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- Tram Preservation in Hobart
- Adelaide's Tram Tour Weekend

TROLLEY WIRE

AUSTRALIA'S TRAMWAY MUSEUM
MAGAZINE

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Editor.....Bob Merchant
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Randall Wilson
Ross Willson

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*Christmas at Valley Heights. Santa with his ever
faithful Elf, Ms Tolhurst, posing in November 2011 with
Driver Lewis (right) and Fireman Tollhurst.*

Peter Butler

Front Cover:

*Sydney and Wanganui steam tram motor 100 on its test run on 28 April. It is being passed by Sydney R class 1808
operating the regular passenger service at the Museum of Transport and Technology in Auckland. David Cawood*

THE GENOVA TRAMWAYS

PART TWO

By Guido Boreani

Rolling stock

The first electric trams for Genova were four cars built in 1892 by Officine di Savigliano, with electric equipment from Germany (AEG). Between 1895 and 1907, 305 four-wheel tramcars were built by many Italian builders, all with AEG motors and controls. These came in many small lots of a few cars each and it would be long and difficult task to describe them all. Together with these came 130 trailers, the largest portion of them being former Compagnia Francese horse cars modified for electric service. In addition the first four electric trams became trailers in 1900. Motor cars were numbered from 1 to 305, and trailers from 351 to 534, with some numbers being omitted.

In 1919 came the first prototype of a new series of four wheel trams. No. 306, built in Pistoia by SAI S. Giorgio (today's Breda Pistoiesi), had 50 seats compared with 40 in the older cars. Another 150 cars followed between 1921 and 1929. Originally these cars received scattered numbers but were later renumbered in the 600 – 750 series. Together with these cars, 81 trailers of similar outline were bought; they were numbered from 535 to 616 except 596; and were later renumbered as 405 to 485.

In 1929 came the first bogie car, No. 388, known as a 'Castegini' tram after its designer. Although looking traditional from the outside, this tram was extremely innovative, nearly revolutionary. Its bogies had no

springing, because their frames were elastic in themselves, and the two 60 hp motors were hung under the floor, transmitting power to all wheels via cardan shafts. Fifty Castegini cars, Nos. 751 – 800, were built by Piaggio and Ansaldo in 1931 together with 30 bogie trailers (621 – 650). An ill-fated prototype with regenerative brake equipment – No. 387 – was also built at this time by Breda.

In the following year, 1932, 20 more Castegini were built by Piaggio, Nos. 801 – 820. These were shorter than the previous series (10.20 metres as against 12.00 metres) and were intended for the hilly lines. Following the reform of 1934, which opened new lines and new connections, more trams were needed and, in 1934-35, the 30 Castegini trailers were rebuilt as single-ended motor cars, this time with four nose-hung 45 hp motors. These were the first single-ended trams in Genova, and they were given the new numbers, 821 to 850. In the same period 25 of the older four wheel cars were rebuilt with new bodies.

By 1939, replacement of four wheel cars dating back to the last decade of the 19th century and the first decade of the 20th became necessary. They were slow and small, requiring the use of trailers where this was possible on the level lines. A new tramcar was designed by UITE director Ing. Barbieri who based its design on a type he had designed for Bologna five years earlier.

One of UITE's oldest cars, No. 30 was built in 1899 and rebuilt by UITE in 1924. It is seen at Pegli with a trailer of the 405 series, on its long journey to Voltri on line 1. All photos are from the author's collection, except where shown.



This car was christened 'tipo Genova' with 100 of them (numbers 900 to 999) were ordered. Of these, 94 were delivered between 1939 and 1940. The 'Genova' trams ran on Brill 97E bogies manufactured in Italy by Tecnomasio Italiano Brown Boveri. Cars 900 to 949 had CGE (Italian General Electric Co) PCC control, and all had four 60 hp PCC type motors and PCC-like 'blinker' doors.

The six cars missing from the number sequence, Nos. 984 to 989, were sold to Breda, which used them to fulfil an order from Beograd, Yugoslavia. In exchange for the six cars, Breda built four six-axle articulated cars (1101 to 1104) in 1942. These were the last new trams built for Genova.

In the post war years studies were made to improve the capacity of the existing old stock which, although still in good condition, was too small to handle the sudden peaks arising from shift changes at many of Genova's factories. In 1948-49, 30 trams of the 221 – 250 series, built in 1907 by Clemente & Nobili in Bologna and subsequently rebuilt in 1923-24, were modified again. One of the platforms on these cars was eliminated, enabling a small articulated trailer mounted on a single axle to be attached to the rear of the tram. The trams so modified were renumbered 1221 – 1250 and lasted until the late 1950s.

The good results obtained from this modification led to a more ambitious plan. Between 1949 and 1951, 78 trams of the 600 – 750 series and all the remaining trailers from the 405 – 485 series (78 cars in all), were rebuilt as articulated units. The general principle was the same as for cars 1221 – 1250, but the approach was more sophisticated. A platform was cut away from each car and the running gear on the trailers was replaced by a single lightweight bogie, made with an elastic frame, similar to the Castegini bogies. The two bodies were then united with a drum articulation, thus obtaining a 130 seat single-ended tram 16.80 metres long, with three doorways. At the front and centre were air-

operated three-piece folding doors; the back door remained open. The numbers of these cars were 1601 – 1678. They ran on all lines, except the eastern shore ones, until 1964 when the shrinkage of the network meant that the 900s were sufficient to serve the remaining lines.

In the 1950s the closure of many city lines made available more four-wheel cars of the later type. Accordingly, in 1954, the remaining 30 trams in the 600 – 750 series were rebuilt into 15 articulated cars of a kind that already existed in Milano, Roma and Napoli. Like the modifications carried out previously, a platform was eliminated from each tram and a newly-built section was suspended between the two bodies, with two articulations.

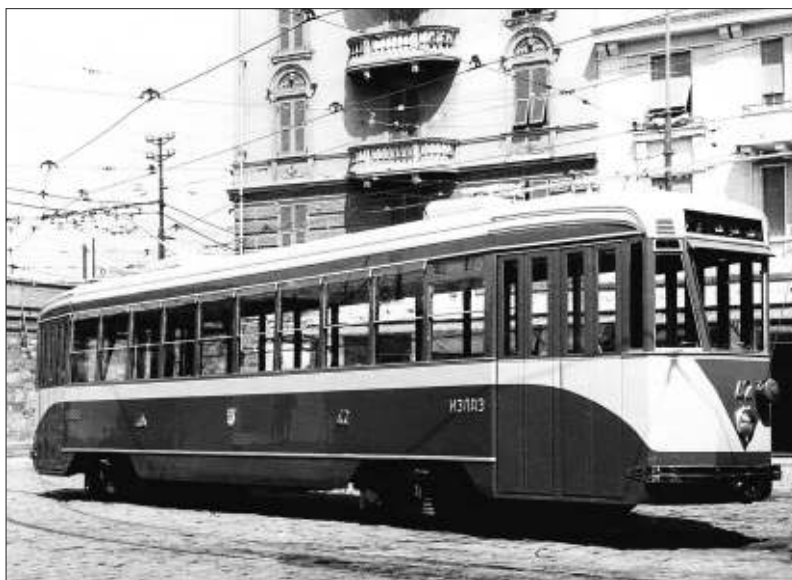
The cars so obtained, 1701 – 1715, were 20.88 metres long. They were the longest trams in Italy (until the advent of the Milano 4800s), were double-ended and had three doorways per side. The arrangement of the front and middle doors was the same as on the 1600s; at the back was a sliding door that was always left open. The operation of the doors was reversed when the tram changed ends, which was seldom, because main termini had loops. The 1700s served all their time on the Voltri route (lines 1 and 2), except for the last few months after the closure of these lines when they appeared on the val Polcevera lines.

With the closure of the western routes in 1964, all the older cars (Castegini, 1600s and 1700s) were soon scrapped. There was some hope of selling the newer cars and initial contacts were made with a view to sending ten 900s to Zagreb, Yugoslavia, but this came to nothing. The four 1100s were sold to Neuchâtel in Switzerland, where they remained in service for further 20 years. A few 900s were stored for a while, waiting for the remote possibility of selling them. Genova was the last metre gauge tram system in Italy, so there was little hope of this. They were then scrapped, except for Nos. 962 and 973. The former was donated to a parish



In 1940 a line-up of brand new 900s leave Littorio depot and cross the bridge over Bisagno to begin the day's services. The paint scheme is the simplified one that will survive until early post-war years. White stripes have been painted around tram fronts, and headlights have been darkened as an anti-air raid measure. Littorio depot, opened in 1939, was later converted to the main workshop.

UITE 989, already sold to Breda and touched up as Beograd 42, photographed in the yard of Deposito Sampierdarena in the early months of 1940. The six trams sold by UITE to Breda (984 – 989) were delivered to Beograd in 1940-41 and became their Nos. 37-42. The order was for 15 trams, and Breda had to build a further 9, but only one could be completed before the end of the war. It was requisitioned by German forces which sent it to Innsbruck in Austria where it became No. 60. This tram still exists and is the only Genova tramcar in working order. Breda completed the order in 1949-50. Beograd 900s were later modified as single ended cars with three doors. They remained in service until about 1980.



