

TROLLEY WIRE

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- Two Tramway Men
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TROLLEY WIRE

AUSTRALIA'S TRAMWAY MUSEUM
MAGAZINE

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*Peter Butler, Joseph Spinella and Vic Solomons work
on the repainting of the Sydney Tramway Museum's
L/P class car 154 on 21 January.*

Martin Pinches

Errata

A number of gremlins crept into the
November/December 2011 issue of *Trolley Wire*.

The lower photo on page 10 should be credited to
Peter Winspur.

The photo caption on page 23 should have read:
Perth E 66 stands in the Village Mall for its launch on
9 October, with W2 393 (left) and W2 329. The photo
was taken by Timothy Sandhu.

Timothy Sandhu's surname was wrongly spelt in two
captions: on page 2 for the front cover photo, and the
caption for lower back cover photo. Dennis O'Brien
and Michael Stukely – and Prince Philip – also
suffered from misspellings. Our apologies to all
concerned for these errors.

Front Cover

Sydney R class 1740 returns to the museum from the Sydney Tramway Museum's northern terminus on 9 November 2011. The eastern track on which the tram is running is now closed for reconstruction, and the concreted western track has been connected and is now in use.

Richard Jones

THE GENOVA TRAMWAYS

by Guido Boreani

There have been some tramways that were different from any other and had a particular fascination in themselves that made them to stand out. It is not easy to explain why this is so: it may have been the appearance of the cars; the landscape in which they ran; the way the lines were traced and built; even just a kind of mood specific to those tramways, or a mixture of all these. It may also have been something else that could not be easily put down in words but could be readily sensed. These tramways have now all disappeared and many a city has lost its character with them, becoming what may be described as 'a mean city'.

I could only visit a couple of these special tramways, but many others I have seen in books and photos, and in my opinion Sydney, NSW, was among them, as were Lisboa (Portugal), at least while those lovely bogie cars were still around, Wien in Austria, Koblenz in Germany, Bristol in England, Habana in Cuba (double trolley wires, the fascination of both trams and trolleybuses in one!), Rio de Janeiro and San Francisco maybe. A few of these tramways still exist and have been modernised, losing much of their earlier character.

Italy is a fascinating country and has many fascinating cities. But there was a city in Italy whose special fascination was so strictly tied to its tramway system that (at least to my eyes) everything has been lost together with trams, and that city is Genova.

I first saw Genova when eight years old. Being born in Milano I already learned to look at trams and to love

them, but when I first saw a Genova tram I was enchanted by them. There was something unique about them, a perfect integration it may be said between trams and city. My feelings for Genova's trams deeply affected me in a way that I never felt elsewhere. Those feelings still lie intact in my heart, together with the nostalgia for those wonderful trams. I regret I had not the time to ride and to know them better.

Most Australian readers would know little, if anything, about these trams which disappeared forever more than 40 years ago. I hope they will be interested to learn something about a great tramway system and above all I hope they will feel a little of that special mood Genova trams had and that I still remember – and long for.

Part one: a history of Genova's tramways

The city of Genova (Genoa) is the main seaport of Italy and lies in the northwestern corner of the country, on the Ligurian Sea. The city is squeezed between Apennine foothills to the north and the Mediterranean Sea to the south. It extends from Nervi in the east to Voltri in the west, a total distance of about 30 km. In the north, the city extends along the valleys of the Bisagno and Polcevera rivers, each for about 12 km.

Genova was first reached by a railway in 1853, when the difficult line from Torino, then capital of the Kingdom of Sardinia, was built over the Giovi pass to link the city to the sea. Later, shore railways were built westward to Savona, Ventimiglia and the French border; and eastward to La Spezia, Pisa and Rome. In

Genova's scenic eastern shore route. No. 910 negotiates one of the many curves on its winding path over the rocky coast of the gulf of Genova to Nervi. The eastern shore lines were always served by the newest cars in stock and in the later years were served exclusively by 900s. All photos are from the author's collection.





Via 20 Settembre, in the heart of the city, seen from Ponte Monumentale (Monumental Bridge) and looking towards piazza Deferrari, around 1910. Tram 193, nicknamed "torpediniera" (torpedo boat), has already been modified with awnings to give the driver some protection. Trams were eventually enclosed following a bitter strike by tramway men to achieve this goal. With the introduction of powered transport, in the late 1890s it was ruled that all traffic had to travel on the left-hand side, conforming to railway practice. Right-side traffic came in the mid-1920s (in 1924 in Genoa).



The steep grade of via Assarotti as seen from piazza Corvetto about 1893. One of the early electric trams is waiting at the terminus. The car carries two Siemens bow trolleys and the line is single track with a midway loop. Trams were housed in a small structure at piazza Manin, at the far end of the line. People are looking at the new conveyance.

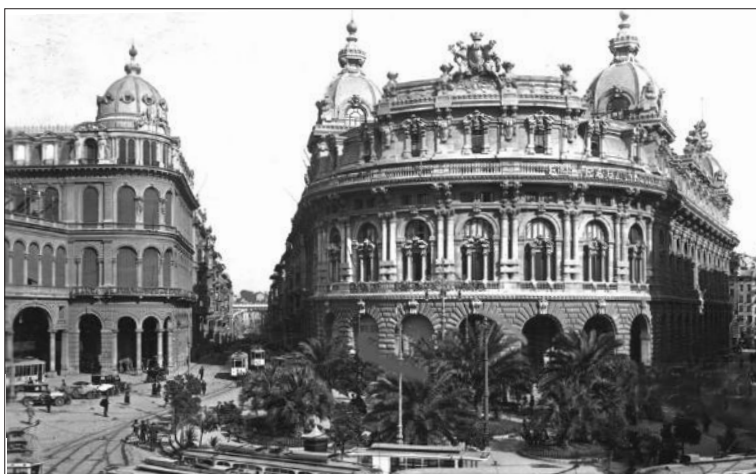
the 1880s a second railway was built over the Giovi pass to relieve the original one. This second railway was required because, after the creation of the Kingdom of Italy in 1861, traffic associated with the growing industries of northern Italy had saturated the original line. The old Giovi railway was one of the first main lines of any importance to be electrified in the world. The first section was opened for electric traction in 1910 using three phase power, 3 kV, 15Hz.

Genova was a much smaller centre at the beginning of tramways era than is today. The city grew by

incorporating small neighbouring communities, a process that lasted until the mid-1920s. In 1900 Genova had 390,000 inhabitants; this rose to 620,000 in 1934 and 846,000 in 1966, last year of tramway operation.

Tramways came to Genova in 1878. In that year Compagnia Generale Francese dei Tramways (a French-owned company) opened its first line between the Giovi railway station at piazza Principe, and Sampierdarena. From there the line ran in a westerly direction to Pegli and then northward to

The tramway loop at piazza Deferrari in the early 1920s, looking towards via 20 Settembre and Ponte Monumentale. The trams waiting in the loop ran on city and eastern lines. Trams on other lines waited on the dead-end tracks that can be seen in the extreme left of the picture. The small trailer in the centre was an old horse car used as a tramway office.



Bolzaneto in the Polcevera valley. In 1890 two other companies appeared: the Società Anonima Tramways Orientali (Eastern Tramways Company), which built lines to Staglieno in the Bisagno valley and to Sturla in the eastern shore; and the Società Ferrovie Elettriche e Funicolari (Electric Railways and Funiculars Company or FEF). The latter company planned to build two city electric lines for which two tunnels were required. A cable traction line running on an inclined plane was also proposed. Horse tramways had been built to standard gauge, while Tramways Orientali and FEF planned to use metre gauge that could better suit the narrow and winding streets of the old city.

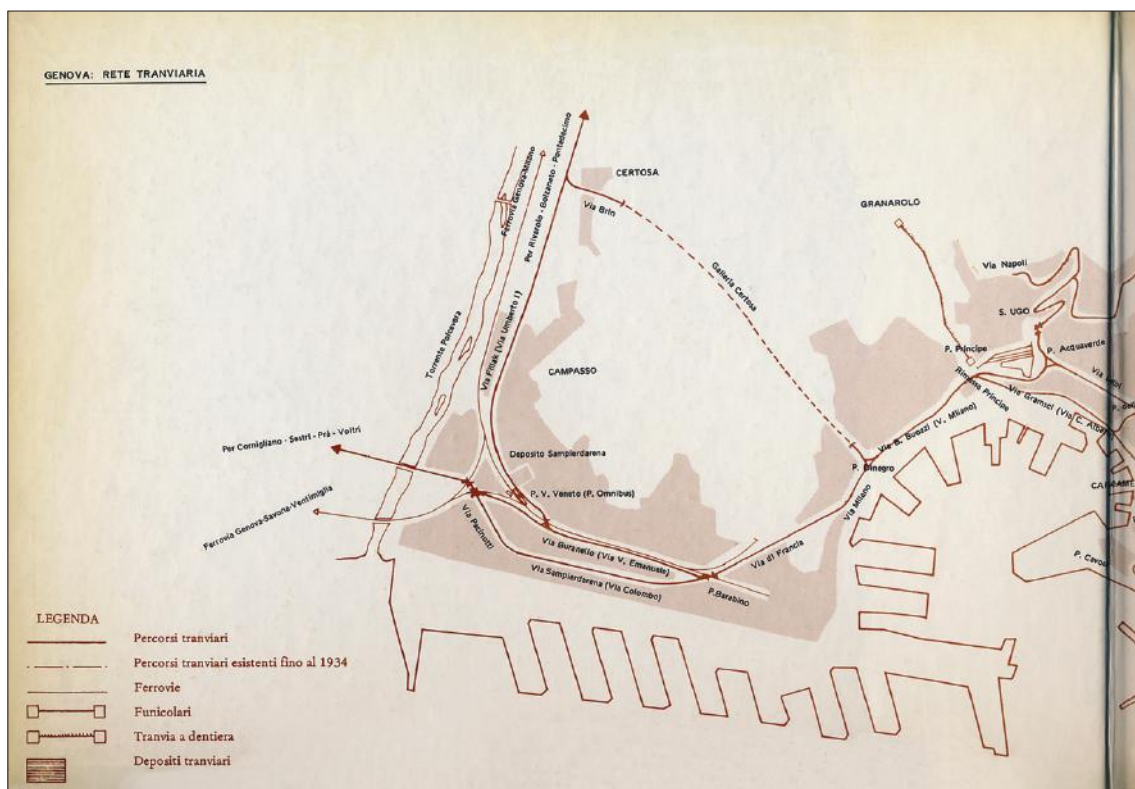
The first section of electric tramway, along the 6.8% (or 1 in 15) grade of via Assarotti between piazza

Corvetto and piazza Manin in the hilly part of city, was inaugurated on 14 May 1893. It was only the second electric tramway in Italy after the Firenze–Fiesole line opened in 1890.

