the absence of twists, all the joints were welded, using low hydrogen steel rods for all the steel rail and fittings and stainless steel rods for the cast points to the steel rail. All joints were profiled and ground as required. Final packing and levelling took place to ensure a constant grade through the new points.

Form work was applied around the track drain and around the points mechanism on 5 February in preparation for concreting. Drainage pipes were also installed from the point blade hinge boxes to ensure water did not build up in the hinge mechanism. Thirteen cubic metres of purchased concrete was poured in to the 4-foot of the depot points along 16 metres of track. This is the largest continuous pour we have had on site for any track work in one day. The concrete was steel trowel finished to rail height, and all grooves were also filled and finished with our special groove trowel.

Ongoing work was required to complete the track for service, with the missing track sections replaced so traffic operations could recommence the following weekend.

The depot access track was taken under a full track possession on 5 March and the depot access points point lever was locked out so only the main line could be used for through running. The depot access track

was excavated for 6 linear metres from the depot points to past the new track drain, to 100mm below rail head and the track drain pit. Check rails were cleaned and welded in place to the previously welded track drain. The track drain was formed up in preparation for concreting. Form work was extended on the western track on the Sutherland main in preparation for more surplus concrete to be laid.

A new drainage pit is being built to collect run-off from the cess area between the western main Sutherland line and the TAFE retaining wall. This will have a 225mm pipe leading off to a culvert approximately 25 further north.

Work continued on 19 March on the depot point access track. The track drain was formed up and the track was levelled for concreting. Six cubic metres of concrete was laid and finished in the 6-foot, as well as a linear metre along the western side of the points and the rock wall. Heavy rain started to fall just as the pour was finalised. We improvised with the building of a temporary shelter over the concrete so it could be levelled and finished. Our CSO workers, who could have walked off the job due to the rain, stayed on and continued to assist us. One was heard to comment, "and you guys do this for fun!" The heavy rain also highlighted a blocked drain which was quickly unblocked. Due to the rain no further work was undertaken.

Further work was carried out on the depot point access track on 26 March. Formwork was stripped from the track drain and 4-foot area, and all the protective cover materials were put back into storage. The 4-foot area was back filled with soil to allow the grass to regrow. The rock wall on the western side was completed to pole 51 on the depot access track and back filled. The western cess area between the depot

track and the rock wall was levelled and prepared for concreting. Rail was selected and one side of the foot cut for fabricating the outside frames of the southern track drains next to poles 23 and 24.

Ongoing cleaning up of building rubble left over from the installation and sundry works in the depot points area continues, subject to space availability in our big blue rubbish bin.

Sydney O class 805

On 2 February, O car 805 was lifted by Bill Parkinson and the trucks driven out. The rigging and motor leads were already disconnected. Straight away, Bob Cooper and Mick Duncan started lubricating the axle boxes, armature and suspension bearings. The wool packing was in remarkably good condition and we only had to add a bit of oil; the existing oil was still brown, not black. Later the brake rigging, centre plates and rubbing plates were lubricated.

The trucks were replaced under the car following week and the rigging connected by Peter Black, Alan Watson, Mick Duncan and Bill Parkinson. Bill later connected the motor leads.

The compressor valves were cleaned by Michael Wilkinson, on his annual visit to the museum from his home in England, and Mick Duncan, and a compressor brush holder was repaired by Frank Cuddy. The compressor governor and brake cylinder were found to be in good condition. The control circuit was tested, an arc shute on one of the contactors replaced, and a contactor isolating switch in one cab was repaired.

Missing side and front destination rolls were installed by Vic Solomons.

The trolley poles, which are still fitted with flat sided wheels, were straightened, cleaned, and lubricated.

Mick Duncan reported, "After 50 years of not seeing a volt or PSI, 805 was amazingly trouble free. I still can't get over the fact the brake cylinder didn't need a new bucket and the governor didn't require cleaning or adjusting."

Sydney C class 37

C 37 was placed onto body stands on 19 January to release the two W2 shop trucks on which it had been resting.