Tram 1236 seen at Cornigliano on the west coast line, in 1956. The small trailer with its single axle, and the articulation, are clearly visible. The axle-driven air compressor can also be seen. People on board are amused by the photographer. Who could be so insane as to take pictures of old trams? Peter Boehm



church and after a couple of decades in the open had to be scrapped. No. 973 was preserved by AMT. It was restored in 1980, numbered as 900 for the public transport centenary exhibition; it was then stored in the open and is today in poor condition.

Distinctive features of the Genova tramways

The first electric trams of 1893 had two experimental Fischer bow trolleys, but later trams had the usual trolley pole with fixed head and wheel, and this technology lasted to the end. Double-ended bogie cars had two poles, except the 'short' Castegini cars (801 –

820) which had just one. The four-wheel cars also had a single pole. The 1600 series cars had the pole on the back section (but positioned well forward) to operate overhead contacts for electric points at a safe distance from a preceding car. For the same reasons the 1100s and 1700s had their poles placed on the front section with the retriever being mounted on the roof. It is not known how the pole could be handled without climbing on top of the car.

Trolley catchers were used on all cars, and these were of a special UITE design except on the 900s and 1100s which had retrievers as standard equipment. Single

pole double-end cars always had two catchers, and a spring catch in the rope allowed the trolley rope to be easily freed from one end and hooked to the opposite end.

All four-wheel trams, except the early ones, were mounted on a truck of German (Böcker) origin that was unusual in having the main side frames below the axle boxes, instead of above as is the usual position. This allowed the body to sit slightly lower on the wheels, with the steps also being lower.

A man who left a notable mark on UITE tramcars was Remigio Castegini. He began his career with Compagnia Francese in the 1890s, and remained active until the early 1950s when, already retired, he helped to design the 1200s, 1600s and 1700s. He was responsible for the design of cars 601 – 750 and bogie trams 751 to 850. His trademark is easily recognisable in the gracefully arched windows in the long platforms with narrow doorways, as well as the wide windscreens on these cars. He designed bogies with frames made of spring leaf that were used on his bogie trams and on the back section of the 1600s. This feature made the usual springing unnecessary. He also designed controllers, built by Ansaldo, that were more efficient and required less maintenance than other types. Unfortunately details of these controllers are missing.

Genova trams carried four line indicators, at both ends and sides. On single-ended trams these appeared only on the right hand side. The line indicators were made of sheet metal with the line number, both termini and some intermediate places, painted in black on white. With the 1934 reform, and until the early post war years, line numbers were made easily recognisable

from a distance by a colour code: shore lines (both west and east) had white number on blue background, Bisagno and Polcevera valley lines had white on green, city lines had white on red and new connecting lines (east – west, west – north, north – east) had a black number on a yellow background. There were also 'barrate' runs displaying a red diagonal bar over the line number, meaning a short working. The 900s had the usual linen rolls with white inscriptions on a black background. There were two end rolls, one for both termini over the windscreen and one on the right hand corner for line numbers. Side rolls showed only termini.

From the early years until the late 1940s, trams running at night carried two coloured lights above the front route sign, each route having a different colour code. These codes were very useful because of the city's topography. Also, only a few streets were available for trams in Genova's central areas, and with the continual flow of trams, anything that could facilitate easy spotting of one's tram was welcome.

For the same reason the organisation of the services was such that there were a great number of lines, some running direct to the outskirts and others providing short workings and connecting services. In 1934 there were 52 tramway lines in Genova; by comparison the much larger city of Milano had 36 at that time. In 1960 Genova still had 20 different services over only four main routes. A curious organisation of the val Polcevera lines was that cars running from the city to outer termini via Galleria Certosa (in 1960 line 11, Caricamento – Pontedecimo) returned to the city via Sampierdarena (as line 7), and vice versa.



The seaside at Pegli, on the western shore, in the summer of 1954. Here the tracks were situated close to the sidewalks, preventing motor car parking and arousing protests from the growing motorists' brotherhood that was more than a nail in the trams' coffin. A 900 in its original paint scheme is speeding west and a sprinkler is keeping down road dust while people enjoy the beach and the sea.

The Castegini tramcar: No. 792 seen in 1956 at via Brigata Bisagno stop on its way to Caricamento, coming from Marassi on a 26 "barrato" service. Following behind is a 900 on line 50, San Martino–Sampierdarena.

Peter Boehm



The early cars of 1893 were painted dark red. Later, the colours became green and yellow. In the 1910s trams were painted very light yellow overall, with black lining and red numbers. This livery was retained until the end of the 1920s when the Government ruled that urban public transport vehicles in the whole country were to be painted in medium and light green. 'Genova' type trams received these colours, but with a special design that lasted until early post war years, when the livery was simplified. Roofs and roof equipment were aluminium. Fleet numbers were gold at first, then yellow, with the waist line having a white/red/white strip as a reminder of the city's colours.

Most track was single when first built but lines were eventually duplicated nearly everywhere. Unfortunately

the original track had often been placed on the side of the road, and second track was either placed alongside the first, or on the opposite side of the road. The western shore route was an example of this. About half of the 10 kilometres between Sampierdarena and Voltri had this layout, so that motorists parked their cars in the middle of the road. The other arrangement, where the two tracks were laid together, was even worse because it left paths too narrow for traffic in one direction and too wide for the other. This track design had much to do with the early demise of the tramways in the city. Track was laid in paved streets throughout in the city. The only length of reserved track (except for Galleria Certosa) was a few hundred of metres in via Bruno Buozzi, alongside the harbour.

Articulated 1620 is seen leaving the far end of Galleria Certosa in 1959 while working on line 11 to Pontedecimo. The trailer section of 1600s was always slightly tilted towards the front, being level only when both cars were either empty or fully loaded.





The nearside of 1650 at piazza della Vittoria on its way to Prato on line 12 in 1961. Notice the front and centre narrow doorways, and also the open rear one. Maintenance was kept at top level until the end, as can be appreciated by the good general condition of the car.

Coming from Pra Palmaro on line 4 in 1961, No. 1706 is caught by the photographer as it passes Sampierdarena depot at speed on its way to Caricamento. The depot already houses buses. The snake-like attitude of the car is because of uneven track rather than any structural defect.



Single-ended Castegini 847 is at the beginning of another long journey to Bolzaneto as it leaves Pra Palmaro loop, crossing the tracks of the Voltri line and National Road 1 'Aurelia'. This broadside view allows good observation of the unusual design of these handsome trams and of the unique structure of their bogies. Down the stairs to the right is the path to the beach.

TRAMWAY LINES IN 1934

- 1 – PIAZZA BANCO SAN GIORGIO – VOLTRI ● ●
- 2 – PIAZZA BANCO SAN GIORGIO – PEGLI ● ○
- 3 – PIAZZA BANCO SAN GIORGIO – SESTRI ○ ●
- 4 – PIAZZA BANCO SAN GIORGIO – SAMPIERDARENA ● ●
- 5 – PIAZZA BANCO SAN GIORGIO – Sampierdarena – RIVAROLO ○ ●
- 6 – PIAZZA BANCO SAN GIORGIO – Sampierdarena – BOLZANETO ● ○
- 7 – PIAZZA BANCO SAN GIORGIO – Sampierdarena – PONTEDECIMO ● ●
- 8 – PIAZZA BANCO SAN GIORGIO – Sampierdarena – CAMPASSO ● ●
- 9 – PIAZZA BANCO SAN GIORGIO – Galleria Certosa – RIVAROLO ● ●
- 10 – PIAZZA BANCO SAN GIORGIO – Galleria Certosa – BOLZANETO ● ●
- 11 – PIAZZA BANCO SAN GIORGIO – Galleria Certosa – PONTEDECIMO ● ●
- 12 – PIAZZA BANCO SAN GIORGIO – Galleria Certosa – CERTOSA (return via Sampierdarena) ○ ●
- 13 – PIAZZA BANCO SAN GIORGIO – Sampierdarena – CERTOSA (return via Galleria) ● ○
- 14 – PIAZZA BANCO SAN GIORGIO – CORNIGLIANO ○ ●
- 15 – PIAZZA BANCO SAN GIORGIO – PRA ● ●
- 16 – BRIGNOLE – Corvetto – PEGLI ● ●
- 18 – MARASSI – BOLZANETO ● ●
- 21 – DINEGRO – Manin – STAGLIENO ● ●
- 22 – MANIN – Corvetto – PIAZZA SANTA SABINA ● ●
- 23 – DEFERRARI – Marassi – QUEZZI ○ ○
- 24 – CORSO DOGALI – Manin – Corvetto – Principe – CORSO DOGALI ○ ●
- 25 – SAN NICOLÒ – Principe – Corvetto – Manin – SAN NICOLÒ ● ●
- 26 – DINEGRO – Principe – VIA NAPOLI ○ ●
- 27 – CORSO DOGALI – Manin – Corvetto – VIA TOMMASEO ● ●
- 28 – PRINCIPE – Corvetto – PIAZZA BANCO SAN GIORGIO ● ●
- 30 – DEFERRARI – FOCE ● ●
- 31 – PIAZZA BANCO SAN GIORGIO – PRATO ● ●
- 32 – PIAZZA BANCO SAN GIORGIO – Molassana – GIRO DEL FULLO ● ○
- 33 – DEFERRARI – STAGLIENO ○ ●
- 34 – PIAZZA DELLA VITTORIA – San Gottardo – DORIA ● ●
- 35 – PIAZZA DELLA VITTORIA – STAGLIENO ● ●
- 36 – PIAZZA DELLA VITTORIA – PONTE CARREGA ● ●
- 37 – DEFERRARI – piazza Verdi – SAN FRUTTUOSO ○ ●
- 38 – DEFERRARI – via Barabino – BOCCADASSE ● ●
- 39 – DEFERRARI – Sturla – NERVI ● ●
- 40 – PIAZZA BANCO SAN GIORGIO – Deferrari – Albaro – QUINTO ● ●
- 41 – PIAZZA CAVOUR – via Barabino – corso Italia – PRIARUGGIA ○ ●
- 42 – DEFERRARI – San Francesco d'Albaro – STURLA ● ○
- 43 – DEFERRARI – San Francesco d'Albaro – LIDO ● ●
- 44 – PIAZZA BANCO SAN GIORGIO – Deferrari – BORGORATTI ● ●
- 45 – DEFERRARI – San Martino – STURLA ● ○
- 46 – DEFERRARI – via Tommaseo – SAN MARTINO ● ●
- 47 – DEFERRARI – San Francesco d'Albaro – VILLA RAGGIO ● ●
- 48 – PIAZZA CAVOUR – Piazza della Vittoria – SAN FRUTTUOSO ● ●
- 49 – DEFERRARI – via Tommaseo – OSPEDALE SAN MARTINO ● ●
- 50 – SAN MARTINO – Brignole – Corvetto – Sampierdarena – CAMPASSO ● ●
- 51 – QUEZZI – Brignole – Principe – Galleria – RIVAROLO ● ●
- 52 – SAN GIULIANO – Brignole – Principe – DINEGRO ● ●