Thanks to the financial backing of German (AEG) and Swiss groups, Unione Italiana Tramways Elettrici (Italian Electric Tramways Union or UITE) was created in 1895. This venture absorbed FEF and Tramways Orientali and, slightly later, Compagnia Francese. Electric trams reached Prato on the Bisagno valley line in 1897 and Nervi on the eastern shore in 1899. The following year the Polcevera valley line to Pontedecimo was completed. Difficulties at the Mutedo railway crossing delayed the last section of the western shore line to Voltri until 1902.

A view of piazza della Zecca (Mint square) about 1910. Tram 286 is coming from Principe, bound for piazza Corvetto and the eastern part of the city. This and the following Portello tunnels were bored exclusively for tramways and were both single track. They would be widened and made available for all traffic, with double track tramway lines, by 1927.





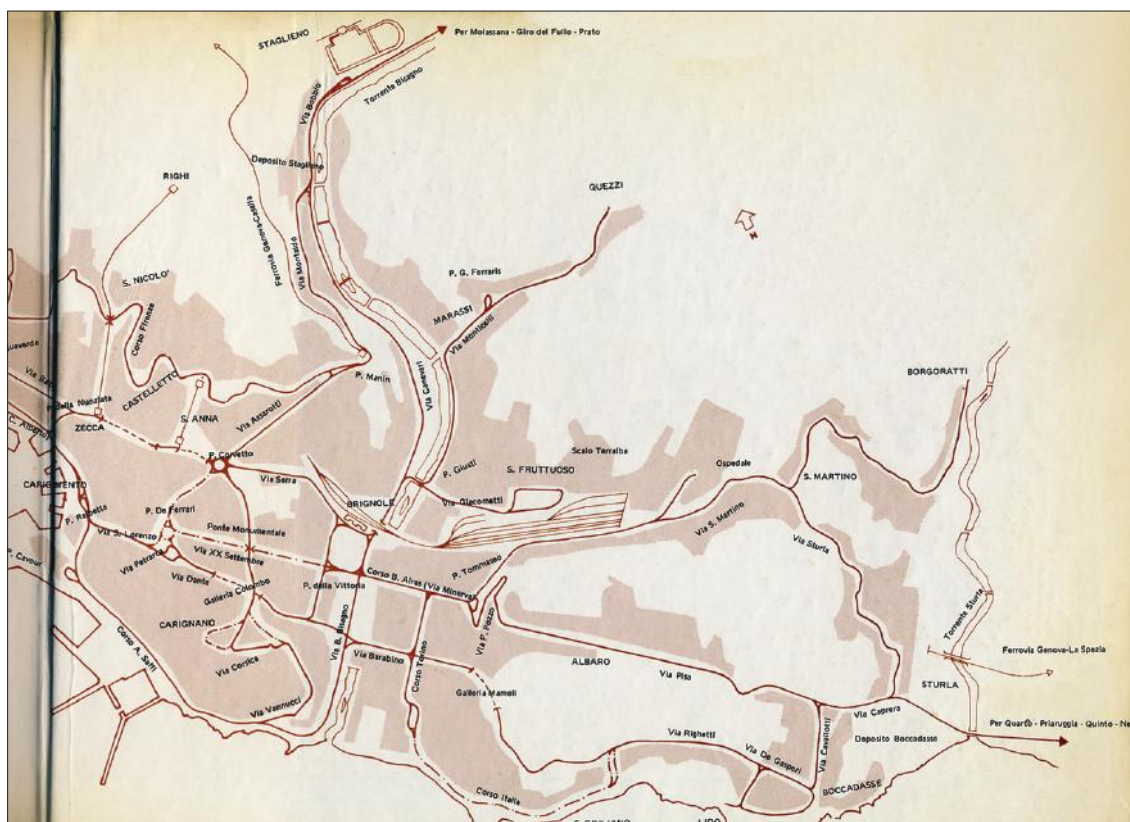
A map of the Genova tramways reproduced from a book. It is dated 1934 and shows changes made to the network that year.

The difficult topography of the city made substantial earthworks necessary. New roads were opened to make it possible for the trams to pass through the city and several tunnels had to be bored. These lay between the city and Sampierdarena (in the horse tram era), and under San Benigno hill, which was later levelled. In 1896 a tunnel was also constructed between largo

Zecca, piazza Portello and piazza Corvetto on the Principe–Brignole (the other main railway station) line; in the same year, the S. Ugo spiral tunnel was built on the Circonvallazione a Monte. But the most important tunnel of them all was Galleria Certosa which linked piazza Dinegro on the Genova – Sampierdarena lines with Certosa on the Polcevera



Tram 243 (Nobili 1907) on the Circoscrizione a Monte line (hillside circular) at Corso Firenze when nearly new. Notice the two glass discs above the front destination sign. Circoscrizione a Monte was the most scenic tramway in the city.



line. This tunnel, opened in 1908, was 1761 meters long, double track, and allowed Pontedecimo bound trams from the city to avoid the longer route via Sampierdarena, thus saving about 15 minutes of travel time.

The tramway network was completed in 1913 when the city built a line to the suburbs of Marassi and

Quezzi. The service was provided by UITE, but trams carried the letter 'A' instead of the numbers carried by trams on all other lines. In 1921 a service of motor buses commenced.

Main city termini were at piazza Deferrari (the main square) and at Caricamento (this means 'loading' and is a wide square near the old harbour entrances). From

The other main tram terminus was piazza Caricamento, starting point for the lines to the west. Here we see the square in the early 1920s. Tram 46 is leaving for Sestri on line 3, while many others wait for their starting time on the tracks at left. The small open trailer is a former horse car. The great number of horse-drawn carts ready for assignment from the nearby harbour can be appreciated.





Via Balbi around 1920. This view illustrates the difficult thoroughfares that Genova trams had to negotiate in the old city. Notice how tracks are dangerously close to the sidewalks. This narrow road was the most direct link from the west and the Principe area, to piazza Corvetto, Brignole and the east side.

these two termini all tramway lines radiated to the far outskirts of the city.

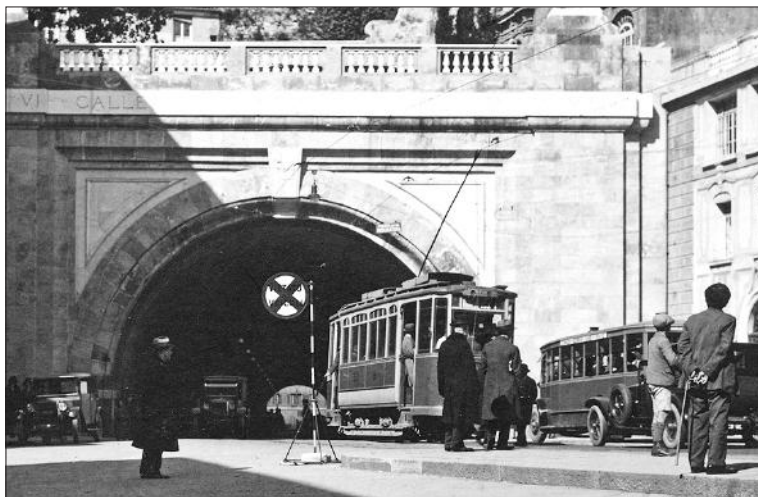
Soon after the First World War the city began to buy UITE stock, and assumed control of the company by 1927. New management improved the transport services, introducing bus lines, rationalising routes and opening new connecting lines and links. Between 1929 and 1934, 100 bogie trams were bought. Following the 'reforms' that had been undertaken in Milano (1926) and Roma (1930), a plan was developed to relieve congestion in the city centre. In 1934 trams were eliminated from piazza Deferrari, via Venti Settembre and via Roma, new routings being established and new termini being built around the centre. Trolleybuses were introduced in 1938 but tramways remained the backbone of public transport. In 1939 a completely new type of tramcar was introduced: 100 of them were ordered of which 94 were delivered by 1940.

After the war, UITE, now nearly completely city-owned, had to face unexpected traffic growth that could not be handled with existing stock. Unwilling to invest money to buy new trams and to rebuild track, plans were made to close the city's tramways with only the four main routes being retained to the west and east and to the two valleys. In this way it would be possible to eliminate all the remaining trams built before 1910. There were about 130 such cars which were too small and slow to be economical. By rebuilding the newer two-axle cars into articulated units, it would be possible to handle the heavy peaks on the remaining routes, especially in the western part of the city where heavy industries (steelworks, shipbuilding and oil refineries) were located. The plan came into effect in 1949, and with the closure of lines to Borgoratti and San Martino in 1957 the conversion



Piazza Tommaseo before 1924. In the far background are via 20 Settembre and Ponte Monumentale. The tracks to the left will wind up via Francesco Pozzo to reach Sturla and Nervi, while those to the right will also reach Sturla by the longer route via San Martino. This was the first route to the east, until the more direct line via Pisa was opened. A third route would follow in the 1930s with the opening of Galleria Mameli.

A four-wheel tram of the later series, No. 382, is seen about 1930 entering Galleria Vittorio Emanuele III, bound for via Balbi and Principe. This is the old single track Zecca-Portello tunnel seen in photo 5. In the post-war years this tunnel would be dedicated to the Italian national hero Garibaldi.



Near the other end of the tunnel is piazza della Nunziata, a church whose columns can be seen on the right. No. 382 is coming from the narrow via Balbi and crosses newly built Castegini 757. On the left is one of the early motor buses.

The wide expanse of piazza Verdi and Stazione Brignole in 1933. The tracks in foreground will pass under the railway to reach Bisagno valley and Prato. At right and left are two trains of Castegini motor and trailer cars, then new.





In 1933 via Dante and Galleria Colombo were opened, to offer an alternative to via 20 Settembre, and to free it from heavy tramway traffic. Shortly after opening, and with the monumental tunnel approaches still to be landscaped, Castegini 765 enters the bore city-bound. Two older cars and another Castegini are bound for piazza Verdi and the Brignole area.

was complete. The result was that buses and trolleybuses had replaced all tramways in the centre and the hilly parts of the city.

