

TROLLEY WIRE

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In this issue

- Victor Harbour 25th anniversary
- Sydney's all-night trams

TROLLEY WIRE

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The Sydney Tramway Museum's Sprague GE battery workshop crane was tested on 1 June using a lead from the workshop motor generator set. The little crane operated flawlessly.

Martin Pinches

A note from the TMSV

Trolley Wire readers will be interested to know that a significant book on Melbourne's tramway history will be on sale shortly. *Prahran & Malvern Tramways Trust – Melbourne's foremost municipal tramway* by Ian Brady is being published by Transit Australia Publishing. The new book documents and celebrates the role of the PMTT in the early years of electric tramway operations in Melbourne. Many current and former TMSV members have contributed to the book and its publication is another step in recording the history of Melbourne's trams. More than any other organisation the PMTT influenced the early development of the Melbourne and Metropolitan Tramways Board.

Front Cover

Hobart 39 being returned to storage after being on display for the North Hobart Heritage Day on 15 May 2011.

Jeremy Kays

25TH ANNIVERSARY CELEBRATIONS AT VICTOR HARBOR

By John Radcliffe

Many mourned the loss after it was withdrawn in 1954 of the Victor Harbor horse tram service, run for many years by the Honeyman family under contract to the South Australian Railways.

South Australia's Jubilee 150 provided the opportunity to restore it. This was achieved through the J150 Recreation and Festivals Committee. This committee received and approved many proposals for one day events and celebrations from towns and cities around South Australia, but felt it wanted to achieve something more enduring. Chaired by John Jackson, an Adelaide pharmacist, the ambitious idea was developed by its Executive Officer, STA Public Relations Officer John Drennan, of reinstating the Victor Harbor – Granite Island horse tram service.

The Committee endorsed the idea. With an initial grant from the Jubilee 150 Board, much was achieved. The grant enabled the bringing forward of the refurbishment of the causeway by the Department of Marine and Harbors; the appointment of a new District Clerk of Victor Harbor, Bob Barry, who persuaded the Council to get behind the project; acquisition of eight broad gauge wheel and axle sets from the then Australian National depot at Peterborough and rail from AN near Strathalbyn; and continued employment of the group who had restored the ketch *Failie* as a J150 project to go on to build four horse trams. The grant also made possible the laying of rails and the finding of horses. To his great credit, John Drennan

managed to bring all the components together to achieve the Committee's aim. The service was reinstated on Saturday 14 June 1986 (see *Trolley Wire*, August 1986) and has been maintained by the Victor Harbor Council ever since.

To recognise the achievement of 25 years of successful operation, the Council held a celebration on Sunday 12 June 2011. Two special cars (Nos. 1 and 2) were provided for guests invited from the original J150 Recreation and Festivals Committee as well as present and previous councillors and local notables. At 1:00pm, they set off across the causeway, passing the returning service car (No. 3) on the loop. During the trip, a light luncheon was served to guests inside the cars. After a 10 minute layover at the Granite Island terminus, the cars returned. Guests and others interested assembled in the tram pavilion for speeches. After a welcome from the Mayor of Victor Harbor, Graham Philp, various people associated with the original project were interviewed about their involvement. Bob Barry described his concerns about the enormity of the project after hearing it had been approved. John Drennan outlined some of the more informal aspects of the project – things that might be more difficult to achieve today. Lindsay Honeyman described how he had helped his grandfather, Frank Honeyman, run the original SAR services in the 1950s, his grandfather having taken over from brother George who had operated the service from the early 1900s.

All photos are by John Radcliffe

Victor Harbor Mayor, Graham Philp, welcomes visitors inside the tram pavilion to the 25th anniversary celebrations of the reinstatement of the Victor Harbor horse trams. The broad gauge rails have been neatly covered for the event.





Guests enjoyed a light luncheon during to ceremonial trip of cars 1 and 2 to Granite Island.

Ceremonial Cars 1 and 2 passed car 3 on the Granite Island loop. In the absence of movable point blades, horses simply pull the car to the left on entering the loop. No guests rode upstairs due to cool winds and a luncheon offered downstairs.



No birthday celebration is complete unless there is a cake for guests.



Former J150 Recreation and Festivals Chairman John Jackson reminisce at the terminus with Committee Executive Officer John Drennan.

Horses drawing a second car are taught to step out to the left as the cars come together at the Granite Island terminus so both cars can stand at the platform. The second horse immediately changes ends, but the first horse does not do so until the second car departs.



After a vigorous singing of the national anthem, led by the Victor Harbor Town Band, guests adjourned for pieces of birthday cake and refreshments, just as Steamranger's Rx class locomotive pulled past the tram pavilion after bringing a train from Goolwa.

The horse tramway now has its own website, giving details of recent developments, at - <http://www.horsedrawntram.com.au/index.html>. The Victor Harbor – Granite Island horse tram has become an enduring tourist attraction for Victor Harbor.

Lindsay Honeyman (right) describes how he and his grandfather used to run the old SAR trams before 1954.

Steamranger's Rx 207 pulls up next to the tram pavilion before running around its train to return to Goolwa. Although the horse tram and railway tracks are contiguous, locomotives have never been allowed on the causeway except for a short period between 1910 and 1914.



BEE MILES AND THE ETERNITY MAN GO TO BONDI

By Dale Budd

One of Australia's most important art competitions is that for the Wynne Prize, awarded annually by the Art Gallery of New South Wales for landscape painting and figure sculpture. It is run in parallel with the Archibald Prize for portraiture.

Following a tradition started in France almost 150 years ago, an alternative selection of entries for the two competitions is displayed each year, termed the *Salon des Refusés*. It consists of works not chosen for the official awards exhibitions. The criteria for works selected for the Salon are quality, diversity, humour and innovation. The venue for the *Salon des Refusés* exhibition is the National Trust's S. H. Ervin Gallery at Observatory Hill, Sydney, and according to the Gallery it is often cited as a more lively and discerning selection than the official exhibition.

In 2011 a distinctive work included in the Salon was a representation of a Bondi tram – an O class car, of course - created by Peter Kingston and titled *Bee Miles and the eternity man go to Bondi*. In Peter's words, "legend has it that Bee Miles, the eternity man, Rosaleen Norton, the white man, the trolley man and the fan man, Boofhead, Ginger Meggs, his monkey and Minnie Peters once travelled to Bondi on a toastrack tram". The named characters are depicted aboard the tram; details of the two key personalities are given below.

The work is being displayed at Maitland Regional Art Gallery from 22 July to 11 September 2011, in an exhibition titled *Peter Kingston and Fairlie Kingston – a shared childhood*. It will later be displayed at Australian Galleries, 15 Royston Street, Paddington from 4 October to 22 November 2011, by which time it is expected to be accompanied by a double-decker bus.

Bea Miles and Arthur Stace

Bea Miles (the more common spelling, from her full name Beatrice) was a well-known figure in Sydney over many years. Born in 1902, from the mid 1920s she became famous for her outrageous conduct in public places. According to the Australian Dictionary of Biography, "she could be seen about city and suburban public transport wearing a green tennis shade, tennis shoes and a scruffy greatcoat over a somewhat ample body. She had a number of ingenious



The tram conductor confronts Bea Miles with her Shakespeare recital notice.

Courtesy Peter Kingston



A view of the O class tram with its Sydney characters displayed in the Salon des Refusés exhibition.

Courtesy Peter Kingston

The O class tram with its Sydney characters displayed in the Salon des Refusés exhibition.

Courtesy Peter Kingston



Arthur Stace writes his iconic 'Eternity' on the tram floor. Booshead, the other character in this view, is from Robert B. Clark's daily comic strip. Booshead ran in Sydney's Daily Mirror and in comic book reprints from 1941 until its creator's death in 1970.

Courtesy Peter Kingston

methods of obtaining goods, services and daily support. One method was to give recitations from Shakespeare, with a sixpence to three-shilling price range. She became notorious for refusing to pay fares, especially in taxis: cabbies often refused to pick her up. Sometimes in retaliation she would leap on their running-boards, bumper-bars or bonnet, or hurl herself against their sides, detaching doors from hinges." Bea Miles died in 1973.

Arthur Stace was born in Balmain in 1884 and grew up in poverty. Soon after his conversion to Christianity in 1930, he began to write the word 'Eternity', in a copperplate script using chalk, on footpaths around Sydney. He is thought to have written the word some 500,000 times over 35 years. Arthur Stace died in 1967; an aluminium replica of the word in his copperplate handwriting is embedded in the footpath in Town Hall Square as a memorial.

An original Arthur Stace 'Eternity' captured at Circular Quay on 10 March 1963. The unknown photographer added on the back of his photo: 'Note: I did not set this up!'

R.I. Merchant collection



THE SYDNEY RAAF DECORATED TRAMS

By Martin Pinches

Background

In early February 1952, the Department of Road Transport & Tramways received a request from Air Vice Marshal McCauley of RAAF Eastern Area Headquarters, based at Penrith, that a tram be decorated to assist with a recruitment drive for the Royal Australian Air Force. It was proposed that after painting in a scheme suggested by the RAAF the tram would operate on selected lines throughout the main Sydney tramway system.

R1 1974 selected

From the correspondence available from Vic Solomons' archive collection it appears that firstly R1 1981 then R1 1937 and R 1878 were originally selected, but then this was changed to R1 1974 becoming the tram that was made available. The correspondence does not show why this change occurred but the relative condition of the existing paintwork of the selected trams was possibly the determining factor. Tram record cards held in the Sydney Tramway Museum's archives show that R1 1974 had last been painted in November 1943.

R1 1974 entered Randwick Workshops paintshop on 28 February 1952, to be painted in a colour scheme consisting of a light blue cant rail, dark blue upper body to window sill level, light blue on the lower section of the tram with a dark blue band at the lower section of the panels. A narrow red band was also placed under the sill. Various RAAF insignia were then applied to the light blue section together with phrases

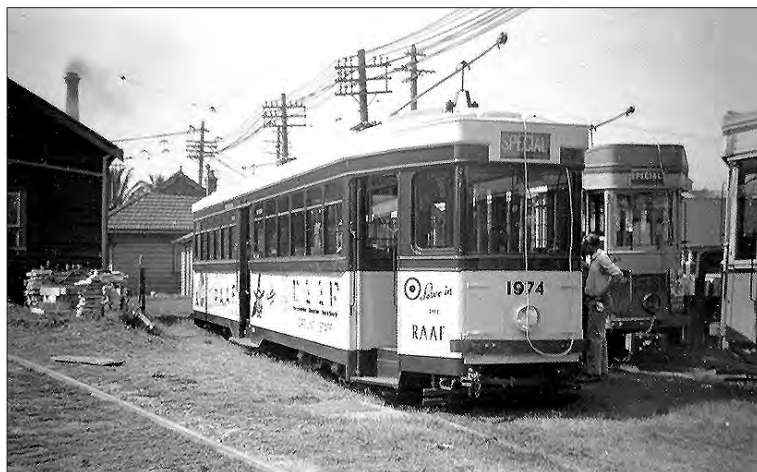
such as 'Join a great service', 'Serve in the RAAF', 'Fly to adventure', 'Your Career in a Great Service', 'Join & enjoy the RAAF aircrew'. Even though the livery was attractive it caused problems later when the light blue discoloured badly with dirt and grime.