- 53** – VIA TOMMASEO – Brignole – Principe – Sampierdarena – CAMPASSO ● ●
54 – STURLA- Albaro – Deferrari – piazza Banco San Giorgio – DINEGRO ● ●
55 – FOCE – Brignole – Principe – DINEGRO ● ●
56 – MARASSI – Brignole – Principe – DINEGRO ○ ●

(Notes: Piazza Banco San Giorgio is today's piazza Caricamento; Deferrari termini were in nearby via Petrarca; Circonvallazione a Monte circulars. ● ● ○ ● ● are the night line identification lights)

TRAMWAY LINES IN 1960

- 1 – PIAZZA CARICAMENTO – VOLTRI
 2 – PIAZZA CARICAMENTO – PEGLI
 4 – PIAZZA CARICAMENTO – PRA PALMARO
 6/ – PIAZZA BARABINO – BOLZANETO
 7 – PIAZZA CARICAMENTO – Sampierdarena – PONTEDECIMO
 9 – PIAZZA CARICAMENTO – Galleria – RIVAROLO
 10 – PIAZZA CARICAMENTO – Galleria – BOLZANETO
 11 – PIAZZA CARICAMENTO – Galleria – PONTEDECIMO
 12 – PIAZZA CARICAMENTO – PRATO
 12/ – VIA DIAZ – PRATO
 13 – PIAZZA CARICAMENTO – GIRO DEL FULLO
 13/ – VIA DIAZ – GIRO DEL FULLO
 15 – PIAZZA CARICAMENTO – NERVI
 15/ – PIAZZA CARICAMENTO – PRIARUGGIA
 16 – BRIGNOLE – NERVI
 22 – BOLZANETO – Sampierdarena – PRA PALMARO
 24 – BRIGNOLE – SESTRI
 24/ – BRIGNOLE – CORNIGLIANO
 26 – BRIGNOLE – RIVAROLO



Articulated 1104 is leaving Pra Palmaro loop on a run on line 22.

Nearing the end. In 1965 only line 12 and its subsidiaries survived, and 900s are the only trams left in service in Genova. No. 946 is seen near piazza della Vittoria at the beginning of a run to Prato.



After the end. A line-up of 900s await their fate inside Boccadasse depot. The overhead wires have already been dismantled, and the bus looks as if it has won its battle. The 900s lasted about 25 years in service; they could have done better if allowed to do so. The bus had to be scrapped after a service life of only ten years.

Carlo Marzorati



About the author

Guido Boreani is an Italian tramway enthusiast and the author of several books including *Un Tram Che Si Chiama Milano*, the definitive history of Milan's Peter Witt trams. He played a crucial role between 1997 and 2001 helping the Sydney Tramway Museum with the acquisition and modification of Milan tramcar 1692.

Late News

Melbourne W7 1032

Melbourne W7 class 1032 was tested on the Museum of Transport and Technology's Western Springs Tramway in Auckland for the first time on 18 May. The test run followed an eight month refurbishment and the fitting of overhauled and re-wheeled Melbourne No. 15 trucks from SW6 car No. 885.

THE BEGINNINGS OF TRAM PRESERVATION IN HOBART

A history of the formation of the Tasmanian Transport Museum Society

By David H Jones

The Tasmanian Transport Museum Society was formed in June 1962 and originated from the aims of four young Hobart men to preserve something of the fast disappearing era of Tasmanian steam railways and electric street transport.

The first recorded move to preserve Tasmanian electric transport occurred in April 1958 when the Melbourne branch of the Australian Electric Traction Association (AETA) wrote to the Metropolitan Transport Trust (MTT) requesting that one of the Hobart bogie tram cars (Nos. 101-103), then for sale by tender, be donated for preservation with a view to eventually establishing a museum in Tasmania.

It was pointed out that museums had been established in many overseas countries, while in Victoria two tramcars had been donated by the Melbourne and Metropolitan Tramways Board and one car by the State Electricity Commission. The Sydney branch of the AETA had been donated ten tramcars and the Adelaide branch had been given three cars with the promise of further cars as they became available.

A further letter from the AETA in May expressed the hope that four Hobart cars and the remaining Launceston tram (single truck No. 4) be preserved as the basis of an electric transport museum in Tasmania. The reply from the MTT advised that Launceston No. 4 had been sold only a short while before (apparently only two days previously) and that eventually a Hobart bogie tram may be donated.

Little progress occurred for twelve months until in December 1959 Ian Cooper wrote to the South Pacific Electric Railway (successor to the Sydney branch of the AETA in tram preservation) suggesting that they consider acquiring a Hobart tramcar. Their reply, although expressing agreement in principle, indicated that their depot at National Park was 'full to the brim', with five more cars expected, and that shipping costs would be prohibitive. The suggestion was made that Melbourne, being closer, may be the logical location and that irrespective of the location of the storage the tram must be kept under cover.

Meantime the AETA (Victoria) was investigating shipping a car to Melbourne but the likely cost of £200 to £300 could not be entertained.

In early 1960 there were only two members of the AETA in Hobart, John Chesworth and Ian Cooper, with no official branch of the Association. At about this time, in conversations at a World Ship Society meeting, Ian Cooper mentioned to Peter James the idea of preserving a tram and writing a history of the Hobart system to be published on the occasion of the closure of the Hobart tramway operations. Unbeknown to Ian and John, Peter was also preparing material for a historical publication in conjunction with Jim Stokes. The efforts of all four persons were pooled and the resultant *Electric Tramways of Hobart* was published on 24 October 1960. This was preceded by a tram tour of the remaining system on 1 October by bogie tram 111.

With the likely donation of a tramcar by the MTT, John wrote to the Transport Commissioner requesting that space be made available on railway property for its storage. A reply was received on 17 August advising that space could be provided in the Hobart roundhouse at a nominal rental of five shillings per week.

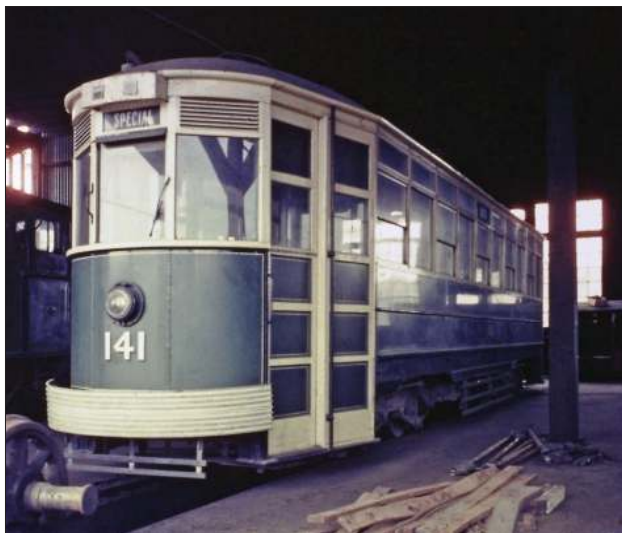
A formal request by the Hobart representative of the AETA to the MTT for a complete Hobart tramcar was followed on 30 September by the advice that the Trust had agreed to donate tramcar 141 in a complete condition to the AETA for preservation as a historic relic. The tram was donated on condition that the Association met any removal costs and that car 141 be removed from the tram shed in Lower Campbell Street so that the space could be prepared for the motor buses which were replacing the trams.