The surviving tram network remained intact and indeed functioned well for seven years. However in the early 1960s the city council decided to replace all trams and trolleybuses as soon as financing for new buses became available. 'Operation rails' began with the west shore, and the first route to go was Voltri, abandoned on 26 May 1964. On 28 June the lines to Pontedecimo via Sampierdarena were closed and those via Galleria Certosa followed on 30 September 1964. The last line to Nervi, line 16, was closed on 10 November 1965, leaving only line 12 to Prato, which was cut back to via Diaz from piazza Caricamento. In this period UITE ceased to exist, a new municipal body, AMT (Azienda Municipalizzata Trasporti),

taking its place from 16 September 1966. Because the changeover took some time the last tramway was reprieved for a short while. However in the early hours of 27 December 1966 the last tram in Genova, car 935, returned to the depot forever. The city's trolleybuses were abandoned in 1973.

A final point worth recording is the fate of Galleria Certosa. When tram services through the tunnel ceased in 1964, passengers complained strongly because buses could not use the tunnel, instead taking the longer route via Sampierdarena that required an extra 15-20 minutes. After extensive studies, work began to make the tunnel accessible to buses. It was reopened in 1967 with alternating one-way traffic because there was insufficient clearance for buses to pass each other. Groups of up to five buses waited at the entrances for opposing buses to clear the tunnel. The headway was



Piazza Acquaverde seen from Stazione Principe. A 600-750 series tram is coming from via Balbi. No. 226, an older car, has just left Sant'Ugo spiral tunnel and Circonvallazione a Monte and is nearing the terminus at Principe.

Piazza Corvetto in 1939-40 shows significant tramway traffic. Behind the photographer are Regina Elena and Vittorio Emanuele III tunnels; the street in front is via Assarotti with its tram tracks to the side, while on the right is via Serra descending to Brignole. A new 900 type tram can be seen on the right, with the complex colour scheme that was applied to only few cars. In the centre is a Castegini trailer rebuilt as single-ended motor car.



A view of piazza Principe in the late 1940s. The tracks diverging to the left lead to piazza Acquaverde, Stazione Principe and the city centre; those to the right to via Gramsci, the harbour and Caricamento. Curving to the right is the track to the small Principe depot. The tram in the foreground is a single-ended Castegini. Ahead is a 1200 passing a 900 still in its original paint scheme.

restricted to nine minutes and air pollution in the tunnel became a major problem. It was plainly apparent that a rail service would be the only solution, and in the mid-1970s plans were drawn up to build a tramway line between Principe, via the tunnel, to Rivarolo. Street running and reserved track were to be used from Principe to Dinegro, at the tunnel entrance. At the other end of the tunnel, a disused railway right of way would be used to Rivarolo. The project grew more complicated and in the end a 'light' metro emerged from studies. This would be entirely underground, but with tramway size cars because of the width of Galleria Certosa. The tunnel was closed again – this time to buses – in 1982, and the new metro was opened in 1990.

A survivor – the Granarolo rack railway

The tramway closures of the 1960s left a little survivor, the Principe-Granarolo rack railway. This tramway of sorts is 1115 metres long and connects the suburb of Granarolo, high up in the hills at 220 metres above sea level, with the Principe area. The lower terminus is at 24 metres above sea level and is located above the western mouth of the railway tunnel connecting Sampierdarena and the Principe station.

The line was opened on 1 January 1901, and its gauge is 1200 mm. The two cars, numbered 1 and 2, were rebuilt in 1929 with new bodies on the original underframes of 1901. Originally appearing in the usual



Car No. 2 of the Principe-Granarolo rack railway arriving at the upper terminus in about 1960.



Car No. 1 of the Principe-Granarolo rack railway, photographed in 1991. The steep grade of the line is clearly evident.

green, they were painted orange in the early 1970s. In the late 1990s the line and cars were further rebuilt, with the vehicles receiving pantographs and bright red paint.

The survival of this line is a result of its being the shortest and fastest connection from Granarolo to the city. The buses which were substituted during reconstruction works, using the difficult roads up to the hills, took four to five times the tram journey time.

The remainder of this article will give details of Genova's tramway rolling stock and the distinctive features of the system.

New postage stamp issue

Australia Post released on 21 February a set of five stamps entitled Capital City Transport, one of which depicts Melbourne W7 1015. Other stamps in the series include an Adelaide O-Bahn bus, Perth suburban train, Sydney double-deck 'Oscar' set entering Milsons Point station, and the Sydney twin catamaran inner harbour ferry Charlotte. The tram is also featured on the first day of issue cover.

TWO TRAMWAY MEN

By John Croke

An article appeared in the August/September issue of *Trolley Wire* about the art work created by Peter Kingston titled *Bee Miles* and the eternity man go to Bondi. Among those travelling on Peter Kingston's Bondi tram was the cartoon character Boofhead. The article, together with a piece in the *Sydney Morning Herald* on 13 October 2011 about Peter Kingston and the statue of Boofhead he created at Lavender Bay, prompted John Croke to write the following record of Boofhead's creator Bob Clark and his friend Eric Hughes.

Two young men, Alban Eric Hughes (known as Eric) and R.B. (Bob) Clark, both aged 17, started work together as junior tram cleaners at Waverley Depot in 1929. They were apparently the last new employees taken on by the tramways until after the Great Depression. I knew Eric for the last few years of his life, as we were members of the same model railway club. It was he who provided me with details of this story.

Cleaning prison car 948 was one of their duties. The prisoners were indifferent as to where they relieved themselves, causing the tram to smell quite badly on its return from duty. The solution was a liberal sprinkling of bleach and a rather enthusiastic hosing out of the car. When a senior cleaner sometimes went on loan to Randwick Workshops, they got to do his work, and

"cleaning the carbon residue out of controller boxes was better than cleaning the prison car".

Due to financial constraints, the two were only able to be given three weeks paid work in each roster period. They were compensated by being able to get holiday leave travel passes to cover each fourth week. Eric said he visited parts of New South Wales which he otherwise would not have seen, except by courtesy of the railways network, which then served many more locations than today. With the passage of time, Eric and Bob reached the age required to be conductors, and so could get paid for all four weeks of each roster.

Bob Clark was acknowledged as a good artist by his workmates. He could also copy very well such things as comic strip characters. We all know that he created his own comic strip, and when he was able to make a living out of it, R.B. (Bob) Clark and Boofhead parted company with the trams. I wonder how much Bob Clark's daily Boofhead skits in the *Daily Mirror* reflected things he had seen on the job.

Eric grew up and still lived in Marrickville at around this time, and for the convenience of working close to home, transferred to Newtown Depot when the opportunity arose. As far as I can recall, this would have been probably in the early years of the Second World War. By the time of his retirement at the then

A view of the corridor in prison car 948 showing slop buckets waiting for removal at Darlinghurst. STM Archives

Bob Clark's cartoon character, Boofhead.



compulsory age of 65 in 1977, he had been cleaner, conductor, driver of both trams and buses, chargeman, inspector and signaller in both the City Road and Newtown Bridge signal boxes, and “had the pleasure” of sometimes being on loan on the trams at Enfield. He was always proud of having been the chargeman on duty when brand new R1 car 2001 departed from Newtown on its first day in passenger service. He was at Kingsgrove Depot in his time on the buses, and like many tramway men, regretted the transition from trams to buses.

Eric was born in 1912 and died in 1995. He was a gentleman and is greatly missed. He can be seen in a photo on page 61 of David Keenan’s book on the South-Western (Green) lines: the picture shows car 2008 as it made the last departure from Tempe Depot, and Eric is the employee crouched beside the tram with his hand on his chin.

FOOTSCRAY REMEMBERED

On 10 March 2012 the 50th anniversary will occur of the closure of the three local tram routes which radiated from Footscray railway station, to Williamstown Road, Russell Street and Ballarat Road. They were operated exclusively by four-wheeled trams, and their closure ended the regular use of such cars in Melbourne.

The three Footscray lines were developed by the Footscray Tramways Trust, constituted by Parliament in 1915, but the First World War delayed construction and the network was not ready for operation by the time the MMTB came into existence in 1920. The works were completed by the MMTB and the three lines were opened together on 6 September 1921. At this time and for more than 30 years thereafter, the Footscray lines were isolated from the rest of the Melbourne system. Trams needing to be transferred to or from the main system were moved on road vehicles.

During the Second World War a branch from the Ballarat Road line was opened northwards along Gordon Street to serve a number of munitions factories. As a result trams displayed some very unusual destinations such as ‘Explosives Fty’ and ‘Pyrotechnic Fty’. On 2 May 1954 a connection was opened between Gordon Street and a spur off the West Maribyrnong line, thus linking the Footscray network to the main system. Route 82 from Moonee Ponds to Footscray Station was instituted, operated by bogie cars. This service was not affected by the closure of the Footscray local lines and continues to this day.

To mark the 50th anniversary of the closure we present some pictures which capture the interesting atmosphere of these lines and the small trams which served them. A history of the Footscray system by K. S. Kings was published in the July 1962 issue of *Electric Traction*, from which the facts in this introduction have been drawn.

X1 467 waits at Williamstown Road terminus for its next trip to the railway station. The advertising sign visible above the tram - Drive Safely on COR - British Petrol - is another reminder of a bygone age.

Noel Reed



Footscray Depot pictured on 18 January 1954. An X1 car is just visible at left while an X2 and T class trams are prominent.

Noel Reed



Two trams pass near the end of the Gordon Street line. The driver of car 677 has re-set the destination sign ready for the trip back to the depot.

Noel Reed

T 179, in fresh paint, poses in Gordon Street. By the time of closure of the Footscray lines all services were being run by trams of the X1 and X2 classes.

Noel Reed





A sight typical of the Footscray local services: three trams meet at Footscray station.

Hugh Ballment

On the last night of the Footscray trams, 9 March 1962, X1 460 turns from Leeds Street into Barkly Street, bound for the Russell Street terminus.

Jim Seletto



HERE AND THERE

AUSTRALIAN AND OVERSEAS NEWS

An Invercargill Birney runs again

The shell of Invercargill Birney car 15 has been transformed in the Tramway Historical Society's Ferrymead workshop into an operating tram after two years of dedicated work.

On 22 October 2011 the car was moved from tram barn 1 to the pit road of tram barn 2 to enable finishing touches to the truck and completion of other underfloor work. Its first move under power was on 26 October, followed on 28 October by a number of trial trips to the Ferrymead township and return. There is still considerable finishing work to be done but seeing the car in its current form was a great thrill for those responsible for its restoration.