The late John Burgess, an apprentice coach-painter at Randwick in 1952, was involved in the painting of R1 1974. He recalled that painting the tram was enjoyable, being a break from the monotonous painting of the green and cream livery that was the usual day to day work. Fortunately, John managed to get some photographs of the work at Randwick and later of R1 1974 in service.

Official entry into service

When the decorating of 1974 was completed an official entry into service took place on Thursday 27 March, 1952. The proceedings were held in St James Road with Air Vice Marshal McCauley and the RAAF band in attendance together with other dignitaries. They commenced at 12:30pm with the arrival of the tram and the RAAF band entertained officials and guests until speeches took place at 1:10pm. After the speeches, the RAAF band boarded the tram and R1 1974 entered service in its new livery.

As the late John Burgess had played a part in the preparation of R1 1974 into the RAAF livery, he decided that he would join the official ceremony in St James Road and consequently took a very



R1 1974 receives a final check over in the Randwick Workshops yard in March 1952.

John Burgess

Four of the coach painters who applied the RAAF livery to R1 1974 pose beside the tram. Unfortunately they are not identified.

John Burgess



low-profile position where he again managed to take a couple of photographs before returning to work at Randwick where his absence had apparently not been missed.

Operations during 1952 and 1953

It was stipulated in the agreement between the DRTT and the RAAF that R1 1974 was to operate from Fort Macquarie Depot and was to cover all lines on the main system. Consequently the Chief Traffic Manager in correspondence with the Depot Master at Fort Macquarie and the District Superintendent East and West identified the routes where the car would be used. Operating seven days a week mainly during daylight hours the car's use was scheduled so as to be seen by as many people as possible. Destination rolls

were changed before 1974 moved to a different part of the system. This was usually carried out prior to the next day's program or sometimes during a meal break. Correspondence shows the car having signs changed to the Watsons Bay line during the meal break on 5 May 1952 and then to a western suburbs roll on the night of Sunday 11 May 1952. It entered service on western suburbs routes the following day.

Final operations in RAAF colours

The original plan was for R1 1974 to be in service for only six months. However it appears that nothing was done at the end of this period to return the car to its original colour scheme. At the end of July 1953 the car entered Randwick Workshops for the paint to be touched up. By that time concerns were being

Arriving from Randwick Workshops, 1974 turns from Elizabeth Street into St James Road on 27 March 1952.

Noel Reed





R1 1974 in its new livery was launched into service with a ceremony in St James Road, between Elizabeth Street and Queens Square on 27 March 1952. This view is facing Queens Square. Noel Reed

expressed about the unsatisfactory condition of the paintwork and it was planned for the tram to be returned to green and cream. A further communication from the RAAF dated 27 July 1953 requested that R1 1974 be allowed to continue in its Air Force livery for a further six months as the RAAF Recruitment week was planned to take place in September that year. A memorandum from the Chief Engineer dated 25 August 1953 stated that insufficient time was available for any repainting work to be undertaken before Recruitment week. However the tram was thoroughly cleaned and polished to the satisfaction of RAAF personnel.

R1 1974 completed its duty as a publicity tram for the RAAF and entered Randwick Workshops on

4 December 1953 where the standard green and cream colour scheme was restored. The cost of repainting was estimated at £179.8.7d in a memo from the Chief Engineer. The car was returned to Rushcutters Bay Depot on 31 December 1953, thus ending its 21 months in the RAAF livery.

Second Sydney tram receives RAAF decorated paintwork

On 18 April 2001 the body of R1 2001 was retrieved from a property at Balmoral Village in the Southern Highlands by the Sydney Tramway Museum for transfer to Bendigo Tramway Workshops to be restored to operational condition. The restoration of R1 2001 would use some components from Melbourne



John Burgess took unauthorised leave to attend the ceremony and had to keep a low profile. This view is the only known photograph taken of the 'business' side of the event, and John managed to get a woman's coat in his picture.

John Burgess

R1 1974 during the launch ceremony, taken facing Elizabeth Street. Noel Reed



W series trams for a planned venture in Canberra to establish a Federation Line that would see heritage trams running between the National Museum of Australia and the Australian War Memorial. Melbourne W2 car No. 249, recovered from a property near Ballarat, was also refurbished at Bendigo with the aim of promoting the Federation Line. The W2 was painted in a two-tone brown livery that could have been used if a tramway system had been established in Canberra in the 1920s. In choosing a colour scheme for car 2001 it was decided to replicate the blue RAAF livery carried by R1 1974 almost 50 years earlier. Instead of the slogans that had been featured on R1 1974 the RAAF insignia was placed on 2001's side panels.

R1 2001 was transported to Canberra arriving on 12 September 2001. Powered by a diesel generator and

a wandering lead, the tram ran on a short demonstration track outside the Australian War Memorial until 23 September 2001. W2 249 was placed on static display alongside. After operations ceased both trams were placed in local storage. In September 2003 No. 2001 was placed on display in the forecourt of the National Museum of Australia, while W2 249 operated on a demonstration track adjacent to Canberra's Floriade exhibition. Following these events the trams were again stored. Details of 2001's retrieval and return to operation were provided in Dale Budd's article First Tram Runs in Canberra in the November 2001 issue of *Trolley Wire*. Copies of this issue are available from Sydney Tramway Museum for \$5 including postage.

Regrettably the proposed Federation Line did not proceed and both trams were required to be moved

R1 1974 operated in regular service over the main Sydney system during 1952-1953. It is seen in George Street at Bathurst Street. Noel Reed



from their storage location in Canberra. R1 2001 was transported to Loftus arriving there on 7 October 2005. (No. 249 followed soon after.) No. 2001 retains its RAAF livery. Some alterations were made to the brake systems, including changing the brake valves to the standard Sydney right to left operation. After accreditation R1 2001 entered service on the museum's line early in 2006 and it has performed reliably over the past five years. The tram is currently undergoing routine maintenance and will re-enter service later this year.

Acknowledgments

Thanks are expressed to Vic Solomons for providing the copies of DRTT correspondence from his archives. Photographs by the late John Burgess are among those used to illustrate the article. John provided many interesting details of his time as an apprentice coach painter at Randwick Workshops prior to his untimely passing in 2009. Bill Parkinson provided information on R1 2001's arrival from Canberra and its preparation for service at the Sydney Tramway Museum. Dale Budd's comprehensive article in the November 2001

issue of *Trolley Wire* provided information on R1 2001's restoration at Bendigo Tramway Workshops and its period of operation in Canberra.



R1 2001 near North Bendigo on 10 September 2001, following its recommissioning. The RAAF emblems were applied the following day, prior to its move to Canberra.
Dale Budd



R1 2001 was operated along a 50 metre line on seven days whilst on display outside the Australian War Memorial in Canberra during September 2001.
Dale Budd

To further advertise the proposed Federation Line in Canberra R1 2001 was placed on static display outside the National Museum of Australia from 12 to 22 September 2003.

Dale Budd



SYDNEY'S ALL-NIGHT TRAMS

The following is an unattributed account published on pages 103 and 104 in the January 1, 1908 edition of New South Wales Railway Budget. It is worth sharing, as so much can still be identified with today, except the methods of transport have changed in Sydney at least.

To the people of Sydney, all-night trams are now taken as a matter of course, and few pause to think what this service means to the public who use it or to the department responsible for maintaining it. The service commenced on the sixteenth of September, 1901, when the first all-night tram was run in Sydney, the suburbs served being Dulwich Hill and Leichhardt. An hourly service was run to both places, and though the experiment did not prove a very profitable one, the results were such that in view of great convenience to the public such a service must necessarily be, it has not only been continued but extended.

The first time-table provided for the running of hourly trips to Dulwich Hill and Leichhardt on six nights per week, the night omitted being Saturday. On the 10th August, 1902, the residents of Balmain were treated in a similar manner to those of Dulwich Hill and Leichhardt by the extension of this service to their suburb. On the 7th September, 1902, on the occasion of the opening of Waverley Car Depot, the service was again extended by the running of an all-night tram to Bondi Junction, and afterwards a late trip leaving Circular Quay at midnight was run on the Coogee and Glebe Point lines. On the 18th December, 1904, this service was also run on Saturday nights, and the four suburbs referred to were thus provided with a means of transit through the night on every night of the year.

When these trips were first run the fares charged were double the ordinary fares, that is to say, twopence per section; but on the 18th April, 1904, an alteration was made by charging a maximum of sixpence, or minimum of threepence, the same rates being charged on all ordinary trams leaving city or outside termini for the car depots after 12 midnight. This alteration in fares did not affect the long distance passenger, as he can still ride three sections for sixpence.

The number of cars required to run an hourly service to Dulwich Hill, Leichhardt, and Balmain is five, and with the one required to for the hourly service to Bondi Junction the total number is six. These necessitate the employment of six drivers and six conductors, and as the cars run seven night per week, another set of men is necessary (consisting of one driver and one conductor), to give the regular men one night off per week.

The mileage run by these cars averages 1,500 miles per week, or 78,000 miles per annum. The earnings for

month of January for five years are shown as under:-

January, 1903	...	...	£7.0.0 per night
January, 1904	...	...	£6.7.0 per night
January, 1905	...	...	£9.10.0 per night
January, 1906	...	...	£8.10.0 per night
January, 1907	...	...	£9.0.0 per night

There is nothing, however, like personal experience, and the writer determined to have a 'night out'. A description of a night actually spent on one of the all-night trams will perhaps prove more interesting than any collection of departmental statistics.

The night was very mild, and but for the presence of some doubtful looking clouds would have been brilliantly moonlight. The run chosen was one which ran in turn a trip to each of the western suburbs which are served by the system.