Then came the problem of moving the tram to the roundhouse. The four enthusiasts were adamant that the tram be moved with bogies attached but no transport contractor was willing to move the tram whilst the bogies remained in place and it appeared at one stage that the whole plan might fall through. Elliott Brothers then agreed to move the tram complete for £80, which in 1960 was a considerable sum for four young men, two of whom were full-time students.

The Mercury newspaper donated £50 towards the cost and the remaining £30 was raised by the sale to mainland enthusiasts of tram destination blinds and tram gongs from scrapped cars.

Bogie car 141 stored in the roundhouse at Hobart Locomotive Depot.

R Merchant collection



Tram 141 was successfully moved from the city depot to the railway goods yard on Saturday 15 October. A V class diesel shunter moved the tram to the roundhouse on the following Monday. The Saturday move, which required two crane trucks, two low-loaders and one prime mover, took seven hours.

The Hobart electric tramway system officially closed on Friday 21 October 1960, with the last ceremonial tram running on Monday 24 October.

From October 1960 to June 1962, John Chesworth, as the official AETA representative, remained the owner of the tram. With the impending departure of John for Sydney, and the desire to preserve railway steam locomotives and other transport items, it was considered that a permanent and independent society should be formed in Hobart to establish a museum for future generations. Subsequently ownership of tram 141 was transferred to the new society. Rental for the storage was paid for the next 19 months by the quartet. With John's departure, David Verrier joined the group and the rental was paid by them until April 1965.

The constitution of the new society, to be known as the Tasmanian Transport Museum Society, was signed on 24 June 1962. The three foundation members were Ian Cooper, Peter James and Jim Stokes.

Acknowledgements

Thanks to Ian Cooper for reviewing this account and verifying the facts.

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AETA (John Chesworth, Hobart): Preservation of 141 and sale of blinds

Metropolitan Transport Trust, Hobart: Negotiations for and donation of tram 141

South Pacific Electric Railway: Possible preservation
Transport Department, Office of the Commissioner for Transport, Hobart: Tram storage



Sister car 142 in Elizabeth Street at Bathurst Street, Hobart on 31 January 1959.

Robert Merchant

ADELAIDE'S TRAM TOUR WEEKEND – EASTER 1956

By John Radcliffe

There were numerous tours over parts of the Sydney tram system in its heyday, and tours have been held in Melbourne over many years. Adelaide had only one series of tram tours when it still had most of its tram system – during Easter 1956, nearly 60 years ago. The author and Christopher Steele planned and conducted the tours. This photo essay recaptures social and physical aspects of the city at that time.

Planning for the tours recognised that a tramway convention would be held in Adelaide over Easter 1956, and that this would provide a group of people who would be prepared to pay for, and enjoy, the experience of a tour of all of Adelaide's remaining tram system. Although several routes had closed (Linden Park, Erindale and Burnside in 1952; Findon–Glen Osmond in 1953; and Hyde Park–Walkerville North in 1955), the majority of routes were still operating.

A choice of cars had to be made. The oldest A type cars had all been withdrawn and the similar C type cars had also gone. The oldest cars still running were the E1 type, these being derived from the E type imported as knocked-down bodies from J G Brill's factory in Philadelphia in 1910. Only four were still in service, these being Nos. 104, 106, 108 and 111. While initial thoughts favoured using 104 as the presumed oldest, eventually the choice was made to use 'Lord Nelson' car No. 111, partly because the Sydney Tramway Museum had by that time nominated O class car No. 1111. The obvious other choice was H1 type car 381, Adelaide's

newest tram. In 1956 this car was only four years old, but it was already an orphan. Nevertheless there were many locations to which it had not travelled. (Both cars later found their way to the St Kilda Tramway Museum.)

As tour organisers we decided to have a formal and positive opening for the tour program, and the person chosen for this role was Mr J S Rees who had been an Adelaide City Council representative on the MTT Board in the 1930s. More recently he had written to The Advertiser concerning the lack of wisdom in the decision to replace the trams – a philosophical stance which took a further 50 years to be recognised, with the reinstatement of trams along the length of King William Street in 2007. Living in nearby St Peters with a discreet brass name plaque by his front door just a short bicycle ride from Hackney Depot, Mr Rees was easily found and readily agreed to open the tour program. Special tickets were printed for the occasion using a borrowed small Adana letterpress printing machine. We were assisted by MTT Public Relations Officer Ralph Sangster who loaned some MTT printing blocks from the MTT house magazine Among Ourselves for the occasion. A visit to Hackney on the Thursday prior to the tours found a small group of MTT cleaners busily polishing car 111. Bunting still in store from the celebrations of the 1954 Royal Tour was installed on the trolley poles to give an air of festivity. On the Saturday morning, guests were invited to assemble at Hackney Depot for an 11:28am departure and on Sunday morning at City Depot for a 1:00pm commencement.



Before the tour commenced on Saturday 31 March 1956, Mr J S Rees extolled the virtues of tramways while Keith Kings (left) and Bob Young (right) held a red ribbon which Mr Rees was to cut just prior to the commencement of the tour. Jack Stranger (far left) and Alan Antcliff (far right) flanked the ribbon holders.

John Radcliffe

Turning left from Hackney Road into North Terrace Kent Town, the car headed to Magill. After a very short photo stop, everyone leaped aboard the car at 11:47am to ensure the waiting service car was not delayed.

John Alfred



The special car then proceeded to Mitcham via Pulteney Street, arriving at 1:26pm. On the return journey, a cross was made at Princes Loop with F type car 211. In earlier years after leaving the same location, No. 211 had suffered a broken brake rod and lost its pole rendering the motorman unable to reverse the PC5 controller. This resulted in the car making a non-stop run through various major intersections without braking and without accident before coming to a gentle stop near the Adelaide Parklands. Guests milled about Princes Loop enjoying the chance encounter.

Keith Kings



The timetable included a meal break for the passengers and crew. The car traversed the disused Flinders Street loop into the north-east quadrant of Victoria Square, a line built by MTT General Manager William Goodman

as a new city terminal for the heavily patronised Dulwich and Burnside trams in 1921. A barrage of criticism from irate passengers who objected to the imposed 'route march' northwards to the commercial

The tram parked for a 26-minute layover in Victoria Square outside the Torrens Building, then the stately home of the Engineering and Water Supply Department, but now occupied by a branch of the US Carnegie Mellon University.

John Radcliffe



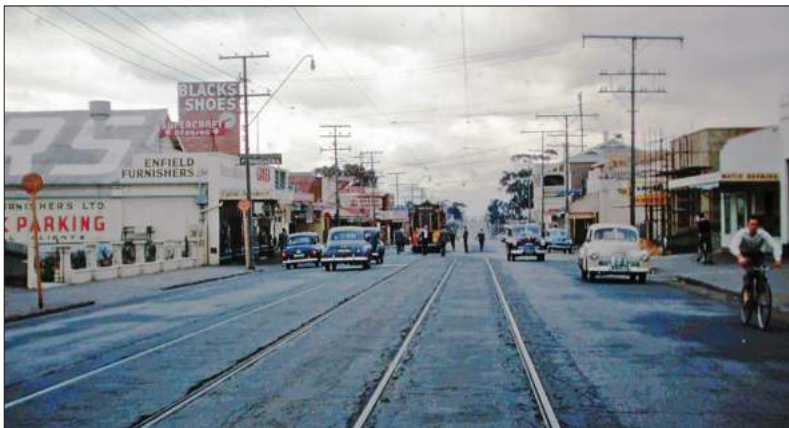
centre of the city resulted in the services returning to their former terminal in Grenfell Street from 1923. Thereafter, the Flinders Street loop was only used by

Victoria Park Racecourse trams until the last trams ran there on 18 April 1953.



The trip then proceeded to Springfield, arriving at 1:55pm (above). After a short break, the motorman was encouraged to 'let her go', and cheerfully obliged with the controller in full parallel down the hill through the Waite Institute/Urrbrae grounds at break-neck speed to Fullarton.

John Radcliffe



Passengers then enjoyed a stately run via King William Street to Enfield, arriving at 2:38pm. This terminus with its cluster of small shops on the left, the Great Northern Hotel on the right, was seen until the end of the Second World War as the northern extremity of Adelaide. Tram wheel marks were inspected well beyond the end of the line crossing Irish Harp Road (now Regency Road) denoting an unfortunate experience of some long gone motorman. Almost all the buildings were replaced by two large shopping centres in the 1970s.

Keith Kings

Returning to the city, car 111 was then piloted to Kensington Gardens, traversing the embankment through the wilds of the East Parklands which were securely fenced to discourage cows from walking on the track.

Noel Reed



After a photograph for The Sunday Mail and leaving Kensington Gardens at 3:20pm, a stop was made to inspect the Norwood Oval standing line in Norwood Parade – still replete with centre poles as it had been when the line opened as Adelaide's first electric service in March 1909.

John Radcliffe



Crossing from Grenfell Street over King William Street to Currie Street, which had only become possible in 1952, the tour headed for Henley North. At the western extremity of the Bakewell Bridge which crossed the railway tracks, our car passed H type 362, now also in the St Kilda museum, travelling in the opposite direction.

Noel Reed

The route to Henley involved traversing the 'viaduct', originally built to carry trams over the reed beds during floods. The viaduct was no longer needed after the Western Suburbs Drainage Scheme resulted in a new concrete channel that took the River Torrens straight to sea in the 1930s. Nevertheless, the viaduct continued to be of considerable tramway interest.