No. 15 entered service in Invercargill on 20 December 1921 and last ran on 31 May 1952.

Birney 15 is destined for operation on the Christchurch City Tramway when it reopens.

Adelaide tram news

H car 380 left the storage site at the former Mitsubishi plant at Tonsley Park for Milang on Lake Alexandrina near the mouth of the River Murray on 22 November 2011. Two H cars – 351 and 367 – are being retained at Glengowrie Depot for historic purposes. They are not expected to be used for normal or heritage operations. Car 351 is to be externally refurbished.

Since the extension of the line to the Adelaide Entertainment Centre in March 2010, extra cars known as 'sweeper' cars are used to cope with concert crowds as required. For example, at the finish of the Cold Chisel concert at 11:00pm on 29 November, three



Invercargill Birney car 15 during a trial run to Ferrymead village on 28 October.

Steve Lea

‘sweeper’ trams were used to assist with crowd removal. The same occurred for subsequent concerts. Two trams waited at the Entertainment Centre terminal at Hindmarsh while the third was kept at South Terrace for use if required. Depending on passenger movements these trams may run only to South Terrace, or to Glenelg. Tram Operations are kept informed of concert dates and likely numbers.

Tramway Historical Society, Ferrymead

A new three road shed at Ferrymead was officially opened by Christchurch Mayor Bob Parker on Saturday 4 February. The building houses the trams left stranded in the city following the disastrous earthquake in February 2011, and which have been

stored in the weather at Ferrymead since then. The cars are Melbourne W2 244, Christchurch Brill 178 and Christchurch Boon 152 with its Duckhouse trailer. The new building was erected with funds raised locally and through donations from various COTMA museums and individuals, including a donation from the Danish Tramway Museum.

Monday 30 January saw an important event at Ferrymead for the Sydney Tramway Museum, witnessed by Howard Clark. The covers were removed from Christchurch ‘Yank’ 12 and the car was rolled into the new building by THS members, to be placed under cover for the first time in around 60 years. This tram was obtained a number of years ago by the STM as it is almost identical to a Sydney G car, and fills the

The illustration on the first day of issue cover for Australia Post’s new Capital City Transport stamp issue mirrors one of the stamps in the series, showing Melbourne W7 class tram 1015.

R. Merchant collection





Ron Gepp preparing to drive his drop-centres at Lakeside Park, Clare, South Australia.

Michael Bosworth

missing link in the Museum's collection of Sydney production car types.

Coupled Adelaide drop-centre cars at Clare

Ron Gepp, a retired Adelaide tramway motorman (number 1832) has built a 7 1/4 inch gauge operating Adelaide F type drop-centre car which tows an open second car on which passengers can ride. Ron, a former STA tram driver, contacted the Australian Electric Transport Museum some time ago to obtain details of Type F cars in order to construct his scale model. Several months ago he completed his model and it has been in active service ever since. The leading car bears Ron's cap badge number as the car number.

(The Adelaide drop-centre cars were actually numbered 201-284, with 264 and 282 now operable at St Kilda and 244 held for ultimate restoration.) The car operates on a 1 km circuit in Lakeside Park in the mid-north town of Clare, South Australia, 136 km north of Adelaide.

It will be recognised that Ron Gepp's model runs as a coupled set. While Adelaide drop-centre cars were never coupled, a drawing exists in the AETM archives showing the design of a coupling system using Tomlinson couplers for retrofitting to Adelaide's drop-centre cars.

BALLARAT

BALLARAT TRAMWAY MUSEUM

PO Box 632, Ballarat, Victoria 3353

www.btm.org.au

From Dave Macartney & Peter Winspur

'Springfest'

Some months ago Rotary Young Ambition approached the Museum to arrange another 'Tram Pull'. The event has always been good fun and good publicity in Ballarat for the Museum. The last such event had been held in 2005. The date chosen was the morning of 30 October, 'Springfest' market day. It was felt that this day would see maximum exposure for the event although it meant a few operational challenges for the Museum.

Two single truck trams are placed alongside each other at the loop and teams of 10 to 15 attempt to pull them by rope (uphill) along our short section of double track. Even though we cannot guarantee that the two are exactly the same or that resistance of each track is identical, experience has shown that the performance of the teams is more important than any possible difference between the trams.

Alastair Reither masks up No. 33 on 6 October before spray painting commences.

Dave Macartney



The day dawned cold and wet, but this did not dampen the enthusiasm of the visitors and a large crowd was present to witness the teams representing local businesses compete for the cup. After many heats and much tugging of trams 27 and 28, the winning team was B&D Technologies.

'Springfest' is usually our busiest day when normal fares are charged and, with the loop blocked for some time, a 'split' service was run on each side until the event finished. As usual the market stalls were spread all around the lake. The organisers claimed that

attendances were higher than in 2010, but this was not reflected in our patronage which was one of the smallest since the event started in 1996.

Current projects

Work commenced on 7 October to repaint No. 33, the last car in the Museum's fleet still with its original SEC paintwork. The basic green paint was sprayed on, in a departure from the previous brush painting technique. Staff from Bendigo were drafted in to carry out this specialised task. The rest of the job was carried



Freshly repainted tram No. 33 waiting on its finishing touches on 22 December before returning to service.

Dave Macartney

out in the traditional manner, with the final numbering and lining out performed by member Brian Wood, proprietor of 'Signs On The Move', in late December. No. 38 still has a little original SEC paint on the interior, including some vintage graffiti from many years ago.

There are arrangements for museums to obtain through the Department of Transport second hand infrastructure from Melbourne as it becomes available and of no further use to Yarra Trams. During early December, the entire yard at Camberwell depot was

replaced and track and overhead fittings were made available to COTMA museums. Another big effort by our small workforce has seen several sets of points and overhead fittings transported to Bungaree for use by other museums in the future. On behalf of all the museums we thank Yarra Trams for its assistance and co-operation, and Adrian Ponton of the Department for his continuing support.

Work on the new storage shed at Bungaree has continued over recent weeks, with the shed now at the lock-up stage and with all three roads having had track



Newly laid access track to the storage shed at Bungaree on 27 November.

Warren Doubleday



Paul Mong backfills the tracks in the storage shed at Bungaree on 11 December.

Alastair Reither

installed. On 1 November 2011 the two spare 22E trucks were transferred to Bungaree and the No. 15 trucks from Melbourne 919 were brought to the depot. During December these were placed temporarily under No. 661 while its trucks were run out for cleaning and inspection.

The tramway shelter at the loop was removed by the Council for refurbishment during December. It was returned with new seat slats and new iron for the roof, and looks fit for many more years service. This shelter was donated to the Museum in its early days and was restored and installed in its current location by the Museum. Over the years it has been variously repainted by us and by Council. It was last repainted by the late Philip Work in 2007.



The restored shelter at Gardens Loop on 28 December.
Warren Doubleday

The four large elm trees along the path from the Gardens to the Prisoner of War memorial were finally removed on 26 and 27 October. These trees were at the end of their lives, and were in the habit of shedding branches during windy weather. They had also grown so large that they were impeding the growth of the Deodar Cedar trees that were supposed to make up the avenue. These are a handsome evergreen tree native to northern India that are much less prone to dropping branches on the overhead. Three new cedars were planted to complete the avenue.

Life Membership for Richard Gilbert

At the Annual General Meeting on Sunday 23 October 2011 Richard Gilbert was appointed the first Life Member of the Museum in recognition of his contribution over more than 40 years. Richard is the only member to have served continuously on the Board of management since our beginning in May 1971. He played a major role in the formation of what was then the Ballarat Tramway Preservation Society and has continued to be a driving force in the day to day operation of the Museum ever since. He is currently Vice President and has held the roles of Secretary, Traffic Manager, COTMA Representative, Marketing Manager and President, to name just a few.

Death of Charles Trethowan, former SEC Chairman

On 10 October 2011 Charles Trethowan passed away. He was the Chairman of the State Electricity Commission of Victoria at the time of the opening of the Museum. He was born in Ballarat in 1925 and joined the SEC at the age of 14 as an office boy. One of his jobs was to count the coins that had been



Removing the elm trees in front of the Museum on 26 October.
Dave Macartney

received on the trams. He trained with the RAF during the Second World War as a navigator but did not see active service. After the war he studied Commerce at Melbourne University. In 1974 he was appointed

General Manager and Chairman of the SEC, at that time a very large and prestigious organisation. On 1 February 1975 he officiated at the opening of our tram service along with the Sir Arthur Nicholson, then Mayor of Ballarat.

BENDIGO

BENDIGO TRAMWAYS

1 Tramways Avenue, Bendigo, Victoria 3550

www.bendigotramways.com

From Len Millar

Grand re-opening

After two years of demolition, renovations, disturbance and dust, while keeping our Talking Tram Tours running, we now have our depot back.

The Bendigo Tramways Depot and Workshop was officially re-opened on Thursday 12 January by Victoria's Deputy Premier and Minister for Rural and Regional Development, Peter Ryan MP.

The Victorian Government, with the Australian Government and the City of Greater Bendigo, together contributed \$3.2 million towards the renovations, which have seen significant improvements to the site, setting it up for a bright future.

Bendigo Tramways is not only important as a tourist attraction, but the organisation is recognised nationally and internationally as heritage tram restoration specialists.

We see a lot of potential for our workshop to attract restoration work from all over Australia and even overseas. The upgrade will put us in a better position to win contracts such as that for the restoration of Melbourne's City Circle fleet. Work on the Melbourne cars commenced in 2011 and will continue in earnest this year.

Although there are still some tasks to be done, such as the completion of a new souvenir shop, we already have an expanded tram workshop, new offices and other amenities for staff, volunteers and visitors. There is a new surface in the depot yard and updated drainage, electrical wiring, fire sprinklers and lighting throughout the facility.

Besides the workshop improvements, the depot has become a more inviting place for tourists who can now

enjoy a 45-minute guided tour of the 108 year old building.

Deputy Premier Peter Ryan was enthusiastic in his remarks when he performed the opening ceremony. He said the exciting redevelopment project significantly improved the work environment and tourism potential of Australia's oldest operating tram depot.

"Bendigo's iconic trams are central to the city's identity and the depot, museum and workshop form a major Victorian and international tourism attraction," Mr. Ryan said. "Tram restoration work at the depot includes helping those as far away as Christchurch and San Francisco, as well as the wedding present tram for Mary, Crown Princess of Denmark.