We left Newtown Depot at 11.10 p.m., bound for Circular Quay, on one of the cars specially fitted for the all-night service. It was one of the seventy seat bogie side-door cars which had been denuded of its end outside seats, thus reserving to the driver alone the front compartment. The ends were fitted with glass top sashes, which the driver could raise or lower at will, thus completely protecting him from rain or dust, though a considerable draught through the open sides was experienced. [This is a reference to the 'Short N' cars, Nos 613-617, developed for this service- Ed.]

The trip from the depot to Circular Quay cannot be considered as part of the all-night running, as it is run for the purpose of picking up the 11.45 p.m. trip to Leichhardt.

We left the Quay on time with eleven passengers aboard, several of the gentler sex among the number. Their presence was accounted for by the fact that there had been a moonlight harbour excursion, which was a bit late finishing up. The total passengers picked up between the Quay and the Central railway station (first section) was twenty-five. After leaving the railway gates just after midnight the car, a sixty seat one, was very fairly filled, between 50 and 60 passengers being on board, including some tramway employees homeward bound. The majority of the passengers had evidently been on pleasure bent. It was too early for the workers. Most of our fellow-travellers had left the car by the time Johnstone-street, Annandale, was reached.



All night tram tickets used series X, Y and Z. These tickets were issued by Newtown Depot.

V. C. Solomons collection

At Leichhardt the driver and conductor took advantage of the standing time to partake of supper. On the return trip to the Quay we left Leichhardt at 12.45 a.m., and carried the following mixed cargo: fourteen ladies and gentlemen returning home from a party, two tramway men, and a baker employed by a large city establishment.

Feeling by this time somewhat in need of refreshment, I left the car in the city and proceeded to a coffee stall, where I dined (or supped) in company with two men who, to judge by their conversation, had just come from a two-up school. Time 1.20 a.m. I picked the tram up on its 1.30 a.m. trip from Circular Quay to Balmain, and found it was carrying seven passengers, including one tramway employee. Four more passengers were picked up at the railways gates and two at Harris-street, included among whom by this time were an engineer from a large city hotel, two newspaper men, and a leading Balmain business man. On the way out the conductor informed me that he expected to pick up three or four men at Balmain for the return trip. True enough his expectations were realised, as just before starting we were joined by three

employees from Mort's Dock Engineering Works. There was also one other passenger on the third section, evidently a musician returning from a dance.

While still in the third section an amusing incident occurred. We were hailed by an individual in dress suit carrying a silver mounted walking stick. Driver pulled up, and the following conversation ensued.

Would-be passenger: "Whasher time?"

Driver: "Hurry up, please, if you're going on"

W-B P: "Whasher time, ole man?"

Driver: "Half-past two. Come on, get aboard."

W-B. P. (walking away): "don't wantch ride; simply wantsh know the time!"

He disappeared up a side street, and we proceeded on our way. At the railway gates, which were reached about 2.40 a.m., we picked up four men passengers, who had evidently been making a night of it. Three alighted at Liverpool-street, and one continued to Circular Quay, for the purpose, so he said, of taking the all-night tram to Bondi Junction. He alighted at the Quay, but joined our car again before we left, and insisted he knew where he was going. We left at 3.00 a.m. for Dulwich Hill, and this passenger paid his fare right through. On approaching Liverpool-street, where his companions had alighted on the up-trip, he made an attempt to leave the tram while in motion, and the conductor, who had been keeping an eye on him all along, brought the tram to a stop, and he alighted and moved up Liverpool-street. With the exception of two nurses returning home, no other passengers were picked up on this trip.

We left Dulwich Hill at 3.45 a.m. On this section between Dulwich Hill and Enmore we carried seventeen tramway employees and three other passengers, and picked up three passengers and two more employees at Enmore. The paying passengers consisted of one or two workmen, the balance (whites and Chinese) being on the way to Belmore Markets. On reaching Newtown we changed our all-night car for a pair of coupled cars and proceeded citywards. We picked up one passenger at Hordern-street, who, as the driver informed me, has travelled by that trip, winter and summer alike, for four years.

There were two or three more passengers and a couple of employees joined the tram at Cleveland-street and Harris-street. As our tram on this trip did not run past the railway gates, all passengers left the car there, while we shunted on to the other line at Christchurch cross-over, and returned to the stopping place at the junction of Pitt and George streets. Here we found two carts laden with the morning's newspapers awaiting us. Their loads were quickly transferred to our front car, and practically filled the

forward open portion and the saloon. [A reference to the G type cars based at Newtown at that time- Ed.] They were sorted out by the conductor, and distributed to the various newsagents along the Dulwich Hill route. I was informed by the conductor that large as the newspapers seemed to me, the Saturday morning one was much larger. The Wednesday morning load is also heavy, including as it does the *Referee* and *Sportsman* in addition to the *Herald* and *Telegraph*.

On reaching Newtown Bridge, the driver and conductor were relieved by the men who would run the cars for the rest of the morning, and I left the tram with them for the purpose of returning to my home.

On summing up the experiences of the night, the practical points that strike one are the absence of street vehicles, such as cabs, etc., which no doubt have been driven off by the trams, and also the large number of well-dressed men who are met with in the city streets all through the night. Some are bona fide workers attached to newspaper offices, while it would be difficult to assign a reason for the presence of others. Some have 'looked upon the wine when it was red', and care not as to their destination so long as they are going somewhere. The driver informed me that on one occasion they had carried a passenger with over a thousand pounds in cash on him who had arrived from another State by boat after midnight, and not knowing where to go, had preferred to ride all night on the car.

The advantages derived by the public from this system are an efficient service, a clean and well lighted vehicle, and cheaper travelling than would be possible by means of cabs. Despite the few malcontents who think the increased fare a extortion, the travellers generally consider the all-night cars a boon, and would deprecate their discontinuance.

Postscript

The above concludes the account provided by our unknown author.

In addition to this account, Vic Solomons has located correspondence in the NSW State Archives from the period from March to May 1911, under the heading 'Fares on All Night Trams'. The initial advice dated 4 March 1911, simply confirms the history of the fare structure outlined in the above account, without indicating any papers leading up to the change implemented in 1904.

It appears that attention to the question of fares on All Night Trams followed a deputation made to the Chief Commissioner 23 March 1911, and a response four days later by the Traffic Superintendent, Mr John Kneeshaw. Details of the fare structures were repeated, with an explanation that the increases in 1904 were due

to the unremunerative nature of the earlier fares, but pointing out the fares had remained at that rate since that time. The remainder of this report provides an insight into the revenues and working expenses, and the reasoning of the Traffic Superintendent, which is as set out below.

'The traffic on the All Night service has increased, and after a careful computation it is now found that the revenue on these trams is approximately £3,445 per annum. The working expenses estimated on a mileage basis at the rate of 9.94d. per mile are £2,748 per annum, showing a profit of £697 per annum.

'So far as can be ascertained the earlier trams in the night, say those between 12 midnight and 1.00 a.m. are more particularly patronised by persons who remain in town late or have been out to evening parties etc., but on the trams after that time legitimate workers predominate. [This seems to echo the experiences outlined by our unknown author above. - Ed.]

'It would not be a difficult matter to arrange the issue of monthly cards to bona fide workmen, on production of certificates supplied by employers, authorising them to travel on All Night trams at reduced rates such certificates being procurable at the Tramway Offices, Hunter St., and the various Depots, upon application, but this would to all intents and purposes be introducing a system of season tickets, and if adopted on the All Night trams it is considered that further extensions of the system would be expected in other directions [no doubt bringing pressure on fare structures overall, which was clearly unwanted. - Ed.] and at other times of the day. For this reason I am unable to recommend the adoption of any such system.

There were various alterations, curtailments to operating times and some additions to these services over the years from 1908 when the above article was published. For instance, these services were not introduced to the Watsons Bay line until 1933. Detailed references to all-night services (and the tramcar and passenger statistics quoted above) are provided in the book *Tramways of Sydney*, and the various individual line histories, particularly *The South Western Lines*, and *The Western Lines*, in the companion series of books by David R. Keenan. Suffice to say that generally, all-night trams continued to operate in Sydney up until the demise of the various lines within the system by 1961. Newtown Depot over many years was the main source of all-night cars on the inner western services, where generally N cars were used, until replaced in 1935 by O type cars and then in 1937 by R type corridor cars, which from around that time also operated all-night services on other lines around Sydney.

Short N class cars 613-617 were used on all-night services. Here, N 614 is on a daylight run to Dulwich Hill. John Burgess



'I am of the opinion that as the All Night services are now more than remunerative it would be preferable instead of arranging for reduced rates for any particular section of the travelling public to reduce fares generally on these trams, even if such reduction brought about a small loss in the working results, seeing that the trams are largely run for the convenience of persons whose families patronise them during the day, and by the fact of their living in the Suburbs they are inducing traffic to the Tramways daily.

'I have, as personally directed by the Chief Commissioner, worked out the loss that would be involved, assuming that the fares were altered as under:

One section	2d.
Two sections	3d.
Three sections	4d.
Four sections	5d.

1d. extra being charged over and above the ordinary fares for each section travelled. Up to the present,

however, All Night trams do not run beyond the fourth section.

'On this basis it is estimated that the reduction would amount to £1,508 per annum. This deducted from the present earnings, viz., £3,445 per annum would leave a balance of £1,937 per annum, equal to an apparent loss of £811, taking the expenses on a mileage basis. The actual wages cost of running the trams at present is approximately £1,600 or £337 less than the estimated earnings.

'So far as the earnings are concerned I am of the opinion that they will not be reduced to £1,937 as the additional traffic to be obtained as a result of the reduced fares will considerably increase this amount and bring it up, I think, to the working cost estimated on a mileage basis.

Signed John Kneeshaw
Traffic Superintendent

Short N car 613 has had a draught protection door fitted to the drivers cab. Attached to Tempe Depot, it is on a special showground service.

I. Ken Winney



The above recommendation was signed off in the margin by the Chief Commissioner as 'Approved to take effect from May 1st next', and dated 5/4/11.

In addition to the above, a separate memo dated 1 April, 1911, raised the question of tickets and the need to print a complete set of new tickets for all-night trams if the fares were changed, and for conductors on ordinary trams leaving depots or termini between midnight and 4.30.a.m. to issue the ordinary ticket for the journey, plus a one penny ticket. Obviously with costs in mind, the footnote to the memo records 'Directed by the Supt., to arrange accordingly. A new set of tickets not to be obtained at present, 11/4/11'.

Presumably, the additional 1d. tickets were issued instead with ordinary tickets, from the change in all-night fares.