Geoff Spaulding spent considerable time removing old deposits of pitch and muslin from the roof, and brittle canvas from the clerestory. The underlay on the clerestory is hessian adhering to a pitch base. It had been placed there at some time many years ago, perhaps at Byron Bay. It is in reasonable condition and it is not planned to remove it. The pitch was a surprise, and something we have not found on a tram roof before.

The lower roof had no canvas covering, simply cream paint over a pitch undercoat. The edge timbers on the lower roof against the clerestory were painstakingly removed by Geoff, which required exploratory work to locate and remove screws and the use of a heat gun to soften the sticky roof pitch beneath, which was set like glue. These timbers will be replaced once the muslin and canvas has been applied to the lower roof.

Geoff has also plugged various holes in the roof of the car, which were put there during its time in the



The new frame for Melbourne cable dummy 322 had its wheels fitted on 20 April.

Mick Duncan

Tradies Club in Canberra, to accommodate sprinkler heads and various cables. He has also finished a major repair and splice job in the bulkhead and clerestory corner pillar, which had suffered from water damage and dry rot from many years past. The clerestory roof is now ready for re-canvassing.

Rod Burland is making new floor hatches for the car. Framing of the four smaller floor hatches (in preference to the original two so as to make maintenance tasks easier), is from recycled timbers Rod has cut to size utilising otherwise unusable damaged timber replaced in the Railway Square waiting shed restoration. Flooring for the hatches will be from the stock of recycled oregon boards also used on the end platforms. Rod has assembled the timber bearers to carry the floor hatches and the trolley bus compressor, kindly provided to us by the Museum of Transport and Technology in Auckland.

Warrington Cameron has donated a quantity of floor slats which should be suitable for use in the car.



Joseph Spinella applied gold leaf numbers to the southern end of OP 1089 on 9 April and is proceeding to outline them in black. Side numbers were applied on 16 and 23 April. Numbering the north end of the car had to wait until the car could be moved to obtain access room.

Ian Hanson

Andy Rowe, the fitter from Christchurch Tramways, spent a week at Loftus completely disassembling the truck frame, welded up the stress cracks revealed by the shot blasting, painted all parts and reassembled the truck. Terry Thomas threaded the new spring posts on the lathe. The truck was placed back on its wheels and the first MV101AZ traction motor was trial fitted so that a final design for the nose suspension beams could be made. Andy had to return to Christchurch so Vic Solomons, Peter Black, Mick Duncan and Bill Parkinson are completing the work.

The second motor was re-assembled, tested and placed in the truck. The suspension bearings are a very good fit on the newly machined motor journals.

Other car news

Former Melbourne cable dummy (grip car) 322 has had a new frame built by Warren Howlett, Terry Thomas, Rainer Nickel, with assistance from Bob Cooper and Rod Burland. There wasn't much left of the original timberwork! It is well under way with the axle boxes and queen posts installed, brake rigging and other steel work cleaned and reassembled. The wheel sets were cleaned and painted, and reinstalled on 20 April.

Ballarat 37 returned to the workshop to have its SEC decals and numbers applied. On 26 March it went over the Road 2 pit to have decades of accumulated dirt removed by crowbar from its underframe, followed by steam cleaning and high pressure water blasting.

Sydney O breakdown car 141s entered the workshop on 14 February for the replacement of defective resistance grids, making it operable again.

Sydney O/P 1089 is having its second external coat of paint applied and internal work continues. On 9 April, Joseph Spinella applied the first gold leaf numerals to the south end of the car, and the result is very pleasing.

Road and other vehicles

AEC bus 2619 has had its new lining material spray painted with Colorflek paint and installed, along with light fittings and some of the brightwork (chromed parts). Seats are being repaired and readied for reupholstering.

South end storage

The Development Application for the new storage building has been re-submitted to Sutherland Council, and we await a response.



O class cars 805 and 1111 return to the Sydney Tramway Museum on a trip from the Royal National Park during the Sydney Vintage Tramway festival on 26 February 2011.

Mal Rowe



The Australian Electric Transport Museum's Adelaide Bogie Open Combination tram (Type E) 118 travelling to the St Kilda Playground along the lakeside track on a sunny autumn afternoon, 3 April 2011.

Steve McNicol