"Bendigo Tramways are also now maintaining Melbourne's iconic W-class trams as part of an \$8 million restoration program through the Victorian Government." Mr. Ryan said redevelopment works had also enabled the growth of local employment and training. "An essential part of this project is the partnership with Bendigo Regional Institute of TAFE and the associated training and learning opportunities available to local students," Mr. Ryan said.

"With the improved depot, workshop and spray-booth facilities, additional training opportunities have been developed that will ensure local people are taught valuable skills associated with restoring trams that are also transferable throughout the region."

Guided tours

Apart from gaining our refurbished depot and workshop, we have instituted a change to our guided tours of the premises. Formerly, when a tram pulled



Depot Starter Anita Bagley drives the Santa Tram, Birney No. 15, across Back Creek on yet another quest to find Santa.
Bendigo Tramways

into the depot, the driver or the conductor would provide about ten minutes of history and anecdotes about the Bendigo trams and their operators.

Commencing in early December, we now provide 45-minute guided tours through the depot and the workshop. The tour groups see our 1903 electric trams, the battery tram and whatever tram is having a turn in the depot. We also show our visitors the various phases of restoration, including carpentry, electrical and painting projects. Equipping our visitors with hard hats, we show the braver souls underneath Birney 28 to point out its motors, compressor, resistance grids and all the other components that make a tram work. From Monday to Friday, our visitors can now see our workers doing restoration tasks, a most rewarding activity that has seen lots of friendly interaction between visitors and restorers.

Santa tram

Dating back to the 1960s, the local Myer store has sponsored and organised the annual quest for Bendigo's kids to find and visit Santa Claus – by tram, of course. This year we ran it ourselves, and the response was amazing. The Santa Tram ran from Saturday 17 December to Friday the 23rd, and within three days of starting this year's runs the entire week was completely booked out.

Those who were quick enough to book their place met decorated Birney 15 at Alexandra Fountain, excited by the prospect of meeting Santa, who was hiding at a secret location.

Luckily our tram drivers knew where Santa was hiding and were able to take the children to meet him.

Each child received a gift from Santa and had their photo taken with him before catching the tram back to the fountain stop – with the man in red on board.

Speaking of birthdays

There is no denying that the anniversary of our vintage Talking Trams is a date that we look forward to in our calendar each year, and 2011 was no exception. On 11 December Bendigo Tramways was a hive of activity as we celebrated the anniversary, made all the better this year with the re-opening of our depot and workshop.

The day of family fun included free tours of the depot and workshop, half price Vintage Talking Tram Tours, face painting and balloon art. The Clan MacLeod Pipe Band entertained visitors both on the trams and at the depot and a sausage sizzle was run by Rotary. The weather was perfect, and the day was enjoyed by everyone who attended.

White Ribbon Day

Three of our trams were transformed for the White Ribbon Day cause this year. Each of the trams was decorated with black and white signs to raise awareness and to end violence against women. Bendigo Tramways has been a part of the fight to stop violence against women since 2008, when the first three White Ribbon trams hit the tracks.

Tony Robinson visits us

The comic actor and television presenter of 'Time Team' and 'Black Adder' fame was in Bendigo filming a series on the history of Australian towns. The



John Penhall shows visitors around the newly expanded depot. The steps leading down under Birney 28 can be seen on the left. Hard hats or hair nets are supplied for the more adventurous who wish to venture 'down under'. Visitors who elect to have a more detailed look inside 28's interior instead, are requested not to sound the foot gong.

Bendigo Tramways

episode is to be one of a ten-part series for Foxtel's History Channel called 'Tony Robinson's Time Walk', which visits ten Australian towns. As part of the Bendigo episode, Tony visited the Bendigo Tramways and included the colourful story of the dispute in 1972 over Birney tram No. 29 (now No. 302). The story about the 'fight' for Birney 29 is included as part of our new depot and workshop tour. Not aware of the story? Come and find out!

In the workshop

Greater Bendigo City Council undertook road works on Thunder Street, which curtailed the tram tour for several weeks back in August-September. During this period, tours terminated at the Tyson's Reef stop, and were unable to reach the North Bendigo terminus. We took the opportunity in these months to repair the tram track along Thunder Street. Our drivers are now saying that the relaid section is now the best track on the system.

An old timber and wrought iron tram shelter has been restored by the workshops staff, and has been installed at the North Bendigo (or Emu Point) terminus. This attractive structure provides a pleasant rest stop for those waiting for the tram following a visit to the Bendigo Joss House temple which is just across the Swan Hill railway line.

Melbourne tram SW6 959, which had been stored at Newport Workshops for many years, has been completely stripped and taken to the Weeroona Avenue (Gas Works) depot where it was sand-blasted in preparation for crack-testing and the next stage of its refurbishment.

Restoration of the MTPA's W3 tram No. 663 has been completed; it left for Haddon on 19 December. We thank all those who contributed to its renovation, with the restored tram being a fine example of the skilled craftsmanship we possess in Bendigo.

In other developments, tram No. 25 recently had its rewiring completed. Several minor tasks remain to be done on this car before it will return to service as one of our Vintage Talking Tram fleet.

Bring Back the Trams campaign

Spearheaded by Joseph Gould, one of our conductors, Bendigo Tramways has been running a campaign to get Bendigonians to embrace and, in time, actively support, the idea of trams providing a transit service around the city. Joseph has worked assiduously to ensure that petition forms are carried on our trams to garner signatures for our cause.

One of our corporate aims is to persuade the community that trams are once again right for a transit role in the streets of Bendigo. When it became public knowledge that Bendigo's Arts Precinct in View Street was receiving a multi-million dollar revamp, the Bring Back the Trams team began creating a proposal for the City of Greater Bendigo, asking that trams be included in any redevelopments. The proposal was presented to council, and we are currently awaiting a response.

Last year saw the creation of the Bring Back The Trams website, which is now online and open for inspection at www.bringbackthetrans.com.

The Bendigo Tramways website itself has been renewed and is well worth viewing at www.bendigotramways.com.

FERNY GROVE

BRISBANE TRAMWAY MUSEUM SOCIETY

PO Box 94, Ferny Hills, Queensland 4055

www.brisbanetramwaymuseum.org

From Peter Hyde

Work continues on the restoration of prototype FM 400 and Dreadnought 136. Reinstallation of the ceiling and seats in 400 provides a tantalising glimpse of the likely finished appearance of the car. Both the curved and flat steel side panels have been attached on 136; the next major task will be the replacement of the two full car-length steel side plates that support the car body.



Bevan Burnes and Darryl Soden complete the re-installation of side panels on Dreadnought 136.

Peter Hyde

In the new substation, installation of services continues with domestic light, power, communications and alarm wiring under way.

While the summer rains were late in coming - not really starting until after Christmas - they have made up for their tardiness by presenting the highest January rainfall since 1974. This has accelerated the growth of lawns so that weekly mowing of the entire property has been necessary, with a couple of mid-week efforts required as well to make the grounds ready for two significant events.

On 18 January, a re-enactment was staged of the start of the great General Strike of 1912. At 11:00am on that day, tramway employees who were members of the Australian Tramway Employees Association attached union membership badges to their watch chains in defiance of the rules of the Brisbane Tramway Company. Those who refused to remove them were summarily sacked by the manager, Joseph Badger. Tram services ceased and, as other unions acted in sympathy, a General Strike ensued across the entire state. Combination car 47, in use in 1912, was the star attraction of the re-enactment by Museum members and actors from the Hills Players.



John Booth installs ceiling segments in FM 400.

Peter Hyde



Alex Tafe and Brian Martin finish the ceiling panels in FM 400.
Peter Hyde

On Sunday 5 February, the Rail Tram & Bus Union sponsored a Family Day at the Museum with food stalls, jumping castles and other activities provided for the benefit of members. Approximately 1100 visitors enjoyed the event and provided the Museum with one of its busiest days ever. During the day 2100 passenger journeys were made on 41 runs between 10:00am and 3:00pm. The larger bogie cars were run until 1:00pm with the single truck trams taking over as crowds declined later in the day.

The Workshops Rail Museum had a stall where they launched *One American Too Many – Boss Badger and the Brisbane Trams*. Written by well-known railway and tramway historian David Burke, the book is a history of Joseph Badger's administration of the tramway company with emphasis on the General Strike of 1912. Copies are available for purchase from the Brisbane Tramway Museum Society for \$27.50 plus postage.



Re-installed seats and ceiling panels in the car.
Peter Hyde

Local state Member of Parliament Geoff Wilson, accompanied by ladies of a certain age, enters into the spirit of re-enacting the start of the General Strike.

Nicole Schellback



The large food and refreshment marquee set up for the RTBU Family Day.
Peter Hyde

Union officials and our local state Member of Parliament pose with Combination Car No. 47 as it repeats its role in the General Strike of 1912.

Noel West



HADDON

MELBOURNE TRAMCAR PRESERVATION ASSOCIATION

324 Sago Hill Road, Haddon, Victoria 3351

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From Kym Smith

W3 663

During November and December, the final painting and signwriting was completed on W3 663 in Bendigo. Signarama Bendigo completed the numbering and lining to their high standard, while the final coat of varnish was applied to the interior and touch up work completed on the exterior to complete the works.

One item that was corrected prior to 663 departing Bendigo was to repaint the beading surrounding the destination box in cream, based on an image of W3 655 in our archives that we believe appeared in the Journal of the Institution of Engineers Australia when the W3 class were being constructed. As 663's livery is intended to represent its as-built condition, the beading that had initially been painted green was repainted cream, creating a vastly different look to the tram.

No. 663 returned to Haddon on 19 December where the remaining works on the tram will be completed. It is intended to launch 663 into passenger service at the next open day at Haddon on 27 March 2012.

SW5 849

Stripping back of the exterior saloon panels has been completed in preparation for their re-priming and painting. The vinyl lining, numbers and logos have also been removed from the drop-centre panels and from the No. 1 end apron, and the panels sanded back in preparation for undercoating and painting.



Trackwork

The rails and checkrail for the south west curve have been placed in position, and welding of the joints has commenced. Some remedial spot bending of a couple of the inner rails has also been undertaken to ensure that the curvature of the rail is correct. A start has been made on drilling the inner rail and the check rail for the spacer bolts and the tie rods. As the inner rail on this curve is 75lb rail, we will need to manufacture new spacers to bolt the check rail against, as the ones we have used previously are only suitable for 80lb rail.