It is not possible to ascertain whether the predictions of increased revenue from the 1911 changes in fares on all-night trams eventuated or not. The Sydney system was still growing at this time as evidenced by the number of electric cars in service at 30 June in each of the years 1911, 1912 and 1913, which were 1024, 1124 and 1248 respectively, whilst passengers carried were 218 million, 253 million and 278 million in the same periods.

HERE AND THERE

AUSTRALIAN AND OVERSEAS NEWS

Adelaide

Flexity car No. 113 was unloaded from the Wilhelmsen ship Tampa at Melbourne's Appleton Dock on the night 13-14 July and was transferred from its cargo pallet to a road trailer around 2:30am. The tram left Melbourne for Adelaide in the early hours of 17 July. It arrived in Adelaide around 2:00am on 18 July and was unloaded in the Port Road reservation. The car entered service on 1 August.

On 19 July H type car 374 was transported by road from Adelaide to its new home at Tailem Bend. The tram has been adopted by Old Tailem Town, a pioneer

village that recreates 19th century life. South Australian National Trust President David Beaumont said the tram was well-suited to Old Tailem Town and those involved in its acquisition were happy to see it go where it will be conserved and protected. The tram, which had not operated since 2004, was expected to be open to the public the following week.

In other movements, H car 351 was returned to Glengowrie Depot from outside storage at the former Mitsubishi plant at Tonsley Park on 2 August. H 370, which had been retained at Glengowrie as a yard



Adelaide Flexity 113 at Appleton Dock, Melbourne on 15 July.
Ian Green

Adelaide H 351 arriving at the south yard of Glengowrie Depot on 2 August. Colin Seymour



Adelaide H 370 about to be transported to Bendigo.

Colin Seymour

shunter, was loaded onto the truck on which 351 arrived. Car 370 left for Bendigo by road that afternoon and was unloaded at Bendigo Gasworks on 4 August.

Perth

From *The West Australian*

Western Australia's first public transport plan proposes 220km of new rail lines and 413km of light rail and dedicated rapid transit bus routes in an ambitious \$4.1 billion plan for the next 20 years. The plan, announced on 15 July, aims to meet Perth's growing public transport needs, with passenger numbers expected to double by 2031.

Rail lines will extend north to Yanchep and south to Mundijong, with a branch line to the airport. Light rail lines will run from Mirrabooka into the city with further extensions proposed to Nedlands, Subiaco, Murdoch and Curtin University. Dedicated rapid transit bus lanes will take commuters between population growth centres in the metropolitan area, including a high frequency route from Ellenbrook to Bassendean and Morley.

The plan has already been criticised because it was not accompanied by any funding commitments. Critics also observed that the plan does not include a rail link to Ellenbrook or a new station at South Perth. There is also no mention of the new station and rail infrastructure required for the proposed football stadium at Burswood.

Western Australia's Transport Minister Troy Buswell said \$11 million had been set aside in 2011-12 for initial planning for the first three main projects: the Yanchep rail extension, the Mirrabooka light rail route and the Ellenbrook bus transit lane.

Details of the light rail plan are:

- A light rail link would connect Mirrabooka to the city, with a service at least every four minutes providing a capacity of 3250 passengers per hour.
- The service to Mirrabooka would provide a direct link to the University of Western Australia and Curtin University. This 'wishbone' service would enable growth to occur around the universities and Queen Elizabeth II Hospital.

•A service linking Stirling, Glendalough, Subiaco and the University of Western Australia would relieve pressure on the inner section of the northern suburbs railway.

The plan is open for public comment until 14 October and can be seen at www.transport.wa.gov.au.

Gold Coast

From *Light Rail Mail*

Queensland Transport Minister Annastacia Palaszczuk inspected in July the Gold Coast University Hospital station that is currently under construction. The completed works included the station's floor, roof and walls. The light rail operator, GoldLinQ, will commence fitting out the station in 2012 prior to services commencing in 2014. The station is located near the Gold Coast University Hospital and the campus of Griffith University and is expected to be one of the busiest in the Gold Coast corridor when it is completed.

Hobart

From Charles Waterhouse, *The Mercury*

Plans to establish a tram depot at Hobart City Council's Clearys Gates Depot have been put on hold after the Council decided to revive plans to operate trams on the main railway line from Hobart, with a connection to the waterfront.

The Council has approved a project for restored trams to use the main railway line to the Royal Tasmanian Botanical Gardens and possibly to the northern suburbs, including the Museum of Old and New Art.

Hobart's Lord Mayor Rob Valentine said the Council would eventually have three heritage trams restored to running condition. He said the relocation of the Hobart rail freight depot to Brighton would leave the rail line available for other uses, including a tram ride experience.

"It is anticipated that the service, which would be an added attraction for visitors and tourists to the city as well as locals who enjoy the experience, would be powered by a DC generator until at some future date there would be justification for providing an overhead power supply," Alderman Valentine said.

The State Government would be approached regarding access to the rail line and to land on which to build a tram storage and display shed.



The West Australian's banner headline poster for 15 May.
Michael Stukely

The Council proposal would not provide a public transport role in the same way as the light rail project the State Government is investigating, but would be a tourist attraction showcasing "some of Australia's most unique heritage trams from the early 20th century". Restored tram No. 39 was recently on display at the West Hobart Heritage Day.

Alderman Valentine said work would soon begin to complete restoration of the mechanical and electrical components on bogie tram 118.

Hobart City Council's views about operating trams have varied greatly over the past 15 years. At times aldermen have supported establishing a tourist tramway. At other times the idea has been dropped. Proposed routes for a tramway have included one across the waterfront, another from the waterfront through Elizabeth Mall to North Hobart and to the Royal Tasmanian Botanical Gardens.

Hobart 39 on display in Hill Street, West Hobart on 15 May.
Jeremy Kays



An interior view of Hobart 39 on 15 May.
Jeremy Kays



A tramway plan was dropped by the Council in 2004. It chose instead to use money to buy land for Bicentennial Park at Mt Nelson. However, the Council has funded restoration of several trams. The work is being carried out by tram restorer Tony Coleman.

In other news, Hobart City Council and a community group arranged for restored single-truck California combination tram No. 39 to be displayed in Hill Street, West Hobart on 15 May to mark Back to West Hobart Heritage Day. The tram returned to storage after the event.

Auckland

The trams for Auckland's new tourist tramway, former Melbourne cars W2 421 and X1 466, arrived in Auckland on 6 June. Most recently in Bendigo, they have been numbered in age sequence to follow the number of the last Auckland tram, No. 256, which went out of service when the system closed in 1956. Car 466 has been numbered Auckland 257 and car 421 has received the number 258. (Despite its higher number, the W2 was constructed before the X1.)

The two trams underwent trial runs on 29 July. The new line opened on 6 August.

Auckland 257 (ex-Melbourne X1 class 466) on a driver training run on 1 August.
Steve Lea



LOFTUS

SOUTH PACIFIC ELECTRIC RAILWAY CO-OP SOCIETY

PO Box 103, Sutherland, NSW 1499

www.sydneytramway.museum.com.au

From SPER News

Royal National Park line

John Holland Rail are replacing approximately 800 sleepers on the Royal National Park line. Existing life expired timber sleepers are being replaced with concrete sleepers. This will ensure that minimum maintenance is required on the line for quite a few years. The concrete sleepers being installed will mean that any future bushfire is unlikely to require closure of the line due to sleeper destruction.

This project follows the generous donation of a further 400 concrete sleepers by Austrak, in addition to those reported in the August 2008 issue of *Trolley Wire*, and the equally welcome donation of additional fastenings by Pandrol. The installation of the sleepers by John Holland Rail represents additional support for the Museum for which we are very grateful.

The replacement work was originally planned for the week commencing 30 May, and track possession and associated arrangements were made with our traffic section.

Unfortunately heavy rain resulted in the road track from the sleeper stack to the line becoming impassable. JHR equipment became bogged, forcing work to be abandoned on 31 May. Both 30 and 31 May were days of extremely heavy rain and very cold conditions. The line was reopened for traffic on Saturday 4 June.

Work was reprogrammed to commence on 14 June following the Queen's Birthday long weekend, and arrangements were put in place once more for power isolation and track possession. Work started well on the Tuesday morning with removal of rail spikes and sleeper plates proceeding apace, but heavy rain after lunch again resulted in JHR equipment becoming bogged, and once more work had to be postponed.

On both occasions overhead isolation and associated safety procedures were carried out by Geoff Olsen.

As this issue of *Trolley Wire* went to press it was expected that work would restart on 29 August.

The Museum records its sincere thanks to Bill Killinger for his efforts in securing donation of the sleepers and fastenings, and their installation.

Track relaying work

At this time it is worth reviewing recent track works so it can be seen how they relate to further works that should be completed over the following months.

During February the new Depot Junction points were installed and concreted over a four day period of 40 degree weather. Temporary sleepers track was laid to connect the new points to the existing main line



Construction of the new left-hand pointwork is progressing well.

Martin Pinches

while permanent welded track incorporating a new track drain was installed on the depot access line to reconnect it to the new points. This section was concreted in pouring rain in time for it to be in use for the 50th anniversary commemorations. Old rails were de-scaled, cut and welded to form the lift out grates for this drain and for a further one on the uphill end of the Depot Junction points. Surplus concrete was then used to concrete the railway (western) side of the new works as far as the second track drain to provide safe access to the point lever. The highway (eastern) side is now being concreted. Our CSO workers are extending the services trench and are approaching the back gate. Pipes and conduits are being laid and the trench backfilled as the work progresses. A new electrical inspection pit is being bricked up south of the points.

Meanwhile work has commenced on assembling the blade section of a new left hand set of points for the southern end of the double track. This was lifted into the position vacated by the new Depot Junction points after they were installed. Old rails to be used as steel sleepers were placed and de-scaled so that heavy rust will not crack future concrete. The crossing frog from the old junction points was cleaned and re-cycled.



Rod Burland works on construction of new floor hatches for C 37 on 4 June.

Martin Pinches

Howard Clark assists Geoff Spaulding with C 37's roof canvas on 21 May.

Martin Pinches

Running rails were placed, gauged, curved for the turnout and welded. Most of the check rails have been installed and a street type point mechanism is being prepared.

After the 'Trams After Dark' event on 18 June, the main line was closed from the junction points to the existing concreted track at the Railway Square waiting shed and the old track lifted. Our earthmoving contractor excavated the roadbed and services trench, and dug out a point pit. The new left hand points were then moved sideways into position, connections to existing rail were made at both ends and the work concreted with purchased concrete. The western track was then connected and the job gradually finished with surplus concrete.