Noel Reed





After arriving at Henley North at 4:17pm, the crew quickly changed ends, headed back over the viaduct to the city, then to St Peters, arriving at 4:59pm. The de rigueur photographs were taken at the terminus in the late afternoon sunshine in tree-lined Sixth Avenue with the destination sign still reminding passengers that the route had been redirected from Fourth Avenue back in 1924. The pictures also included an old style Simpson destination box added to show the coloured symbols used until 1917. Car 111 then returned to Hackney Depot at 5:13pm.

John Radcliffe

On Easter Sunday, 1 April 1956, the tour commenced from City Depot in Angus Street. The late start reflected the Adelaide practice that public transport services had never been provided on Sunday mornings, apart from

several hourly bus routes, which had been traditionally run with the venerable 1925 Mack buses. It was assumed that church-going Adelaideans would walk to their local church for worship on Sunday mornings.

The tour tram ran straight to Col. Light Gardens terminus, arriving at 1.23pm. Crew of the F type car already there were wearing their summer uniform of dark trousers and light brown jacket. The tramways toilet building provided at the terminus, visible at left, lasted long after the trams' demise.

Noel Reed



Although the horse trams had used a level crossing over the Melbourne railway, General Manager Goodman invariably tried to preclude his trams from doing so. The Millwood subway, built in 1915, was equipped with pumps operated by DC motors similar to those used in A type trams. They failed in a storm in 1934, marooning F type car 201 in three feet of water.

John Radcliffe



The tour then returned to the city, and traversed Grote Street to the Wayville West terminus, arriving at 1:54pm. The disused rails at right were part of the truncated Keswick route, replaced by Anzac Highway buses in 1938.

John Radcliffe

Returning from Wayville West, the tour car continued along Morphett Street to Franklin Street rather than turning right into Grote Street. The Franklin Street loop had been built in 1952 for Showgrounds trams, a loop off the Wayville West route. The Franklin Street loop was only used for three years, and our trip was almost certainly the last car to run around it, reaching the north-west quadrant of Victoria Square at 2:04pm.

John Radcliffe



Proceeding to Cheltenham on the long single track extension hastily built along Torrens Road for munitions workers in 1942, it was necessary to cross the Rosewater loop railway at grade before reaching the terminus at 2:38pm. The rail crossings for the track duplication lay in the adjacent grass for many years, but were never used.

John Radcliffe



Returning to the city and turning right into North Terrace, the tour car ran unimpeded to Paradise, a long single track line with passing loops as, by then, one man AEC Regal Mark III buses had replaced Sunday trams as an economy measure. Both arrived at the Paradise terminus together at 3:34pm, perplexing regular passengers! Noel Reed

The tour then proceeded to Prospect, arriving at 4:27pm. The wooden span poles visible beyond the terminus had been erected for an extension to Marmion Avenue that was never completed.

Keith Kings



The special car then made a fast run to Glenelg, arriving in the late afternoon sunshine at 5:10pm. Ralph Sangster was on hand to greet its arrival and take a group photograph.

John Alfred

The final run of the day was to Richmond, arriving at 5:56pm. It is now a busy industrial suburb but in 1956 was little developed beyond seemingly being a location to display the complete range of that South Australian icon, the steel and concrete Stobie pole. The car returned to City Depot at 6:26pm.

Keith Kings



HERE AND THERE

AUSTRALIAN AND OVERSEAS NEWS

Former Sydney steam motor steams again

Former Sydney steam tram motor 100 has been fully overhauled by the Museum of Transport and Technology (MOTAT) in Auckland and was successfully test-steamed on 28 April.

During the overhaul the pistons were reconditioned and the cylinders line-bored. The NSWGR tyres dating from 1903 were milled to tramway width and profile, and were then re-shrunk onto the wheel hubs with the back to back measurement corrected. New oilers were manufactured for the various lubrication points, which will greatly simplify the lubrication process.

As well as the mechanical overhaul, the boiler was flushed out, inspected with an endoscope, hydraulically tested, steamed and certified. New sand domes are in the process of being manufactured based on NSWGT sprinkler sand dome drawings provided by the Sydney Tramway Museum.

Steam motor 100 was built in March 1891 by Baldwin Locomotive Works of Philadelphia, USA with builder's number 11665. It entered service in September 1891. It was one of a batch of steam motors withdrawn between 1903 and 1907 following expansion of tramway electrification. Motor 100 was sold in February 1905 to Saywell's Tramway and Estates Ltd which operated an

electric tramway between Rockdale railway station and Lady Robinson's Beach (Brighton-le-Sands). It was used as a stand-by locomotive.

Motor 100 was purchased in late 1910 by contractors in Wanganui in New Zealand and was used on the construction of the Gonville & Castlecliff Tramway Board's electric tramway in 1911 and 1912. It hauled four-wheel wagons of sleepers, rails and ballast as the line progressed from the port to Gonville.

On completion of this work it became the property of the Gonville & Castlecliff Tramway Board and was placed in storage behind the Gonville Town Hall from 1912 to July 1920. When the electric power supply failed on 20 July 1920, motor 100 was placed back on the rails and used in passenger service hauling electric tram trailers between the city, Gonville and Castlecliff from 30 July. When full electric service resumed on 11 October 1920, motor 100 was again placed in storage from December 1920 at the back of the tram depot at Taupo Quay.

Motor 100 came under the ownership of the Wanganui Municipal Tramways when the Municipal Corporation absorbed the suburban boroughs in 1925.

When the electric tramway service closed in September 1950, the Junior Chamber of Commerce arranged a

Steam motor 100 stands at the MOTAT 2 terminus adjacent to the museum's Keith Park Memorial Airfield and Aircraft Collection, while passengers board Sydney R 1808 for the trip back to the MOTAT 1 terminus. Albert Chan



final Cavalcade of Transport procession along Victoria Avenue, the main street of Wanganui, on 17 September 1950. Motor 100 was moved back onto the tracks and given a certificate to run on half the original 140 lbs boiler working pressure. Special gala runs were made between the lower end of Victoria Avenue and the tramway loop at Guyton Street.

Motor 100 was then purchased for scrap by the Blake Engineering Company and moved to their premises in Trafalgar Place. In 1955 it was purchased by the NSW

Steam Tram and Railway Preservation Society. As the society could not finance the cost of returning the tram to Australia, it was purchased in 1958 by Graham Stewart and Peter Mellor, who donated it to the Old Time Transport Preservation Society at Matakohē, Northland. On 4 March 1958 it was moved to temporary storage on a farm in Mosman Road, Wanganui. In July 1962 motor 100 was transported to Auckland and stored at the tramway workshops in Manukau Road, Epsom. Motor 100 arrived at MOTAT in 1971.



Steam motor 100 waits to follow 1808 on its test run on 28 April. The crew were David Robb, Evan James and fireman David Cawood (with early Sydney cap) on the end platform.

Albert Chan

BALLARAT

BALLARAT TRAMWAY MUSEUM

PO Box 632, Ballarat, Victoria 3353

www.btm.org.au

From Dave Macartney & Peter Winspur

Passenger figures over the busy months of December and January came in at 2460, down on the excellent 2010-11 total of 3067, but higher than in the four preceding years. It was thought that the 25% fare rise during the year might have caused a downturn, but this appears not to be the case.

No. 33 returned to service on 11 January after a full repaint, while No. 661 was back in time for the Begonia Weekend, following an inspection and repaint of its trucks. This was balanced by both Nos 27 and 40 being taken out of running for some routine re-metalling of axle bearings.

Work on the new storage shed at Bungaree reached the stage of track laying during February, and on the 28th of that month, cars 998, 924 and 865 were placed at the end of the three roads. As with other tram moves in recent times it poured with rain the night before and was still raining during the move. The completed shed should give the museum plenty of room for flexibility for many years to come.

The refurbishment of the tram shelter at the Loop was completed on 5 March with the pouring of a concrete base. Unfortunately this reduced the height between the seat and the ground, but it should be suitable for people

W type cars in Bungaree shed on 28 February.

Paul Mong



of limited stature. Meanwhile another shelter in the traditional pattern is taking shape at the Carlton Street terminus, this one being an initiative of the Ballarat Council.

During the month of March the centenary of the establishment of the Geelong tramway system was celebrated in a small way with notices to that effect being placed in cars 13 and 14, both of which operated in Geelong. As well, No. 13 sported CHILWELL and HUMBLE ST. destination signs. Otherwise, the occasion seems to have passed almost unnoticed.

The Begonia Weekend in March was the best since 2004, assisted by excellent autumn weather. Altogether, 7821 passengers carried over the three days. This was our second best result on record. Our crews negotiated the usual hazards of extremely heavy road and pedestrian traffic without incident.

On 2 April No. 13 was fitted with a full set of the new brake blocks obtained from Queensland. It joins No. 33



Remembering the Geelong Tramways. Car 13 displays a Geelong destination on 4 March.

Peter Winspur



Our refurbished shelter in use at Gardens Loop on 10 March.

Peter Winspur



The 2012 Begonia Parade on 12 March. Our trams have provided a place to view the Parade since 1975.

Peter Winspur

which had new brake blocks fitted in December. The new blocks have proved to be very effective, and will eventually become standard equipment on all our trams.