The first few bolts are in position to connect the check rail to the inner rail, and with most of the rails in place and the joints welded, the curve is starting to take shape.

Jacqui Smith

W3 663 is lowered back onto Haddon rails after its return from Bendigo.

Jacqui Smith



Back in the Carbarn, and with the refurbished destination boxes installed, W3 663 with its cream destination surround displays a different image from other Melbourne trams in the Haddon fleet.

Anthony Smith



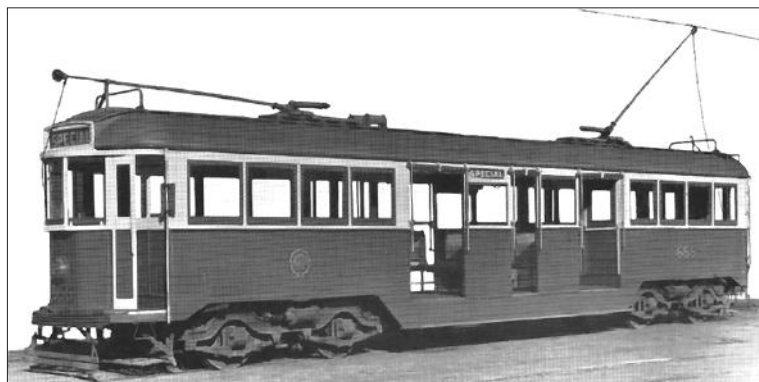
Heath from Signarama Bendigo applying the numbers and lining to the front of W3 663.

Kym Smith

Anthony Smith drilling the bolt holes into the inner rail of the south west curve.

Jacqui Smith





The image of W3 655 as built, showing the cream around the destination box. Early builds of the W3 had wind diverters; 663 has been restored retaining its drivers' doors.

MTPA Archives,
photographer unknown

LAUNCESTON

LAUNCESTON TRAMWAY MUSEUM SOCIETY INC.

PO Box 889, Launceston, Tasmania 7250

www.ltms.org.au

From Robert Quinn

Launceston Tramway Museum has been busy this summer. For the next few months the museum will be open every day, with our No. 29 in operation each day except Tuesdays and Thursdays. There has been an advertising blitz in hotels and accommodation providers.

An audio visual display about our current restoration project, LMT No. 1, is a new feature.

Highly visible, No. 29 runs to a timetable with each trip involving two runs. On the first pass, one just experiences the old girl as she rolls along. For the



Prominent roadside advertising has been erected along the city approaches.

Robert Quinn

The new audio visual display presents the restoration story of LMT No. 1 complete with a commentary on the work in progress.

Robert Quinn

second pass a recently created soundscape provides a 1940s experience with a historical description of the area at a time when trams ran in our city and the steam locomotive was king. When approaching the old turntable, still in place and adjacent to the former roundhouse, one can hear steam action replayed; the hissing and locomotive footplate sounds come from our friends at the Don River Railway, Devonport.

A quality sound system has been installed for these presentations.

Taking a prominent role in this venture, No. 29 is currently covering 16.5 km each day, five days a week. Following recent repainting of the roof and external timber work, she proudly goes about the business at hand.

LOFTUS

SOUTH PACIFIC ELECTRIC RAILWAY CO-OP SOCIETY

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www.sydneytramway.museum.com.au

From *SPER News*

Sydney C class 37

Work continues on C 37 with the saloon windows individually fitted, new internal windows to cover the sliding door recesses installed by Geoff Spaulding, along with repairs and splicing pieces into the end bulkheads. Controllers and brake valves have been mounted. Rod Burland has undertaken the dirty and awkward job of cleaning the underside of the frame and flooring. He has also removed, cleaned and painted most of the under-floor brackets and mountings, and varnished the end bulkhead sliding doors, preparatory to fitting.

The new motor suspension beams received from Christchurch have been drilled and painted awaiting the spring mounting brackets. New truck springs ordered from a manufacturer in Christchurch are expected to be delivered to Loftus before the end of February. Richard Clarke supplied the drawings to Andy Rowe of Christchurch Tramway some time ago; however as some were tapered springs, they have taken longer than expected to manufacture. Andy will spend a few days in Sydney to assist with fitting the truck under the car, once the springs arrive.

Sydney P class 1729

P 1729 has been moved to the second position from the rear of road 7 in the Display Hall from where it can be seen by the public. This is to comply with terms of the heritage grant.

Following the move to road 7, Martin Pinches unbolted and unscrewed the bistro tables from the tram together with the Perspex door and window infills and the aluminium strips supporting them. An external

terminal casting for the body tie rods has been removed for duplicating, as tie rods were not fitted when replica seats were installed by the Canberra Tradies Club to replace missing seats in the main saloon and in the end compartments. This required unscrewing one of the centre seat backs to enable the casting to be removed, along with the smaller lower casting. Warrington Cameron has taken the two castings away to have replacements made. Warrington has also removed one of the seats from the drivers cabin and one of the main side windows, which was missing the original aluminium cast top. The glass suppliers will use this as a pattern for drilling the hole in the correct place in the necessary replacement toughened glass. Howard Clark collected from Harradence Glass the etched banded 'SMOKING' and plain banded laminated glass for fitting to the upper window cavities.

Vic Solomons has commenced removing the carpet that was installed whilst the tram was in Canberra. This will be a time consuming task as the carpet has been glued to the underfelt, which is glued to Masonite and plywood covering the original floor timbers. Vic has also placed all the Perspex onto the glass racks for possible future use.

Seashore Trolley Museum have despatched the P car truck frame to Christchurch for Andy Rowe to replicate a pair of trucks. The frame was scheduled to reach Christchurch on 23rd February via Boston and Los Angeles. Our exchange materials which left Loftus on 14 December have now arrived at Seashore. This consisted of two sets of new P car brake shoes, four Melbourne headlights and a line breaker. The new



Sydney P car 1729 being moved to the rear of road 7 in the display hall where work will commence on stripping out the carpets and tables installed for its bistro role at the Canberra Tradesmen's Union Club. The Perspex door and window infills are still in place in this view.

Martin Pinches

shoes will enable P 1700 to be operational again in time for the northern summer season.

Six wheel sets and some P car axle boxes have been extracted from under the suspended floor at the back of 15 road for despatch to Christchurch, for lathe work and fitting to the truck frames. Their place was taken by the spare O bogie which is under cover at last.

The four Melbourne No. 15 trucks which will supply traction motors for 1729 and PR1 1573 have been moved to the northern storage yard.

Other trams

The two sliding king pin block assemblies for Ballarat 37 were received back from Leussink

Engineering and have been cleaned, primed and painted black ready for re-installation. Covers have been removed from the underfloor cable ducting in preparation for rewiring. Frank Cuddy is making good progress on reconstructing the second controller and the compressor governor.

The Wednesday crew have made and fitted new lifeguards around both ends of Melbourne cable grip car 322, fitted floor boards to the end platforms, cleaned and primed various steel components, and refitted the end aprons.

The track tamper has been stripped of its trolley pole and electrical gear and is to go on loan to the State Mine museum group at Lithgow where they will fit the diesel engine from the old air compressor and use the tamper for a couple of years.



K class 1296 makes a rare appearance during the shunting movements required to place P car 1729 in the display hall on 7 January.

Martin Pinches



Sydney L/P car 154 is being repainted into Newcastle livery and the work was well advanced on 28 January. Martin Pinches

Tramcar and building painting

The paint shop team have again been busy attending to the Museum's fleet. Peter, Joe, Vic and Ian have commenced the exterior repaint of L/P 154. This tram is being returned to the early 'drab' colour scheme of olive, fawn and grey. In this instance, the repaint will adopt the Newcastle version of these colours. Although only minor, the variations in this scheme were duly noted by Norm Chinn who has passed the information to Ian. We thank Norm for his assistance. The tram has already reached the final stages of undercoating.

Sydney J car 675 has had remedial work carried out by the paint shop as well. The correct shade of grey has been applied to the upper panels and the roof to khaki colour.

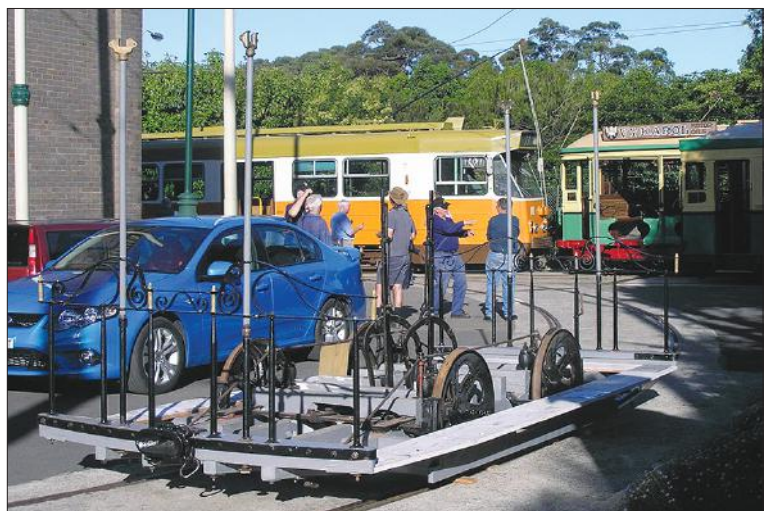
Richard Ferrari has removed graffiti from the lower panels of the Railway Square waiting shelter. The upper portions of this shelter (including the signal box) are scheduled to be repainted in the cooler months.

Tramcar advertising

Our museum has supplied the Seashore Trolley Museum with a collection of internal and external tramcar advertising for fitting to their Sydney P car 1700. We have built up a collection of these gems from the past over the last 20 years. Many of them are over 55 years old and reflect the daily life of a generation long gone. We now have about 30 internal advertisements restored and documented with more on the way. A recent innovation has seen external advertising mounted on the apron brackets of 1979. These have attracted much comment from members

Melbourne cable grip car 322 was brought out of the workshop on Members' Day, 3 December, for members to see close up the work our Wednesday team has been doing. Melbourne Z2 111 and Sydney O 1111 can be seen in the background.

Richard Jones





Sydney R1 car 1979 looks very smart on 28 December after its repaint and application of apron advertising. Martin Pinches

and the public alike. The artwork involved in restoring these is carried out by Joe Spinella, with exceptional results. Thanks also to Howard Clark, Vic Solomons, Frank McQuade and Barry Tooker for their contributions to the collection.