Sydney C class 37

C 37 is proceeding along at a reasonable rate and the roof canvassing is complete, pending application of final coats of 'Navy Dressing'. A potential source of further supplies from a kindred rail group in South Australia, using an old South Australian Railways formula, is being pursued, as our existing supplies have almost dried up and our former supplier is no longer willing to mix a batch for us.

The trolley base and mounting frame has been assembled, painted and installed by Geoff Spaulding, assisted by Brad Reid.

Rod Burland has made the four new floor hatch frames using timber re-cycled from the damaged side trusses of the waiting shed, and using profile cut re-cycled tongue and grooved Oregon pine floor boards already used for the end platforms. The existing saloon floor boards have been found to be in reasonable condition and will not require replacement,



particularly when the floor slats are installed. These have been ordered from our timber suppliers. Surplus floor timbers will be available for the cable grip car project.

Mick Duncan is working on the brake rigging of the Peckham truck. Geoff and Brad also removed two of the clerestory window sashes which were missing the 'daisy wheel' patterned glass, and replaced one with a spare green pane on hand. The centre pane has had blue patterned glass fitted, supplied and cut to size by Harradence Glass of St Peters, and the same blue glass will be fitted to the centre panel on the opposite side of the car. The final colour combination will then be four green and one blue daisy wheel pattern, along with four frosted opaque panes on each side. This differs from C 29 which has a higher proportion of blue panes; the additional expense of replacing existing green glass with blue was deemed unwarranted.

In Christchurch, Andy Rowe is making the two new motor suspension beams. Work on the modifications to the brake rigging on the Peckham truck is nearing completion. When the motor mounting beams have been delivered and fitted, the truck will be ready for placement under the car body.

Ballarat bogie car 37

Our resident artisan, Joseph Spinella, finished applying the decals and numbers to this tramcar. Additional numbers and emblems were obtained through a local Ballarat company, 'Signs On The Move'.

Ian Hanson and Tony Cody re-installed one of the reconditioned destination boxes which now contains all three destination rolls of the former State Electricity

Commission tramways, from Ballarat, Bendigo and Geelong. This is a rather novel addition as it was the only tram to run in all three of the Victorian provincial cities.

Frank Cuddy is overhauling the B23 controllers for the car. They are in very poor condition. Mick Duncan reports it is hard to believe that the tram ran in Ballarat with controllers in this state.

While work is proceeding on the overhauling of the electrics for Ballarat 37, the car has been moved to the rear of road 3 to allow Sydney R1 2001 to enter the shop for repairs. Emergency brake valves will be fitted to make it a two-man car under our rail safety requirements.

Sydney O/P class 1089

Michael Kerry, Peter Butler, Raul Arens, Joseph Spinella and Ian Hanson have completed the exterior painting of this tramcar. Joseph has completed the application of the gold leaf numbering in the traditional manner. The finished product, (despite the drabness of the colour scheme introduced in 1918) has exceeded our expectations. Finishing touches and final detailing are being applied to the interior.

Sydney P class car 1729

It is pleasing to announce that our application for grant funding under the 2011-2013 NSW Heritage Grants program to assist with the restoration of this car was successful, and formal acceptance of the terms and conditions of this \$50,000 grant were signed at the end of May 2011.



The painting of O/P 1089 is progressing well. Its interior was being painted on 7 May.

Martin Pinches

Craig Parkinson, Glenn Killham and David Rawlings erect a span wire at the western end of Cross Street on 27 July.

Martin Pinches



Expenditure after 1 June 2011 is eligible for grant funding on a pro-rata basis, based on projected overall expenditure of \$141,000, including volunteer labour. Fifty per cent of projected works and expenditure needs to be completed by 31 May 2012, with the balance by 31 May 2013. (As an aside, we were more excited when two days before the last state election in March, the then Minister sent us a letter advising that the grant was \$60,000. However this was a mistake and \$50,000 was the authorised grant amount).

Initial expenditure will not require the car to be placed in the workshop for some time. Footboard and floor slat timbers have been measured up for ordering. Similarly, samples of the frosted glass 'smoking' upper panels and the centre compartment plain frosted panels have been given to our glass contractor for supply.

Howard Clark has been dealing with Bradmill for the dying and supply of canvas suitable for the 32 folding canvas doors needed for the car. The minimum quantity we can order is 200 metres for a dye run, which is greatly in excess of that required for this car, and is an expensive investment. However, the remainder can be used for a range of other jobs, including blinds for O cars 957, 1111 and 141s, O/P 1089, P 1497, and Brisbane 180.

The major work involving 1729 will be the manufacture of two replica Sydney No. 9 bogies. By arrangement with Christchurch Tramway Limited, it is expected these will be manufactured by Andy Rowe in his Christchurch workshop. Spare axle boxes will be provided from our stock in the top shed. Richard Clarke and Bill Parkinson have supplied copies of

Ballast motor 42s made an appearance at our 'Trams After Dark' event on 18 June.

Martin Pinches



original drawings, and Andy will dismantle the side frames from a spare pair of Melbourne No. 1 trucks, to adapt the inner components and brake rigging from these trucks for the project.

Negotiations with the Seashore Trolley Museum have been under way for some time, involving the proposed exchange of equipment needed by them which we can supply, in return for their spare P car truck frame, excluding wheel, motor and axle sets. It is hoped that this swap will eventuate, enabling us to then also make up a pair of trucks for PR1 1573.

There is a need to avoid negative speculation concerning P 1501, stored at Bendigo gas works. As it is one of only four remaining P car bodies in existence, it is intended to retain this car and conserve it for possible future restoration. Car 1729 was given precedence as body condition and a full complement of seats gives 1729 a restoration advantage within the time constraints of the NSW Heritage Grant.

Sydney R1 class 1979

A long overdue repaint of this tram is being undertaken, with the car being moved into the paint shop after traffic on 23 April. Work is progressing well, with a general touch up of the interior as well as seat and window repairs. Work will commence shortly on the repainting of the exterior in the traditional pre-1951 green and cream.

A box of 12 new R1 concertina canvas doors was recently donated by member Chris O'Sullivan. These were found in R 1863 which ended its days (with many other cars) at Joadja Valley near Berrima, south of Sydney. Chris regularly visited this tram graveyard to obtain spare parts for R 1842 which he then owned.

According to the property owner, the Randwick Workshops staff loaded lots of surplus equipment into the trams before they left for their new life on country properties. Chris only got one box, but saw many others stacked in the trams. Unfortunately these were lost when all the trams were destroyed by bushfires in the late 1970s. This donation will fit out three R1 cars.

Sydney L/P class 154

After the work on 1979 is completed, restoration of the paint colour scheme on the exterior of L/P 154 will see a return to the previous Newcastle drab colours of olive, fawn and grey. It is ironic that 154 also ran in Rockdale in the Sydney version of those colours from its delivery to Rockdale in 1935 until 1937, when the car emerged in the green and cream colours.

Melbourne cable grip car 322

Work is proceeding on the reconstruction of Melbourne cable grip car 322. The team of Warren Howlett, Terry Thomas, Bob Cooper, Rainer Nickels, and a new worker, Roy, have nearly completed the overhaul and rebuilding of the brake rigging, which has been quite a task. Additional timber has been ordered to allow work on the body to proceed.

Rail Grinder No. 3

Following a rare public appearance at our 50th anniversary festival, Rail Grinder 3 was air blasted and steam cleaned on 7 May. It was loaded onto a flat bed container frame on 11 May and trucked to Port Kembla where it underwent significant further steam cleaning before being 'shrink-wrapped' and prepared for shipping to Auckland, on loan for about two years to the Museum of Transport and Technology (MOTAT).



The underframe of the cable grip car was taken for a short brake test on 6 June. It was successful. Martin Pinches

Essanee rail grinder No. 3 has been thoroughly cleaned and packed ready for shipment to Auckland. It is seen at Port Kembla on 20 May.

Courtesy Roland Joder,
Schenker Sydney



It was cleared by NZ Customs and the Ministry of Agriculture and Forestry in Auckland without any further cleaning and arrived at MOTAT on 15 June.

Sprague battery electric workshop crane 548

The restoration of our Sprague 1 tonne workshop crane is complete. Frank Cuddy and Bill Parkinson overhauled and rewired its controller while Mick Ward, Alan Watson, and Mick Duncan took care of the brakes and steering. It was given a test run using a wandering lead from the workshop motor-generator supply at around 120 volts on 21 May, and all worked well. A repaint in black and fawn with signwriting by Joe Spinella finished it off.

The crane was transported on 2 June to the Australian Motorlife Museum at Darkes Road, Kembla Grange on the South Coast where it will be on display for about two years while work on our display hall extensions take place.

At an open day held at the motor museum on 12 June our little crane created a lot of interest and favourable comments. The crane will help to promote the Sydney Tramway Museum and should generate more visitors to Loftus.

Little is known about the crane, which was numbered in the tramways plant register as 548. We have been advised by a former workshop employee that it had its batteries recharged in a corner of the workshops truck shop each night. As Mick Duncan says, "It's a little cutie!"

Trams at Rozelle

Howard Clark has been a member of the Sydney City Council advisory committee looking into

exploring the best outcomes for conserving the badly vandalised tram bodies in the old Rozelle tram depot.

The adjacent Harold Park Racecourse, tram depot and open spaces have been sold to developers, Mirvac. Council has now established from their archives that the ownership of five of the trams passed to the council many years ago, and that original donors had subsequently approved the council passing on ownership to the Sydney Tramway Museum. We accepted this on a conditional basis at that time. However, neither the Sydney City Council nor the Sydney Tramway Museum could take any further action due to a dispute with the Racing Club. For this reason the council was not able to locate a suitable alternative storage location on behalf of the Museum.

The current situation is that it has been recommended to the council that the last car to run in Sydney in 1961, R1 1995, should be restored for static display in the Rozelle Depot as part of the re-development. Council planners have sought consent from STM for R1 1993 to be returned to council care for use in a 'Men's Shed' project. The other three cars, R 1753, R 1923 and R1 1943 are to be provided to the Museum, and council planners are looking into suitable options for storage. This will no doubt also apply to the remaining car, R1 2050, which was delivered to Rozelle in different circumstances, once the Sydney City Council is satisfied that ownership of the tram has been clarified.

Bus 2619

AEC bus 2619 is being re-lined by Craig Parkinson after which internal fittings and window glass will be installed. Both floors have been stripped and will be recovered with new malthoid. Vic Solomons is removing the old Masonite seat backs for replacement. When this is complete the seats will be fitted.