The Museum celebrated Ballarat Heritage Weekend again this year by running No. 1 Horse Tram on Sunday 13 May. This year rain showers and a freezing wind saw few people venture into the gardens and patronage was very poor.

As noted elsewhere, museums in Victoria and elsewhere have lost the services of Bill Kingsley who

passed away on 3 May. Bill joined us in July 1971 and was a board member of the Ballarat Tramway Museum Society during its early development years in the 1970s. As Engineering Manager, Bill played a key role in the design and installation of the new connection to the existing track in Wendouree Parade, which allowed street operations to commence. After training as a driver in 1975 he remained active on the traffic roster. Bill was very disappointed that his chemotherapy treatment in March prevented him from undertaking his regular driving shifts during the Begonia Festival. He fully intended to be back for the Queen's Birthday weekend, but unfortunately, this was not to be.



A cold and wet day. Few braved the cold to ride on horse car No. 1 on 13 May.

Peter Winspur

BENDIGO

BENDIGO TRAMWAYS

1 Tramways Avenue, Bendigo, Victoria 3550

www.bendigotramways.com

From Len Millar and Anita Bagley

Easter 2012

Easter each year sees a huge influx of visitors at Bendigo, and we operated our busy 20-minute headway service again over the long weekend, with a half-hourly service in the weeks either side for the school holidays. It is our moment in the sun and an opportunity to show off our best. Our drivers, conductors and excellent support people all do their best to make the weekend another memorable Easter for all our customers.

In preparation, and during the weekend, extra effort is put into cleaning and servicing the trams, and we extend special thanks to Maree and Wayne for their effort over the four days. Apart from the rostered drivers, conductors and depot guides, volunteers come in and do myriad jobs that crop up when an intensive tram service is being run. Kathryn and Andrew Hutchesson and Finn Hourigan were three of our junior helpers who provided great support.

Five trams and a float were involved in the Torchlight Parade this year, and the float participated in the Gala Parade. Trams 84, 44, 25, 610 and 976 (with Restaurant Tram patrons aboard) were a wonderfully decorated part of the Torchlight. This year's Parade theme was Let's Party, so we promoted The Bendigo Trust's birthday party options as well as our own 40th anniversary of Talking Trams. The Bendigo Youth Choir also joined us on tram 25. We thank the Bendigo Easter Fair Society and the Dragon City Marshals for

their assistance; and also Bridget Robertson, the artist in residence for the Violee Myers-Davey grants program. Bridget took on the very substantial task of setting up our float and the shadow puppetry show on tram 44. Our signs and decorations wouldn't have happened without the hard work of our marketing team and their families.



Kathryn and Andrew Hutchesson, and Finn Hourigan are ready for the Easter Torchlight Parade.

Bendigo Tramways



The Bendigo Tramways float appeared in the Easter Torchlight and Gala Parades.

Bendigo Tramways

Anita Bagley and Mick McGowan shared the rostering and other management responsibilities. A total of 20 people were rostered as well as several ad hoc junior helpers. Trams 25, 30, 34, 44, 84, 610, 880 and 976 were used and each averaged 7.5 trips on their days in service along the 3.7km Talking Tram Tour route. During the four days, 964 passengers were carried on the trams. It was a great effort and we thank everyone who helped out over the Easter long weekend.

Repairs to maximum traction car No. 25 that were required as a result of a collision with a car during Easter 2010 have recently been completed, and the car gleamed in the fine sunny Easter weather. Unfortunately it must have bedazzled a motorist who drove a little too close to No. 25's running board. Driver Leo Hourigan was at the controls and he was slightly embarrassed that the as-new tram was damaged on his shift.

Running a 20-minute service with only two passing loops and the Pall Mall double track require drivers to be as timely as they can. Each crew member receives a table card or 'splinter' for the shift which sets down sign-on/sign-off times, meal breaks, preparation time, passing locations and time points. Pall Mall's kilometre of double track allows some flexibility for two of the three cars passing each other. On its southbound journey, the third car passes the second car at the depot triangle at McCrae Street while the second car is at the depot. The car leaving the depot has to make sure that the southbound car has passed through the junction before turning right out of Tramways Avenue to go north. Drivers must bear in mind that the Bridge Street loop is over a kilometre away.

On the Sunday, trams helped bring people to the Easter Parade by operating a shuttle service was provided from the Central Deborah Mine to the Charing Cross stop, and from North Bendigo down to Chapel Street.

The car that closed the SECV service in 1972, No. 26 was on display at the depot throughout Easter. It was to play an important part in a ceremony the following weekend.

Our new shop opens at the depot

On 13 March there was a ceremonial cutting of the ribbon to formally open the new shop at the depot. Bendigo Tramways Manager Jos Duivenvoorden officiated, and thanked Project Manager Luke Jenkins for supervising the transformation of the former manager's office and the adjacent room.

We now have a smart new shop and reception area near the entrance to the depot. The budget was severely stretched, but we managed to squeeze a new coffee machine into the premises – a delight to visitors and crew alike. New tables and chairs, display and counter facilities are also provided. During winter visitors will be able to warm themselves by a fire, whilst in summer they may choose to sit outside under the shady plane trees to admire our restored trams or view the new footbridge that will soon be provided by the City of Greater Bendigo Council.

Our new and expanded shop will be of great benefit to Bendigo Tramways. In future, all visitors to the depot will arrive and leave through the shop and the staff member on duty will be able to welcome them and



*Inside our new souvenir shop.
Bendigo Tramways*

The team about to perform a re-enactment of the last trams' final journey to the depot on 15 April: Joseph Gould, Michael McGowan, Simon Jenkins, Leo Hourigan, Stephen Kirkpatrick, Michael Lowther, and Greg Robinson. (Front – Finn Hourigan).

Bendigo Tramways



answer any questions they may have. As well as increasing sales of souvenirs we will also have the ability to control the movement of those who might wander into the yard.

Other developments

With the completion of our new shop, attention will turn to finishing our new library and collections office. We welcome Catherine Aylett and Leanne Buddrick (permanent part-timers) and Fiona Liebert and Lynne Jansen (casuals) to their new work place, and we look forward to greatly improved visitor reception facilities. First impressions are so important. Further to these developments, linoleum has been laid in our archives area and this will enable our archivist, Glenn Carter, and his team to return from their temporary quarters at the Central Deborah Mine.

Final touches to the outside seating area at the shop are being completed and a new fence has been

constructed along the creek. The landscaping around the 100 year old palm tree was scheduled to occur in April. A very traditional colourful bed of flowers will finish off the project.

In the workshop, maltoid flooring has been laid in our 1903 Electricity Supply Company car, No. 8, and work on the timber seating is under way. Rebuilding No. 8 will be an exacting job with many of our most skilled staff and volunteers putting in considerable time and effort. When completed, the tram will be the pride of our fleet.

40th anniversary of closure

The sixteenth of April marked the 40th anniversary of the last day of State Electricity Commission tram services in Bendigo. Bendigo Tramways recognised the significance of the day by using trams that ran on the day to re-enact the final parade of trams along Pall Mall to the depot.



April 16 marked 40 years since the SEC trams finished running. Four former SEC employees (Rex Nancarrow, Don Wynd, Bob Sanders and Barry Nickson) joined us at the tram depot for an afternoon tea to remember the occasion.

Bendigo Tramways

At the end of the day's Talking Tram Tours on 15 April, maximum traction cars Nos. 26 and 5, and Birney No. 28 (all in the SECV green and cream livery) departed the Gold Mine terminus at 5.03pm on a nostalgic one-way trip. The cars paused at the Charing Cross stop and then continued slowly down to the depot – just as they did in 1972. No. 26 was the last car in from the Eaglehawk line and, with the other two cars, eased their way through thousands of onlookers to ceremoniously end the service. Now, in 2012, driver Stephen Kilpatrick and conductor Joseph Gould were rigged out in style with original SECV dark green uniforms.

On 9 December this year, it will be 40 years since the Bendigo Trust inaugurated the Talking Tram Tour. Joseph Gould is spearheading the effort in endeavouring a return of the trams to a street transit role in the near future with a petition and a website (www.bringbackthetrans.com). He has been involved in talks with the Greater Bendigo City Council in relation to the Council's View Street tramway feasibility study.

Vale Jack Evans

We are sad to report that Mr Jack Evans passed away, aged 84, on 24 March. Jack commenced conducting for the State Electricity Commission of Victoria in 1966. Jack went on to be the last person to be trained as a tram driver in 1970. He continued to work on the tramways until they ceased to be a public transport service in 1972. In 1973, Jack commenced working for the Bendigo Trust as a Tourist Tram Driver, and continued until his retirement in 1999. Our sympathies go to Jack Evans' family and friends at this sad time. Jack, who was a quiet, undemonstrative man, worked many days each year as a driver on our trams. Over 26 years he clocked up thousands of hours taking our visitors for journeys through Bendigo. He had a ready smile and was never fazed by life's little emergencies, especially out on the road. He will be missed by all who knew him.