Road vehicles

AEC double deck bus 2619 is having old malthoid stripped from the lower deck floor. The refurbished radiator was refitted on 14 December. On the same day the bus was lifted some 1.4 metres by the four workshop jacks so that the fuel tank could be removed for cleaning inside and out. The underside was steam cleaned and painted and the compressor was removed, cleaned and re-fitted.

Our Bedford tower wagon attended the annual Australia Day Motorfest on 26 January and was on display in Bent Street in the city.

Buildings old and new

Further brickwork has been erected by our CSO bricklayers on the southern wall of the first floor of the YMCA building and bricklaying has commenced on the second floor.

It is expected that builders will be on site within the next two months to see our long awaited new depot building erected. This will occur once the water tower, replica sprinkler, steelworks wagon and other items are moved elsewhere from the area near the pine trees.



Another view of Melbourne cable grip car 322 on 3 December. It has since been fitted with lifeguards. Work continues on completing the end aprons. Richard Jones

Tom Tramby prepares to move ballast motor 42s back to the trackwork site after the lunch break on 3 December.

Richard Jones



Mike Giddey places dog spikes and Greg Sutherland handles the hose while Bill Parkinson uses the air operated spike hammer to drive home the spikes in the newly laid rails. The work was carried out over three days in very adverse weather conditions.

Martin Pinches

The depot at the old site has been subject to further break-ins by vandals in recent times. It is recognised that security is a major problem, and various options are being investigated to make the building more secure. As a first step installation of power to allow some form of alarm system to be installed is being investigated.

Track relaying work

Work on reconstructing the track between Depot Junction and the Railway Square Waiting Shed was put on hold so as not to interfere with special events such as Torquefest and the upcoming February Open Day. It is hoped to return to this project in early March.

In the meantime the opportunity was taken to extend the western track around the first curve north of Pitt Street ready to be connected to the main line. A new track drain was constructed near pole 109 close to the end of the concrete track. A total of 8 cubic metres of concrete was purchased and laid on 4 and 7 January. (As a result of building work slowdowns and wet weather, it has been some time since we have received any donated surplus concrete.) This was sufficient to enable the track to be used to a few metres past the end of the concrete and was tested by ballast motor 42s on 14 January.

The track re-laying work at the curve commenced on Thursday 2 February in wet and miserable conditions which continued on the second day. Only the Saturday



Some of our traffic staff volunteered to assist with this trackwork. On 4 February. Michael Kerry helps Ian Saxon to remove old sleepers while Andrew McCabe and Mike Giddey remove spikes.

Martin Pinches

was fine. The old eastern track was disconnected and old rails were towed back around the curve clear of the work site. This enabled the old sleepers to be removed which in turn allowed re-spacing of the new sleepers where necessary. Old ballast was excavated and further rail joints were fishplated.

There is still some work to be completed to reconnect the new rails to the remaining track towards Sutherland. An overhead frog pan is to be installed as a temporary measure where the two trolley wires cross on the curve to restore use of the line as quickly as possible.

Two long welded 53kg rails over 50 metres long were jacked out of the '4 foot' near Army Crossing on 5 November and were barred to the side of the track as they were being scraped by lifeguards and gear cases on some of the trams.

Fourteen sleepers have been replaced between the first curve and the TAFE Crossing but the track beyond a point 30 metres north of that crossing was closed on 3 December pending further works. We are making urgent enquiries to try to source more concrete sleepers so the 53 kg rail can be used.

Our CSO workers have dug a trench for the stormwater pipe to drain the pit for the new left hand points that are soon to be installed between Railway Square and Depot Junction. The trench will also carry a 50mm water line and more electrical conduits.

Royal National Park fire trail

The National Park Service expressed concern about the condition of the fire trail paralleling the National

Park line following its heavy use by Hollands during the recent re-sleepering work.

David Canini, our earthworks contractor was engaged to repair the roadway on 28 January. David used his front end loader to excavate spoil from the end of the old Scouts Camp platform on the National Park line and loaded our yellow tip truck seventeen times. Chris Olsen and Mike Giddey deposited the spoil along several boggy sections of the road near the culverts under the line. While the truck was away David moved ash from the old platform across the track to provide extra cover over our recently laid stormwater pipe on the Loftus Oval side of the line.

After lunch David spread, leveled and compacted the fill to provide a reasonably good road surface.

Miscellaneous

On 18 January Dave Herbert and Craig Parkinson installed an air conditioning unit for the bookshop. The compressor is mounted behind the north end drivers cab.

On Saturday 20 January four new taps were put into operation on the Museum's water service. Three are located on the eastern side of Tramway Avenue between Cross Street and the southern end of the Railway Square Waiting shed and the fourth can be found at the barbecue facility south of the Railway Square Waiting Shed.

A number of compliments have been received on the quality of Lakewood Park's lawns and the gardens along Tramway Avenue. Both areas are a credit to our hard working gardening team.

Adelaide H car 358 rides smoothly along the resleepered Royal National Park line on Members' Day, 3 December.

Richard Jones



Cross bench cars at National Park terminus. Single truck J class 675 and bogie O class 1111 wait for passengers to take their photos before returning to the museum on 3 December.

Richard Jones

PORTLAND

PORTLAND CABLE TRAMS INC.

2A Bentinck Street, Portland, Victoria 3305

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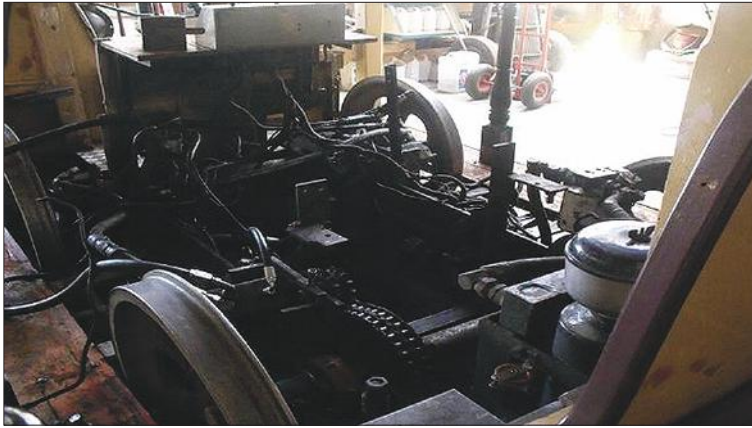
From Alan Rees

Refurbishment of Grip Car 001

The refurbishment of Grip Car 001 commenced in mid-December with sanding back and fibreglassing of the roof, and by mid-January the work was well under way. Sanding and fibreglassing the roof was performed by Lou McKay, Don Errey, Wayne Barrett and Peter Barber. Although it was an arduous task the roof has come up a treat.

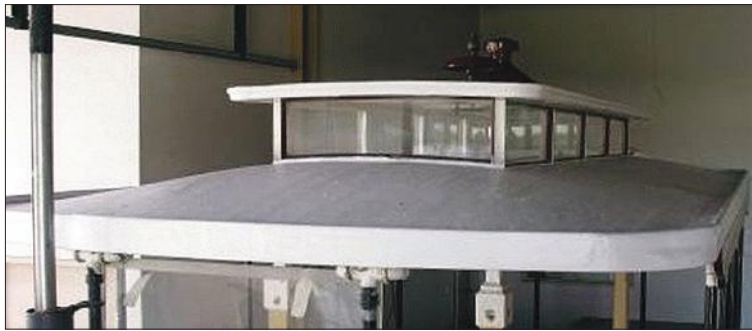
Assisted by a donation of \$10,000 from our social club, Grip Car 001's SD22 Nissan diesel engine has

been removed and sent for reconditioning, at a cost of around \$4000. A further \$1500 will be spent on a new bell housing and starter motor, and new hydraulics and motors will be fitted to the car. When the work is finished, 001 will have a new lease of life and it will again become the mainstay of our small fleet. Grip Car 002 will then become a backup car when patronage requires its use.



Grip Car 001 awaits its new engine.

Portland Cable Trams



The finished roof – no more leaks.

Portland Cable Trams

Below: Marion Alkemade was photographed cutting a celebratory cake when she chalked up 1000 trips. Marion has now doubled that number of trips. Well done, Marion!

Portland Cable Trams

Conductress clocks up 2000 trips

Marion Alkemade chalked up 2000 trips in December, a fantastic effort. She became an overnight media personality with the Portland Observer publishing an article about this meritorious achievement. Marion not only conducts but is a member of the social club committee and helps out with meals and other tasks when touring groups visit the depot.

Our tenth anniversary

Portland Cable Trams will celebrate ten years of operation in March. This is a significant achievement by our volunteers who have operated our cable trams on five trips per day and 364 days a year over the past ten years. To mark the occasion we are proposing to provide free rides to the general public on Saturday 3 March with a sausage sizzle around lunch time. We are hoping the free rides will help stimulate greater interest in our tram service in the Portland community. Another initiative being considered is the operation of a Chicken and Champagne tram on the evening of Friday 2 March. Details will be posted on our website towards the end of February.



ST KILDA

AUSTRALIAN ELECTRIC TRANSPORT MUSEUM (SA) Inc

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From Colin Seymour & Kym Smith

New tram shed

The new, three-road replacement for the original tram shed was erected recently and our trams are again stored safely under cover. The new shed is narrower than the old one and covers Roads 4, 5 and 6; its northern wall runs along the middle of the old Road 3. However, the new shed is much longer, and comfortably fits two H cars on each road. There is also room for a new workshop area within the shed at the rear of Roads 4 and 5, and space for an additional single truck tram on Road 6.

Road 3 remains part of the depot fan, but it now ends at the shed. Road 2 (the old workshop road) runs outside the new shed and through to the Bodyshop. Until the outside storage area in the former workshop is fenced off, a tram is being stored over the pit to ensure safety.

While the project is about two thirds complete in dollar terms, plenty of work remains to be done in the months ahead.



Contractors erect the shed frame on 9 November 2011, with trams in outside storage on the depot fan.
Kevin Collins

The new shed frame goes up over Roads 4, 5 and 6 on 10 November 2011.

William Adams





The new shed as seen from the depot fan prior to the trams being moved in on Saturday 19 November 2011.

Andrew Gilbertson

First steps in the project: removal of Road 3 and site preparation

After the old shed was demolished, the former Road 3 within the area of the new shed was removed over several days commencing on 19 August 2011. This was done by oxy-cutting through the rails around six metres out from the original concrete sill of the old shed. By the end of August, the old track had been removed and the site was cleaned up awaiting the arrival of the new shed.