BALLARAT

BALLARAT TRAMWAY MUSEUM

PO Box 632, Ballarat, Victoria 3353

www.btm.org.au

From Dave Macartney and Peter Winspur

Holidays and Heritage Week

The April school holiday period coincided this year with a late Easter and the Anzac Day public holiday, and this resulted in an extended period of operation, from 9 to 26 April. During this period, a total of 1199 passengers were carried, a solid level of patronage prior to the onset of winter.

Our extended operations in April were followed closely by the annual Heritage Weekend on 7 and 8 May. Once again, the City of Ballarat funded the weekend, and tram rides were free for the masses. Cars 26 and 28 carried 355 passengers on the Saturday and Nos. 1 and 26 no less than 820 on the Sunday. The horse tram ran only on the Sunday this year, as the new operator was not free on the Saturday. Unpleasant

weather, particularly on the Sunday, saw less than half the number carried compared with last year but the weekend was still declared a success. The horse tram received some attention to the paintwork in the days leading up to the celebration. This included repainting of the top deck seat from Cumberland Stone to Dark Brown, which looks more authentic.

40th anniversary dinner

Sixty members and friends gathered at the Brewery Tap Hotel on the evening of 28 May to celebrate the Museum's 40th birthday. In an evening which was far too short, old acquaintances were renewed and many a good yarn was told. Our efficient hosts Nola and Don



The horses change ends for the return journey during the heritage weekend running on 8 May.
Warren Doubleday

Passengers brave the cold as No. 26 travels through the empty Gardens. It could be Ballarat in 1930.
Warren Doubleday





Two young children are intrigued as Len Millar turns the trolley pole on No. 26.

Warren Doubleday

Reeves turned on a terrific meal. Members had come from as far as Perth and Sydney.

Ten of the Museum's 55 foundation members were present including our first President, Hal Cain, and Graeme Inglis, neither of whom we had seen for some time. The delightful Marjorie Foo, widow of number one member Melton Foo, also joined us. In 1971 Marjorie had been the minute taker of the early meetings (in shorthand of course!).

During the evening, presentations were made to the eight foundation members present who are still members today. Speeches were kept to a minimum. In particular, former President Stephen Butler spoke on the commitment of Richard Gilbert over the past 40 years. We tend to forget that many of the early workers were much younger when the Museum was founded.

Neil Lardner had spent many hours on culling the archives and devised a wonderful presentation of the history of the museum and its workers. Special thanks must go to Richard and Neil for their efforts in making the evening such a success.

On the following day, Sunday 29 May, we held a sausage sizzle at the depot. This occasion saw many more members and friends gather to enjoy a day together and to reminisce. The traditional tram ride followed using No. 40, the last tram to operate in service in 1971.

Advertising

Arrangements were made with the Bendigo Bank to provide some advertising revenue for the museum, and No. 14 now carries a bright red advertising sign to this

Our 'celebrating 40 years' sausage sizzle on 29 May has Greg Robinson tending the barbecue while Richard Gilbert looks on.

Warren Doubleday



effect. The Electric Cooking sign, a genuine SEC relic previously on this car, has been retired to a display position inside the shed due to its deteriorating condition.

Track and overhead

A major effort over four days from 26 to 29 April saw five rail joints in Wendouree Parade between Depot Junction and Carlton Street replaced, resulting in a much smoother ride. During the same period a work party attended at the corner of Bourke and Spencer Streets in Melbourne to recover the old overhead removed from the double track triangular junction at this location while new overhead was being installed. A great tangle of wire and fittings was loaded into a trailer and conveyed to the depot where, for the next month or so, the staff battled to disentangle this mess and break it all down into its component parts. It became obvious why the offer was made by the authorities in Melbourne – dismantling overhead is incredibly time consuming and labour intensive, and not all of that which comes down is fit for further use. The amount of stuff that goes into a simple triangular junction is far more than might be imagined. The other observation of note is the significant level of wear caused to overhead wiring by pantographs compared with trolley pole operation.

Another visit to Melbourne took place on 13 May, this time to pick up more overhead wiring and point

fittings from Essendon Depot. The overhead came to the depot for dismantling while the pointwork went to Bungaree.

New storage shed

The new storage shed mentioned in the May issue of *Trolley Wire* is now at the lock up stage. Some years ago we were fortunate to receive a bequest which has been held for an identifiable capital works project. An anonymous donor subsequently provided sufficient funds to allow the Museum to purchase and construct a new shed at Bungaree large enough to hold six bogie trams. This will give us excellent flexibility for many years into the future. Surplus 60lb rail from the Castlemaine railway yard was delivered in June to allow us to place three tracks in the new building.

For some time, the Victorian heritage operators have been able to access surplus material through VicTrack. This has enabled heritage railways to obtain, for example, good timber sleepers from locations where new concrete ones have been laid as well as rails from closed lines and goods yards. The new Victorian Tourist Railway and Heritage Act has helped to formalise the process.

Museum website

We have recently added a new section to our website www.btm.org.au that is accessed through a 'Ballarat's

Reminiscent of 19th century travel in Ballarat, horse car No. 1 trundles along Wendouree Parade on a cold and showery 8 May.

Warren Doubleday



Richard Gilbert and Alastair Reither measure the cut required for the replacement rail at a broken joint on 26 April.

Carolyn Cleak



Precincts' tab on the side bar. It comprises a series of short movies looking at the various tramway precincts in Ballarat both past and present. The new section uses photographs and movies from the museum's collection and from individual members. These show changes that occurred during the period when the tramways were operating and since their closure in 1971.

The first precincts covered are the railway station and the former Post Office and hospital corner. More

precincts will be added as they are prepared. The movies presented are in either Adobe Flash Player format or MP4 form suitable for iPhones and other devices. For views who do not have Adobe Flash Player, a link to the program is included. The associated pdf file gives details of the individual photographers and donors.

ST KILDA

AUSTRALIAN ELECTRIC TRANSPORT MUSEUM (SA) Inc

PO Box 213, Salisbury, South Australia 5108

www.trammuseumadelaide.com.au

From Col Seymour and Kym Smith

AGM and new committee

The Annual General Meeting of the AETM was held at the Museum on 28 May 2011. The following members were elected to the Executive Committee:

President:	Ian Seymour
Vice President:	Chris Andrews
Secretary:	William Adams
Treasurer:	Vacant
General Manager:	Kym Smith
Operations Manager:	Andrew Hall
Rolling Stock Manager:	Vacant
Site and Safety Manager:	Jack Pennack
Track and Overhead Manager:	Andrew Gilbertson
Trustee Vacancy 1:	Kym Smith
Trustee Vacancy 2:	John Morphet

Barry Fox stood down as Treasurer after twelve years in the role, and Colin Seymour stepped down as Trustee after four years.

It is pleasing to see one of our younger members, William Adams, stepping up to be involved in the committee. There are still two vacancies to fill on the committee, and in the interim Kym Smith has taken on the role of Acting Treasurer until a permanent appointment can be made.

After the AGM, members enjoyed the annual evening tram rides, barbecue and film shows.

The new shed

The Executive Committee has progressed the project to replace the original tram shed and workshop, and by the time this issue goes to print it is expected that the old shed will have been demolished and the new shed will be under construction. One of the major preliminary jobs has been to remove all of the machinery, equipment and stores from within the old shed workshop and relocate them temporarily to other locations around the museum. Numerous workdays have been spent sorting and shifting items, as well as salvaging piping and electrical fittings that may be of use in the new shed. Support is still needed for the new shed, and donations to assist its completion and fit out are welcome. Please contact us for a donation brochure and form.

W7 1013

Repainting of 1013 commenced during April. However as it is one of the trams that will need to be stabled outside during the shed replacement it was decided to hold back completing the final coats of paint until after its outside sojourn. Charlie Rodgers has excelled in the initial coats of paint on the tram, getting a brilliant finish on the resurfaced panels.

H1 381

H1 381 was transferred to the workshop in late April for the commencement of its overhaul. Despite having the Bib & Bub set and 1013 there as ongoing projects, 381 was brought in as much of the initial work can be done at relatively low cost. This will allow the tram refurbishment team to continue while funds are targeted to the new shed project. So far all the seats and



Machinery from the old workshop has been temporarily stored in the bodyshop. Kym Smith

interior grab rails have been removed, the perished linoleum has been lifted, and work has commenced on resealing all of the windows. Bruce Lock has led the work team on this project. His skills and knowledge have been of great benefit as the structure of 381 differs from the timber framing that our team has been used to in all the other restorations undertaken at St Kilda.

Cleaning bees

A number of working bees have been co-ordinated by Andrew Gilbertson and John Morphett to clean up exhibits. In a little over two hours on 4 June 2011 a group removed cobwebs from most of the internal



Charlie Rodgers poses with his handiwork on W7 1013 on 11 June 2011. Completion of painting of this car will be undertaken once the old shed, seen behind 1013, is replaced.

Andrew Gilbertson

walls of the Trolleybus Shed as well as on the displays and the buses. They also wiped the seats and windows and swept the floors in most of the buses; swept out completely the floor of the Trolleybus Shed; and managed to wipe down the seats and windows of the four electric trams in the Southern Depot (C 186, E1 111, H 360 and R1 1971).

Trackwork

During June trackwork working bees removed and replaced eight sleepers along the lake west of pole 16, with second hand pine sleepers and brought the track back into gauge. They also removed six sleepers on the mainline in the vicinity of poles 22 and 23, and inserted, packed and backfilled six new hardwood sleepers.



Rust treatment and window resealing being undertaken on H1 381.
Kym Smith

The interior of H1 381 after removal of the seats and linoleum.
Kym Smith



Charlie Rodgers and Bruce Lock working on 381 on 27 May 2011.
Chris Summers



Car 381 sits in the now deserted old workshop which is looking very bare after removal of all of the machines and equipment. One of the collapsed roof trusses is supported by the A frame at the far end of the shed.

William Adams

WHITEMAN PARK

PERTH ELECTRIC TRAMWAY SOCIETY (INC)

PO Box 257, Mount Lawley, Western Australia 6929

www.pets.org.au

From Michael Stukely

Recent acquisitions

Several important items have been donated to the Society by long-time tramway and railway enthusiast, Don Tyler, following the sale of his property in Berkshire Road, Forrestfield: Sunbeam trolley bus 846 (in good condition as it was at least partially covered in a shed for most of its time there); the body of WAGT (Perth) A class tram 121 (in poor condition, after many years of open storage); a 1939 Chevrolet WAGT pole-carrier truck and whim, and two standard gauge railway gang trolleys; also various fittings, parts and equipment.