HADDON

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

From Kym Smith

W3 663

Most of the remaining work on W3 663 was completed during January and February, including refitting lifeguards, fitting of bells and cords, replacement of brake rods and completion of its Lifting Service. 663 was then available for public service for the first time at our open day on 25 March. Three jobs remain to be completed on the tram: the fitting of the storm curtains, the installation of side destination mechanisms and blinds, and the manufacture and installation of signage recognising the sponsors and volunteers who contributed to the project.

SW5 849

All external saloon and drop-centre panels have been primed, filled and given their first coat of undercoat. Two route number boxes have been retrieved from stores to replace the two boxes from the tram that have excessive corrosion caused through water being trapped by the Envelon roof treatment sprayed over all roof areas at some stage during the 1970s or 80s.



Kym Smith bolting the check rail to the inner rail on the south western curve.
Jacqui Smith

Trackwork

Further progress has been made on the south west curve with the inner rail and check rail in position and bolted together. The external rails have been welded and await drilling for installation of tie-rods. Rails have been selected to cut into the gap remaining between the two curves; once these are in place, checking and testing of the curve will be carried out before it is backfilled.



Right:

Anthony Smith drills the holes in the check rail for the spacer bolts and the tie-rods.

Jacqui Smith



W3 663 posed at the upper terminus in a classic three-quarter view.

Anthony Smith



W3 663 and VR 41 ready for visitor rides on the open day on 25 March 2012.

Anthony Smith

Anthony Smith priming the saloon panels of SW5 849 prior to filling and undercoating. Jacqui Smith



LOFTUS

SOUTH PACIFIC ELECTRIC RAILWAY CO-OP SOCIETY

PO Box 103, Sutherland, NSW 1499

www.sydneytramwaymuseum.com.au

From *SPER News*

Plaque ceremony

To record the generosity of three companies who combined to bring about an upgrade of our Royal National Park line during September-October 2011, a ceremony to unveil a plaque was held at the Museum on 25 February 2012.

The three companies were Austrak, John Holland, Rail NSW, and Pandrol Australia. We are grateful to Mr Bill Killinger AM, former President of the Rail Track Association of Australia, who was responsible for co-ordinating and arranging the track upgrade activity, and who was invited to unveil the plaque at the foot of the ramp to the Display Hall. Bill spoke of the generosity of the companies and thanked the representatives present.

Andy England, Regional General Manager of John Holland, Rail NSW, responded on behalf of the three companies. Austrak was represented by David Priddle, General Manager and his executive assistant, Margaret Harden (both of whom came from Brisbane) as well as Margaret's son, Paul Cornwall and his partner. Pandrol Australia was represented by Pierre Barthram, Managing Director, and Mrs Heidi Barthram, Justin

Taylor, Financial Controller, and Mrs Liza Taylor and Mark Pittendrigh, Marketing Director, and Mrs Marina Pittendrigh, together with two grandchildren.

The group then enjoyed a quick round trip along the Sutherland line in C 29, and then transferred to O 1111 for a return trip on the smooth riding upgraded track to Royal National Park, with stops for photographic purposes along the way. On return, the group and other guests, enjoyed light refreshments in the Railway Square Waiting Shed, arranged by Marina Clark.

Sydney Vintage Tramway Festival 2012

Our annual Sydney Vintage Tramway Festival this year was held on 26 February. Although it was a much more low-key event than last year's 50th anniversary celebrations, the day was still very successful for the Museum.

As in previous years, there was an intensive program of planning, publicity and maintenance in the weeks and months before the event. In the week leading up to Festival a small team checked over and carried out

A small group of our Saturday work force gather to witness the unveiling of the plaque on 25 February.

Martin Pinches



The plaque attached to the wall of the substation at the foot of the ramp to the display hall.

Dale Budd



Bill Killinger unveils the plaque recording the generosity of Austrak, John Holland Rail NSW and Pandrol Australia on 25 February.

Dale Budd



Our visitors took a ride in C 29 over the original, now rough riding, track towards Sutherland, which was laid in 1987-88 with timber sleepers.

Martin Pinches



O 1111 provided our visitors with a smooth ride over the reconstructed track into the Royal National Park. A stop was made for a track inspection and photograph with Justin Taylor, Bill Killinger, Andy England, Mark Pittendrigh, Howard Clark, and David Priddle.

Dale Budd

preventative maintenance on the trams that were to be used on the day. The work included checking and adjusting brakes and controllers, oiling and lubricating around the wheels, axles and bogies and maintaining the trolley poles.

Meanwhile publicity material was being sent out to newspapers, magazines and radio stations in greater Sydney and Wollongong.

As usual, Hayden Holmes created a highly successful timetable for the day. His job was made more complicated this year with the track beyond the TAFE level crossing still out of use.

The day itself had a shaky start. From around 8:30am, the Museum was brought to a standstill when all electric power in the Loftus, Sutherland and Engadine area was lost. Fortunately, replacement bus services were not required as the power was restored by 10:00am and trams were quickly moved to start services.

Patronage remained high throughout the day and visitors were treated a wide variety of tramcars as well as the spectacle of works trams 99u and 42s running along Tramway Avenue. Special consent was given by the Powerhouse Museum to operate their O car, 805, on the day.

Although we did not have the Scouts barbeque this year, the kiosk worked well and no one went hungry. The bookshop also did well, helped by Vic Solomons' outside stall selling second hand, rare and out of print



Sydney L/P 154 operated its last day in green and cream livery in January. A second L/P class tram was on view that day, a model built by David Kirkland to a gauge of five inches. Ian Hanson

O class cars 805 and 1111 wait for passengers to board before heading to the northern terminus on 26 February. Richard Jones



tramway and railway books. By the end of the day, Vic had raised well over \$200 for the Museum.

Thanks are due to the many people who contributed to the success of the Sydney Vintage Tramway Festival, particularly the crews who manned the trams on the day. Special mention should be made of Perth Electric Tramway Society member, Shane Parsons, who again travelled across the continent to lend a hand.

Track relaying work – north of Pitt Street

The western track has been connected to the main line at the first curve north of Pitt Street and the old eastern

track has been disconnected and closed to traffic north of that point. The work was done in mostly wet weather over a three-day period and the following Wednesday and Saturday. Some ballasting remains to be completed.

When the concreting of the depot yard and the yard for the top shed was completed towards the end of 2005, Mike Giddey assembled two left hand points, one on top of the other, for a trailing crossover two car lengths north of the Pitt Street crossing. These were moved by forklifts 2 and 3 to our work site.

One was welded into the re-laid western track and was concreted in place while the other was placed beside



The second half of the crossover north of Pitt Street is manoeuvred into position with the aid of our forklift on 3 March. This view is looking north. Martin Pinches



Ballast motor 42s assisted with moving the heavy pointwork into position using minimum manpower. This view is looking south to Pitt Street.

Martin Pinches

the eastern track for the time being due to a difference in levels between the two tracks. The cast blade units prepared for this set were among the materials subsequently stolen by scrap thieves.

With the recent transfer of operations to the western track some of the old eastern track has been lifted and the eastern points have been aligned and welded in place. Formwork has been erected ready for concreting when surplus concrete becomes available with three cubic metres being placed on 21 April. A pair of replacement cast blade units are being prepared to replace the ones that were among the material previously stolen by scrap thieves.

A replacement point bar socket device has been fabricated, which will be connected to the cross rod between the point blades.

Completion of the trailing crossover will allow genuine double track operation through the museum area. The extension of the eastern track to TAFE crossing will be carried out as time and money permits.

Track relaying work – near Depot Junction

The re-laying of the track between the new Depot Junction points and the concreted tracks past the Railway Square waiting shed commenced in March when most of the old track was lifted. Our regular earthmoving contractor, David Canini excavated the road bed and a pit for the Sydney street type point mechanism that is in place under the new left hand points. These have been awaiting installation for about eight months.



Concreting the pit to house the Sydney style under-track point changing mechanism on 14 April.

Martin Pinches

Water and stormwater pipes and conduits have been laid in the nearby trench and the base of the pit was concreted on 14 April with the first lot of surplus concrete received for some time. The placement of the points and the connections to the eastern and western tracks will follow in the near future. It can be seen that a lot of preparatory work going back to 2005 is now coming together allowing a number of projects with long gestation periods to be completed.

Overhead work

On 9 February, a used ex-Melbourne frog pan was brazed to reinstate a running surface and profiled to suit skids. It was installed at the north end of the TAFE cutting to align the trolley wire over the recent changes to the trackwork. This is a temporary situation until further trackwork is completed. In conjunction with this work the final two trolley wire hangers were installed over the western track. It had not been previously possible for this to happen as there was no track under the wire.

A complete new Melbourne frog pan was installed over the new Depot Junction point work on 22 February to eliminate the need to change wires when trams run from the platform to the Royal National Park. The second wire up the hill to the substation, required for electrical reasons, will remain but will be moved away from the main running wire.

YMCA building

New member Scott Aston has been assisting CSO bricklayers to close off the southern external wall on the first floor of the YMCA building, the lift shaft on the first floor, and the northern fire stairs on the second floor. Another 2000 bricks have been purchased to enable this work to continue.

Sydney P class 1729

It took a couple of weeks of hard work for a team of six people to remove all the carpet, underlay and the two layers of Masonite which had been glued and nailed to the original flooring of the car. On removal of this material the floor was found to be in sound condition. The painstaking task of removing remnant glued underlay from the wheel arch timbers, under the seats, has continued.