The new shed takes shape

Once council approval had been given, work started on the 'shed kit'. The first of many component deliveries commenced on 5 October when the footings arrived at St Kilda. On 11 October a subcontractor arrived at the Museum to drill the holes and concrete the footings into place.

The frame of the shed arrived on 4 November when five truckloads of framework were received, with construction commencing on Monday 7 November. By the following day, the contractors had erected the framework for the side walls, 48 metres long. The rapid pace of work continued, and by Thursday of that week all of the roof rafters, door frames and bracings were in place. Most of the northern side of the shed had cladding installed by 11 November, rounding off a very exciting week.

Part of the new shed design will see the workshop area fitted with insulation to help reduce the ambient heat inside that part of the shed. This will make working conditions more tolerable for the workshop staff.

Although not part of the original contract, the shed contractors agreed to dig two holes using their 600mm auger. The first of these would enable the placement of a new traction pole adjacent to the northern wall of the



During the period of outside storage of trams security was greatly enhanced by the on-site presence of self-sufficient camper vans and their occupants, thanks to the caravan club connections of Kevin Collins. Chris Summers

H 364 becomes the first tram to enter the new shed on 19 November 2011.

Andrew Gilbertson



new shed. The new pole will support the overhead above the now-exposed Road 2, which will extend as far as the body shop at the rear of the shed site. The new pole will also support the overhead near the front of the new shed, and a span wire will be strung across between the wheel lathe shed and the northern wall of the new shed further along Road 2. The second hole would enable us to replace a catenary pole in the yard which had started to lean in recent months. The catenary span will be transferred to the new pole in the near future. Holes for both new traction poles had been dug by 17 November.

By the time this work was done, the new shed was largely finished with the sliding doors at the front fitted and all the roofing iron screwed down. All that remained to be done by the end of the week was the fitting of the rear wall in the new workshop area and the fitting of the flashing around the various joints and corners on the shed.

With the shed being mostly complete and a number of trams having been out in the open for several months, the contractors were asked if having the trams inside the shed would hinder their work on the rear wall. This of course would require the overhead in the yard to be partly re-attached to the shed.

Upon being told that it would be possible to move the trams back in the shed, an 'overhead up' day was held on 19 November.

The first road to have the wiring strung up was Road 2. Silver H car 362 was the first tram moved during the day, to provide a cover for the open air pit. To provide a temporary support for the trolley wire on Road 2, the former Glenelg line tower wagon was retrieved from the back yard and placed in front of 362 to support the wire until the new poles and span wires had been placed in position.

John Pennack pushes W7 1013 into the new shed with the Museum tractor.

Andrew Gilbertson



Work on Roads 6 and 4 followed, using the borrowed scissor lift made available by the shed contractors. At the same time as Road 4 was being wired up, H car 364 was moved onto Road 6, becoming the first tram inside the new shed.

By the end of the day, all three shed roads had their overhead wiring installed, and trams 21, 294, 354 (and its coupled weed-killing trailer), 361, 364, 365 and 1013 were under cover for the first time since early August.

Operations return to depot fan

The remainder of the depot fan overhead was re-hung and tensioned on Saturday 17 December. As a temporary measure pending fitting of overhead troughing in the new shed, the overhead wiring extends only about six metres into the new depot. W2

294 became the first tram to enter the new depot under power on Road 4 late in the afternoon of that day. Five trams were used in service on Sunday 18 December to test all five roads on the re-hung depot fan. Following its service, C 186 became the first operations tram to enter the new depot under power.

Preparations for concreting

Just prior to Christmas the Museum was advised that it had been successful in securing a grant of \$11,570 from Arts SA towards the cost of concreting the sills and workshop floor in the new shed.

With the shed up and the trams safely stored within, and armed with the news of the grant funds, efforts have turned to the concreting of the sills around the base of the shed. A contractor was engaged to excavate the footings beneath the front doorways, to enable

Ballarat No. 21 is pushed into the new shed.

Andrew Gilbertson



A view of car 364 in the south east corner shows that there is plenty of room for H cars.

Andrew Gilbertson

upturned rail to be welded underneath the running rails to form a solid and level doorway footing. The door guides were welded in position prior to concreting.

The shed was constructed to be level with the highest point of the existing rails; this being part of the existing Road 5 track within the original shed. As such, the rails at each doorway have been raised to match this level prior to concreting. This has necessitated welding some additional upturned rail 'sleepers' at a number of locations to strengthen and support the raised and levelled rails.



John Pennack and William Adams prepare an upturned rail 'sleeper' for welding under the raised track on Road 4.
Kym Smith



H 362 and the tower wagon act as a pit cover and overhead support while work progresses on the new shed.

Kym Smith



Mike Crabb explains the technicalities of welding to John Pennack while William Adams carries on with the task of welding the next rail 'sleeper' in place.

Kym Smith

After a number of months of limited operations, it is pleasing to see trams back on the main depot fan again. H 360 and W2 294 await their next trip to St Kilda Beach on 27 December 2011.

Kym Smith



WHITEMAN PARK

PERTH ELECTRIC TRAMWAY SOCIETY (INC)

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From Michael Stukely

WAGT E class 66

Following the launch of WAGT (Perth) E class tram 66 on 9 October, work has continued on rectifying the problems that had prevented its operation under power on that occasion. No. 66 moved under power for the first time (under test) in late November, and to the delight of members she then made a 'surprise' twilight appearance under her own

power at Mussel Pool, for display only, with Fremantle 29 at our Christmas barbecue on 4 December. It will not be long before the car's systems bed in and we complete the final adjustments and paperwork, and get approval from the Rail Safety Regulator for 66 to join our operational fleet and start carrying passengers (and members!).



W2 329 passing through the Village at Whiteman Park on 17 September.

Michael Stukely



A pair of steel trolleybus span poles in Walcott Street at Hill Street. Michael Stukely

Perth E Class tram 66 on display for members at the Christmas barbecue at Mussel Pool in the evening of 4 December. The commemorative banners from the launch on 9 October were still attached.

Michael Stukely



The interior of restored Perth E Class tram 66.

Michael Stukely



Traffic operations and service cars

During September-November the main service car was Melbourne W2 329, with occasional use of W4 674 as backup, and Fremantle 29. There were good levels of patronage in the October school holidays, as usual.

Priority in October-December had to be given to ensuring that we had adequate service cars available for the coming summer school holiday period, with operations scheduled on seven days per week. The long-awaited motor exchange on W2 441 was carried out by the Wednesday Team, with a newly-overhauled motor installed.

Perth trolleybus overhead poles

The last major remnant of Perth's trolleybus system disappeared in the final months of 2011 with the removal of all but a few of the steel span poles that lined both sides of Walcott Street between Beaufort and Charles Streets. The domestic power supplies that they had carried were recently put underground, and we were able to negotiate the purchase of the poles. Most of them are now stockpiled at the Car barn, for future use at Whiteman Park. We thank Zerapha Holdings (who carried out the removal) for their donation of portion of the cost. They have also donated 40 spun concrete poles which will be very useful.



Steel poles from the south side of Walcott Street are loaded for transport to Whiteman Park on 25 August beside a newly erected aluminium light pole. Strangely, the street light on the old steel pole still in place at left is illuminated.

Michael Stukely

General

On the track workday, 26 November, a significant sleeper renewal job was carried out by just three members at the far end of Village Junction Curve and part way up the straight to the terminus. Ten of the very closely spaced, lower-quality timber sleepers in the section were replaced with seven steels, and some lifting and packing has greatly improved the ride quality here. The track bed excavation alongside Road 9 on the south side of the Lindsay Richardson Car barn was almost completed in November. The repaired crossing (formerly at Stockmans Loop north points) was installed at the eastern Car barn fan turnout on the main line in January, replacing the temporary straight length of rail that had been on the main.

The old WAGT Chevrolet tower truck is again mobile under its own power thanks to the efforts of Nick Tsiaglis and others. The Broomwade mobile compressor is again available for use following the replacement of a tyre.

Jack Kendall, Kim Freind and John Azzaro have progressively cleared the south-west corner of the Engineering Shed, in preparation for concreting of this remaining floor area.

Bryan Adcock and team are continuing the body restoration work on WAGT B class single-truck car 15,



The prototype ultrasonic rail-testing unit, towed by a four-wheel-drive Kubota vehicle fitted with Hi-rail equipment, near the Village road crossing on 31 October.

Jeff Green

for future static display by the South Perth Historical Society. Bryan has sealed the roof, and a pair of old controllers of no further use to us have been identified by Noel Blackmore for stripping out and mounting on the platforms. Hand brake assemblies have been painted and are ready to install. David Carling has painted the new seat squabs and backs ready for assembling. John Budd has completed installing the sliding doors at each end of the saloon, and stained and sealed other replacement timbers fitted in the saloon.

Another unusual operation took place on the tramway on 31 October, when Fairclough Corporation carried out a filming run with their prototype ultrasonic rail-testing unit, towed by a light four wheel drive Kubota agricultural off-road vehicle fitted with Hi-rail equipment. These operations were done on the main line near the Village road crossing. A donation will be provided by Fairclough Corporation for the use of our track.

Victoria Park Mayor, Cr. Trevor Vaughan, speaks at the opening of the 'Tram-Bus shelter' in Albany Highway on 1 December.
David Brown



Contributions to outside events

On 1 December David Brown, Ric Francis and Bob Pearce attended the opening of the new 'Tram-Bus shelter' in Victoria Park, near the corner of Albany Highway and Welshpool Road. This replaces an earlier tram-replica style shelter, for which PETS had supplied parts, which had deteriorated and was removed. The new shelter is a practical bus shelter, a piece of public art, and a strong reminder of the tram service which used to operate in the area. It is part of a tramway-related Heritage Trail that runs from here to the Causeway. David gave a talk about the history of the Victoria Park trams, and also covered their pre-history – the five years of the authorities trying to get an acceptable tramway proposal in place, from 1900. It appears that history may be repeating itself in the 2010s with new light rail now being proposed to cross the Causeway from Perth city and run through Victoria Park.



An interior night view of the 'Tram-Bus shelter' in Albany Highway, showing the replica tram controller and hand brake in the cab.
David Brown



Ballarat 33 looks resplendent on the Ballarat Tramway Museum's depot fan after its overhaul and repaint.

Alastair Reither



Passengers alight from Sydney R1 class 1979 at the Sydney Tramway Museum on its return from the Royal National Park on 28 December 2011.

Martin Pinches