Sunbeam trolley bus 846 (with 867) was used to run an Australian Railway Historical Society tour on Saturday 30 August, 1969 to mark the closure of the Perth trolley bus system. The tour ran from the Perth trolley bus 'paddock' (Causeway Depot) at Hay Street East to Wembley and Floreat Park. No. 846 is complete, and the main traction cables to the motors have not been cut. It is one of the 10 buses built by Commonwealth Engineering Ltd. of Sydney (WAGT Nos 41-50), and is the only one of these to be preserved. Sunbeams 884 and 889 (also preserved by PETS) were both products of local builder, Boltons.

On 12 June, a work party including Allan Kelly, Noel and Win Blackmore, Frank Edwards, Paul and Angela Pickett, Ronald Applin and Bob Pearce attended the site to remove rubbish from in, on and around the vehicles. To everyone's dismay, it was found that vandals (probably the day before) had broken most of the side windows on the trolley bus. Fortunately its front and rear windows, the windscreen of the 1939 Chevrolet, and also the windows of tram A 121 had not been touched.

During the site clean-up, the four concertina gates from the tram, the four sand valves, two of the queen bar support pillars (all the supports and stress-bars themselves had been removed), some of the step brackets and also a bogie pin from the tram were found. A steam generator and a headlight (both off WAGR locos) and a trolley bus compressor were also discovered.

Once the rubbish was cleared from the trolley bus, Noel was able to remove the floor hatch and the top half of the commutator cover and retrieve one of the two sets of brushes. However a hole had to be dug to

The Perth Sunbeam trolley bus 846 was still well protected in a shed at Don Tyler's Forrestfield property when photographed in January 2007. However, much of the shed's roofing iron had gone by 2011. Michael Stukely



The body of Perth (second) A class tram 121 presents a sad sight in Forrestfield in January 2007. The roof canvas is long gone, along with most of the black plastic sheeting that had afforded some protection for the wooden body.

Michael Stukely

enable him to get underneath No. 846 to remove the bottom clips of the cover. This step completed, Noel was able to remove the second set of brushes, thereby enabling the bus to be moved without risk of damage to the commutator. Sunbeam 846 was loaded onto a semi-trailer tilt tray truck, driven by Maurice, with Noel steering the trolley bus while it was being winched up onto the tray. No. 846 was safely unloaded at the Car barn using the PETS tractor to tow it off the tray. On the following Wednesday it was moved to the rear compound.

After gaining access to the A class tram, a start was made to see what was inside. Bob Pearce reports: "We wanted to see what might be recoverable apart from the 20 or so tramway seats which were stacked along one side. A veritable treasure trove of bits and pieces was found including tramway and trolley bus overhead frogs, half and double horn ears, some straight ears, soldered ears, and pieces of overhead wire, all of which was loaded into Paul's car or Frank's trailer. There were also some conductor's bells, two gongs with various small parts in them (things like handrail brackets, tram

door handles and so on), three headlights, two steam whistles, a trolley retriever, three trolley wheels (one of which was on a 200mm or so length of trolley pole), two motorman seats, and various other small parts. Part of a bulkhead seat where the sand bucket was fitted was also found. All of these items were loaded into the car or trailer as well."

The Chevrolet truck was moved to Maurice's Forrestfield property for safe keeping on the Sunday evening, while the rail ganger trolleys followed on the Wednesday afternoon; they were delivered to Whiteman Park the following week, along with a 1939 Fordson tractor for the Tractor Museum.

Arrangements were made with Andrew Nylund to relocate tram A 121 to Whiteman Park on Thursday 16 June, he and his team making a start around 7:00am that day. The tram was successfully loaded and left Forrestfield at 1:32pm; it arrived at Whiteman Park around 2:15pm. Meanwhile, back at the Car barn on the Tuesday, Noel Blackmore had arranged for a 95 tonne crane to take former MMTB works car 6W off its



The 'good' side of Perth A 121 is visible as it is towed around the curve of the storage road by the tractor, driven by Trevor Dennhardt, on 18 June.

Michael Stukely

bogies with the body being moved to make room for No. 121. On Wednesday 15 June, a team including Noel Blackmore, Allan Kelly, Lindsay Richardson, Ric Edwards, and Paul Pickett positioned the two trucks from car 6W ready for the arrival of No. 121. On the Friday, Tony and Allan Kelly and Noel Blackmore arrived at 8:00am to oversee the completion of tram 121 being placed on her trucks, this work taking all day.

A scheduled workday at the museum on Saturday 18 June saw a large team of members carry out improvements to the storage road, including the installation of several steel sleepers. No. 121 was then towed into position behind sister car 125 with the body of E 64 being moved in behind.



Jack Kendall lends a hand as A 121 is towed around the curve to its storage position beside the Lindsay Richardson Car barn on 18 June.

Michael Stukely



The Sunbeam trolley bus 846 in the PETS rear compound on 18 June, showing the damage inflicted on the side windows by vandals in Forrestfield shortly before it was moved to Whiteman Park. The body is otherwise in very good condition. The front tyre has an interesting shape!

Michael Stukely

Perth A 121, mounted on the trucks from Melbourne 6W, awaits the completion of improvements to the storage road on the south side of the Lindsay Richardson Carbarn, as Shane Parsons (left), Kim Freind, Lindsay Richardson and Trevor Dennhardt work on re-spiking and re-packing sleepers on 18 June.

Michael Stukely



We are most grateful to Don Tyler who made these vehicles and items available to PETS.

Further recent acquisitions were six pallets of ex-Melbourne tram spare parts that had been stored for us for many years by the Australian Electric Transport Museum in Adelaide. Packing and loading were arranged by Kym Smith, for which we are very grateful.

Traffic operations and service cars

The Easter break is always one of our busiest operating times, weather permitting of course, and this year with the extended Easter-Anzac Day holidays it was really outstanding. Two trams were in service each day, and loadings were very good. Treasurer and

Traffic Manager, Tony Kelly, is delighted with the result. Four of our eastern states' members again made the annual pilgrimage west to assist with crewing our trams – Bill Kingsley, Hayden Holmes, Len Millar and Robert Norton. Their contributions were greatly appreciated, and took pressure off our local crew members.

During March, the main service car was again Melbourne W4 674, with occasional use of W2 393 as backup, and Fremantle 29. In April, SW2 426 was in regular service, with W2 329 returning to the roster following its truck exchange. No. 329 had been unserviceable for a considerable time due to worn wheels. In May, 426 and 329 were again the main service cars. Greasing of the track curves has been done by Shane Parsons, and this has continued to



John Davies, Graham Bedells and Frank Edwards arranging the fitting of air lines beneath Perth E 66 on 6 April.

Lindsay Richardson



Graham Bedells (left), John Davies and Allan Kelly installing seats in the saloon of Perth E 66 on 19 January.
Lindsay Richardson

Duncan McVicar fitting out overhead bracket arms on 8 December 2010, ready for installation on the new steel traction poles.

Lindsay Richardson

ensure a better ride as well as reducing the wear on both the rails and tram wheels.

Fremantle 29 was run out especially for wedding photos to be taken around the system on 16 April for Aaron Calley, the grandson of our late member, Ron Calley.

Following the extremely dry summer, running days were again lost in March and even April, surprisingly, due to the continuing dry conditions and high fire danger.

Tram restoration

Installation of the pipework for the air braking system on WAGT E 66 has been completed at the west end of the car, and final alterations are still required at the east end. Hydrostatic testing has been completed on the selected air reservoir tank and its interior will be examined for possible corrosion. The special stand, designed by Noel Blackmore and fabricated by Willis Engineering to secure the motor vertically prior to its refitting, has been delivered.

In other developments Frank Edwards is cleaning and repairing the air filter, and the overhauled compressor motor has been attached beneath the car body with the cut-out switch to be fitted shortly. Inside the saloon, half the original wooden slatted seats have been installed and the rest are ready to be fitted.

Future work on this project includes refitting the pinion on the overhauled motor in one of the Kagoshima 77E trucks. Attention is also required to the gear cases where the seals around the axles are to be replaced to contain crater grease leakage.



In relation to WAGT car B 15, the mock-up 21E truck fabricated for its static display by the City of South Perth Historical Society, has been moved from the upper hardstand to near the front of the Lindsay Richardson Carbarn, ready for its placement under the car body .

Museum site and tramway improvements

Work on attaching the overhead to the newly-installed steel poles near the southern road crossing at Bennett Brook was deferred due to the hot weather. On 19 March, four steel sleepers were installed to replace rotted timbers and some under-gauge sections were corrected; Lindsay Richardson was assisted by Laurie Ahearn and Nick Tsiaglis. With cooler weather there was a better turnout at the workday on 30 April when 15 steel sleepers were installed by a team of six members.

John Budd (assisting Lindsay Richardson and Paul Pickett) digging the trench for rail to be laid to provide 1067mm gauge for the mock-up 21E truck of Perth B 15, on 20 November 2010. Lindsay Richardson



Following a burst water pipe at the Park's pump-house at the west end of our site, and the flooding of our site alongside and west of the W P Pennenburg Workshop, the Park Manager arranged for the installation of a new section of retaining wall in concrete slab form. Site preparation for the laying of track on the 9-metre extension of the storage road south of the workshop is almost complete. Excavation of sand alongside the south side of the

Lindsay Richardson Car barn for the new truck storage road is also nearing completion.

Other news

The annual Rail Safety Compliance Audit of our tramway and its operation was carried out by the regulator on 29 April, and we again fared well, with one small record-keeping matter requiring follow-up action.

BENDIGO

BENDIGO TRAMWAYS

1 Tramways Avenue, Bendigo, Victoria 3550

www.bendigotramways.com

From Anita Bagley

Under reconstruction

Work on the Depot Project has been progressing rapidly in the last few weeks. The back wall of the old depot has been dismantled. The tracks of roads 1 to 6 have been joined to the rail in the new extension area and concreting is taking place.

The amenities block and offices are being fitted out with flooring, doors, frames and cupboards. The plumbing is nearly complete in the amenities area, as is the tiling in the new toilets and laundry. We also have a large hole in front of the gates, which is part of the construction of the drains. Soon the entire yard will be excavated, which will give us a few weeks of chaos. The old wire mesh fence along Hargreaves Street has been removed and replaced by a more historic post and rail style.



One of our new transformer rectifier units.

Bendigo Trust

Excavating the paint shop curve.
Bendigo Trust



The shed extension nearing completion.
Bendigo Trust

The new fence being assembled along Hargreaves Street.
Bendigo Trust

The paint shop curve has been excavated, and Scott and Sam are dressing the top of the check rail to create an even surface across the yard. With the new drainage pits, this area will soon be completed as the new wash-down area.

As part of the depot works, a new Powercor transformer has been installed, bringing in all the site power. This required the power to be off all day on 8 May, which in turn allowed us to undertake some minor overhead works while the trams could not run. This included installing new type section insulators, and improving the insulation at the Central Deborah Gold Mine.

Our two new transformer/rectifier units have been commissioned and the trams are now operating on a healthy 620 volts. Drivers are reporting that the trams go a little faster now. This installation allowed the old substation to be disassembled to make way for the pedestrian pathway and doorway on 1 road.



The other big job for the last few weeks has been the replacement of the booms on the Pall Mall centre poles. Damien and his crew were busy pre-assembling components to ensure that the job went smoothly, while the overhead crews had a few 6 o'clock starts to

ensure that we did not interfere with the operation of the trams. The job was completed in just over a week. The next phase of the operation, which will commence shortly, will involve Powercor changing over a number of the poles. This will also require us to place new booms on the poles that Powercor is installing.

Trams for Auckland's waterfront tramway

On the workshop side, the bulk of our work has been focused on readying cars 31 (originally W2 421) and X1 466 for their duties on the new tramway in Auckland.

No. 31's trucks were stripped right back and fitted with new bearings. The drop centre was modified to provide a semi-enclosed environment, and it was painted in red with cream trim, replicating the colours carried by trams on the former Auckland system. No. 466 was also repainted and had some minor work done to satisfy the Auckland safety management system.

The movement of the two trams to Auckland, and their unloading, went without a hitch. Details of the renumbering of the cars are given in *Here and There*, elsewhere in this issue.

Easter 2011

Easter has come and gone for 2011, so a big Thank You goes to all who helped over the weekend. The older trams got a good run this year, with Nos. 17, 19, 30 and 84 providing most of the services. These single truck trams coped admirably with the passenger loading of this busy time. It was great to see the original Bendigo trams out there all weekend. We also

had six trams in the Saturday torchlight procession. We partnered with Lightning Reef Primary School this year and the kids made some great banners for two of the trams.

Tram No. 17

No. 17 has now finished test running and completed a full day's service with its new motors and wheel sets. Test driver McGowan put it through its paces, made a few recommendations and thoroughly bedded in the brake shoes. During its time in the shed, the carpenters reworked the barrier rails and they now operate quite smoothly.



No. 466 sporting its Auckland colour scheme.

Bendigo Trust



No. 31 (ex-W2 421) on test outside the depot.

Bendigo Trust

HADDON

MELBOURNE TRAMCAR PRESERVATION ASSOCIATION
 324 Sago Hill Road, Haddon, Victoria 3351 www.mpta.org.au

From Kym Smith

Our three main projects, the restoration of W3 663, the refurbishment of SW5 849 and the reconstruction of the track are all progressing at a steady rate, but all are at a stage where the visual changes do not reflect the work undertaken. As such we are taking the opportunity to share some recently scanned photos from Anthony Smith's collection showing some of our fleet in Melbourne, in transit for preservation, and the early days at Haddon.



W2 407 in the old Caulfield loop in the late 1970s, an area that now forms part of Dandenong Road. The Kemera Press building and L&M Roth Cabinetmakers survive to this day. Anthony Smith



W2 357 at Hawthorn Depot while being inspected in April 1977. Soon after it was transferred to Preston Workshops for transport to Haddon. Anthony Smith

Accident-damaged W2 505 was purchased for parts and was transferred to Preston Workshops from Hawthorn Depot as an out-of-gauge movement, late at night after the cessation of other tram traffic. No 505 awaits transfer from Hawthorn with the controller and other remaining cab parts secured by ropes.

Anthony Smith





W3 663 takes its penultimate run on rails in Melbourne, albeit sideways. After being rolled off the traverser into the Preston Workshops lifting bay, 663 was loaded for transport to Haddon on 31 May 1976.

Anthony Smith

W2 357 en route to Haddon on the old Calder Road at Keilor on 18 April 1977. VicRoads would not allow such a large overhang of the tram body these days!

Anthony Smith



VR 41 at the rear of 3 Road on 25 April 1978, as concrete footings are being prepared for the Car barn structure. W3 663 and W2 499 are behind 41. W2 499 was stripped of its electrical equipment and made available to the TMSV which exchanged it for the body of Ballarat 42 that was retrieved from a school at Creswick.

Anthony Smith

W4 670, W3 663 and W3 656 are seen at Haddon shortly after the arrival of 656 on 19 July 1976. No. 656 now forms part of Anthony and Jacqui Smith's home.

Anthony Smith



FERNY GROVE

BRISBANE TRAMWAY MUSEUM SOCIETY

PO Box 94, Ferny Hills, Queensland 4055

www.brisbanetramwaymuseum.org

From Peter Hyde

Men's Shed activity

Activity in the 'Men's Shed' area has seen one of the related 'sheds' assist refurbishment of the picnic settings. This is a field that would be worthy of exploration by all museum groups.

One-man tram fare box

A fare box in the museum's collection is thought to be the only surviving fare box from the one-man tram era in Brisbane. It is currently undergoing conservation. It is believed to be the one used on the lower Edward Street line (Australia's shortest tram line) which was always one-man operated right up to its closure in 1947. Alternatively it is possible that the fare box could date from the Depression era one-man Dreadnoughts.

Coins were dropped through the slot at the top into the glass-fronted compartment. After verification, the lever on the left was turned which cascaded the fare into the removable locked metal collection box contained in the base. After withdrawal from traffic use, the fare box was used as a collection box at the workshops. Lettering on the front of the box reads 'Workshops Welfare Scheme'.



*The one-man tram fare box.
Peter Hyde*



'Shed' volunteers celebrate the completion of the new timber work on the picnic settings with a barbecue provided by the museum, 26 July. Peter Hyde

Earthworks and cable conduit installation being carried out for the new substation to replace the one badly damaged in the storm of 16 November 2008.

Peter Hyde



Ridley Road Men's Shed volunteers installing new timbers on our picnic settings on 26 July.

Peter Hyde

Preparations by our contractors under way on 26 July for laying the new substation floor.

Peter Hyde



Contractors finish off concreting the floor of the new substation on 27 July.

Peter Hyde

PORTLAND

PORTLAND CABLE TRAMS INC.

2A Bentinck Street, Portland, Victoria 3305

www.portlandcabletrams.com.au

From Alan Rees

Glenelg Shire Council grant

Portland Cable Trams has been successful in receiving a grant for \$3000 from the Glenelg Shire Council. The grant money will be used to purchase new sound equipment for the trams and to have a recorded commentary created.

In the past it has been apparent that some people who would have liked to volunteer as a conductor have been put off by having to speak in front of passengers. We hope that availability of a recorded commentary will encourage these people to come forward in the future. Of course those volunteers who prefer to do the commentary themselves will continue to do so.

Restoration of grip car 001

Work has commenced on restoring grip car 001 to its condition when built in 2000. Car 001 has performed the bulk of the trips since services commenced in 2002 and is now in urgent need of restoration. New body parts have been made by Don Errery and the restoration work is being done by Ben Rietman and Lou McKay. In addition to restoring the body, 001 will have its hydraulic braking system replaced. Consideration is also being given to whether the car's diesel engine requires replacement. When the work is completed, 001 will once again perform the bulk of the trips with 002 being used as a backup.

New depot signage

With the aim of attracting more passengers to the tramway, the depot's western wall recently received new and more distinctive signage. The new sign, created by Signworks in Portland, is pleasing to the eye and should help boost patronage on our line.



Ben Rietman working on car 001.

Alan Rees



The western wall of the depot displaying the new signage.

Alan Rees

BYLANDS

TRAMWAY MUSEUM SOCIETY OF VICTORIA

18 Arlington Street, Ringwood, Victoria 3134

www.tramway.org.au

From Mal Rowe

The Melbourne Tramway Museum at Bylands (TMSV) hosted a visit by members of the Veteran Car Club of Australia in July. Because veteran cars are those made before 1919, many of the vehicles were older than most of our trams.

The car club members were very interested in our cable trams, the contemporaries of their vehicles. In particular, they showed great interest in wooden bodywork which was also a feature of early car construction.

We turned on a barbecue lunch with salads which gave us some valuable income and helped to make all of us a little warmer in the bracing environment of the peak of the Great Dividing Range.

TMSV now has an active accreditation committee that is working on re-gaining our accreditation to run electric trams. The group is meeting regularly and meetings with accreditation bodies have been very encouraging. The messages we are receiving are that, as long as we get our systems and procedures in order, it will not be too many months before we can run electric trams again. Of course, none of us would be surprised to hear that re-commencing operation will require more active volunteers. Numbers are growing, but more are welcome - and needed.

This year marks 40 years since the TMSV gained a lease of its Bylands site. A photo from our archives

taken in 1969 shows two early TMSV members, Robert Green and Doug Prosser on a visit to the site at that time. Robert Green is now a senior officer with Heritage Victoria and Doug Prosser is currently the TMSV's longest serving, and most committed member.

Melbourne Tramway Museum at Bylands has sometimes been seen as somewhat remote and unattractive. This view would not be shared by the rapidly growing population of the nearby towns of Wallan and Kilmore. Substantial effort has gone into developing links with these towns and TMSV looks forward to announcing some important new developments in the near future.



Robert Green and Doug Prosser north of Bylands during a visit to the site on 2 August 1969.

TMSV archives



A group of vehicles from the Vintage Car Club of Australia with W3 667 nearby under tarpaulin covers. Mal Rowe

LAUNCESTON

LAUNCESTON TRAMWAY MUSEUM SOCIETY INC.

PO Box 889, Launceston, Tasmania 7250

www.ltms.org.au

From Robert Quinn

We are pleased to present two recent photos of the restoration of LTMS No. 1, almost 100 years after its first run in Launceston.

Old No. 1 now has a new Huon Pine roof. The happy team on the project can be justifiably proud of the near-completed product. The steam box used was on loan from the nearby School of Fine Furniture.

Robert Quinn



An interior view showing the new Blackwood bulkhead frame. The identical frame at No. 2 end was still intact, providing the team with a perfect pattern for the construction of the No. 1 end frame.

Robert Quinn



Adelaide Flexity 112 on a test run in Port Road, Thebarton East on 31 May 2011. The tram had arrived in Adelaide on 9 May and was taken to Glengowrie Depot for final fitting out.

Steve McNicol



Melbourne W2 249 and San Francisco PCC 1014 wait for passengers at the Sydney Tramway Museum on 7 August 2011. The gathering storm in the background kept visitors away for the rest of the afternoon.

Richard Jones