All the interior lamps and audio fittings installed by the club were removed from the ceiling. Fittings in the cab (shelving and other items installed by the club) were removed. Old electrical wiring installed when the car was used for other purposes was removed from under the car. Side board brackets were freed up. A general clean-up of the interior was carried out.

Several of the crossbench seats were replicas, fitted by the carpenters at the Canberra Tradesmen's Union Club when the car was installed there. Although they are authentic in looks, they were not built in the same tongue and groove manner of the remnant originals. Steel brackets were fitted to attach the frame to the top seat nosing, and tie rods were omitted. For the car to be used it is essential these tie rods are replaced. Replacement threaded rod has been obtained and replacement brass outer frame castings have been made. Filler from the original tie rod holes in the side pillars has been removed, and seat back slats have been removed to enable holes to be drilled through the steel brackets and timber seat frames for the tie rods to be fitted.

Replacement 'Smoking' etched glass and plain etched glass has been obtained from a specialist glass supplier for the fixed side top window panes, and replacement toughened glass, drilled to allow for fitting of the aluminium cast lifters has also been obtained.

Geoff Spaulding has removed the old upper fixed glass from the car sides, and is undertaking the tedious job of removing the original plate glass lower window panes to make way for the replacement toughened glass. The metal panels from the driver's apron have been removed, to allow for timber repairs and removal of the drivers window sash to enable replication of a replacement.

Meanwhile, in Christchurch, the spare bogie frame obtained from Seashore Trolley Museum in a parts exchange has arrived, and has been dismantled by Andy Rowe and Steve Lea, and replication work has commenced. Richard Clarke has assembled from our archive a digital file with original P car truck drawings for Andy to refer to with replication works. The materials to be dispatched to Christchurch for bogie work for 1729 and for PR1 1573 are yet to leave. Work has been carried out on cleaning the wheel sets and the pest free timber cradles needed for shipment.

Other tramcar news

The underside of Sydney C car 37 has been cleaned and painted and all the various cleats, mounting points, the two sandboxes, coupler mounts etc are being re-fitted. The seats for the car are being sanded and varnished. Springs for the truck have now all been manufactured in Christchurch, and are expected to be delivered to Loftus shortly, for fitting to the truck, before it can be placed under the car.

Just over \$3,000 has been spent with the specialist glass supplier for a full set of etched 'Smoking' and plain etched laminated glass for Sydney O/P car 1089, which can be fitted as time permits, now that the

painters have finished the car body repaint. It may be of interest to note that this glass is marginally wider and somewhat deeper in size, than the counterpart glass in the P car, which in turn is marginally larger than L/P 154, undergoing a repaint on road 8.

The reconstruction of Melbourne cable grip car 322 is continuing. Woven wire mesh was obtained from a Victorian manufacturer for the mesh panels on the aprons. A jig was made to bend some steel rods for the panel frames to support the mesh, which was pulled laterally into a diamond pattern prior to fixing to the frames. Two of the original platform seats are currently being sanded back and primed.

Our painting team has made great progress with the repainting of Sydney L/P 154 in olive, fawn and grey with red trim. When finished, its livery will be the same as O/P 1089. L/P 154 should be finished in time for service by 29 July.

Following a visit to the Bradmill Outdoor Fabrics factory at Derrimut, an outer Melbourne suburb, the company has been able to dye-match the colour of the terracotta canvas blinds used in Sydney trams. In order to obtain this shade for our restoration works, a minimum dye run of 200 metres had to be ordered. This should be sufficient to manufacture blinds for P 1729 and replace the blinds on one side of P 1497. We will also have sufficient canvas to manufacture new blinds for O/P 1089 and our O cars.

Remedial work on the switch-group of O breakdown car 141s has been carried out, and a reverser for 957 is being worked on.

Navy dressing

In recent years we have faced difficulties in obtaining supplies of navy dressing because of the unwillingness of a Victorian paint manufacturer to mix the quantity we require. Fortunately, a solution is at hand.

Thanks to Hayden Hart and the Pichi Richi Railway Preservation Society Inc, 200 litres of dressing will be prepared using the original South Australian Railways formula. The batch will be shared on a 120/80 basis with the Canberra Railway Museum. This quantity will provide adequate supplies to apply to the roofs of C 37, D 117 and P 1729.

Road and other vehicles

O class breakdown car 141s left the workshop and was placed in road 12 in the top shed to allow 31-seater bus 2878 and the tower wagon to take its place on the workshop pit road.



Geoff Spaulding works on the interior of C 37 on 24 March.
Martin Pinches

The bus was in for an engine transplant. Following some extensive refurbishment work on the replacement AEC engine, it was installed on 14 April. This bus was formerly owned by member Bruce Pinnell and was one of only four 31-seater buses to be repainted in the PTC blue colours. It is to be used in company with our 1275 at the Wings over Illawarra air show at the Illawarra Regional Airport at Albion Park on 6 May.

Trams at Glenreagh Mountain Railway

Following a decision by that organisation to focus solely on railway activity, we were asked by GMR to take back the trams that had been on loan to them for several years. Our tramcar mover, Mario Mencigar of Australian Train Movers has collected W5 car 792, and taken it to his yard for storage under tarpaulins. At the time of this move, the other two cars, W2 392 and W2 447, plus a quantity of spares, remained at GMR within their buildings. The Independent Transport Safety Regulator gave consent for these cars to be moved a

short distance outside the respective buildings so that they could be craned onto Mario's truck. We have been advised the cars were recently moved ready for collection. It is expected this will occur during early to mid-May.

Bond funds to cover transport costs are to be returned to us in respect of 392. Regrettably the other two cars were not covered by any similar formal written agreement, resulting in the museum having to meet these costs if the cars were to be saved.

Miscellaneous

Our gardens and other facilities continue to be maintained by an enthusiastic group. Unfortunately Ian MacCowan, who has been maintaining our lawns, has suffered a setback by tearing ligaments in his lower leg and heel, and will be out of action for some time. We wish him a full and speedy recovery.



Bill Parkinson assists with the demolition of the wrecked body of O 1151 on 5 May.

Martin Pinches



Former O car 1151 has been broken up and the roof dropped onto the underframe ready for disposal, in a clean-up of the site for the new tram storage shed on 5 May.

Martin Pinches



The new shed site clean-up is under way with piles of scrap steel and timber for disposal.

Ian Hanson

ST KILDA

AUSTRALIAN ELECTRIC TRANSPORT MUSEUM (SA) INC

PO Box 213, Salisbury, South Australia 5108

www.trammuseumadelaide.com.au

From Colin Seymour and William Adams

New tram shed

With the arrival of the Christmas holidays, a large amount of work was carried out to prepare the front door sill of the new tram shed. Lengths of discarded 40lb rail (originally used on the Museum main line but long since replaced) were towed to the work site and cleaned and welded to the underside of the running rails. By early January, pre manufactured door guides and door stops (to keep the sliding doors from making contact with the overhead wire) had been installed. On 20 January 2012 the front door sill was concreted with Jack Pennack, Charlie Rodgers, Michael Crabb, Ian Seymour and new member Rob Lench carrying out the work.

During the time available between welding the door rails into place and concreting the front sill, the opportunity was taken to add some new rail sleepers into the main display yard track near the shed, and inside the shed itself on Roads 4 and 5. Several spare lengths of 40lb rail from the per-way yard were towed to the worksite for cutting down and welding into position. As well as strengthening the existing track structure, this also assisted in raising the track height to suit the new level required for the shed.

The new workshop and reconstruction of Road 6

Once the front door sill was completed, the task of concreting the new workshop floor at the rear of the

shed started. Part of the new workshop incorporates the rear portion of Road 6 which will be used as the new truck servicing area. Originally laid on timber sleepers and covered over with a gravel and dirt infill for around 40 years, a total reconstruction was needed before the rear portion of Road 6 could be concreted. Work commenced in mid-February with Jack Pennack and Charlie Rogers lifting out and removing the rails from the crumbling sleepers. A couple of weeks were spent grinding back the rails to a clean state before the track could be reconstructed.

After all the track structure had been welded into place, checked and examined, it was concreted on 23 March. A couple of truck loads were needed to complete the job which included the sill around the back door of Road 6. Like the front doors, discarded rail was used to support the door guides as well as the track itself.

Upon news of a successful grant application to the value of \$12,727 from Arts SA, work to concrete the rest of the workshop portion of the shed (as well as the remaining shed sills) commenced immediately, with grading of the entire area being carried out by North East Demolitions who were on site to carry out improvements to the trolleybus shed.



Laying the concrete at the doorways of the new shed in January 2012. Chris Summers

Initial services installation

As well as working on the shed and track structure, work has been carried out on installing services including electricity and water. Before demolition of the old tram shed, traction supply control had been temporarily transferred to the substation. During mid-January, the control panel had been transferred into its new permanent position inside the new shed and wired in to place. At the same time new electricity conduits were installed between the substation and the new



Looking through the rear door of Road 6 into the workshop area on 8 April 2012.
Kym Smith

Ballarat 21 sits on the newly concreted rear portion of Road 6 which will be used as the new truck servicing area. The space in the foreground in front of Glenelg 361 on Road 5 and C 186 on Road 4 is the new workshop area at the rear of the shed. No time for sitting down once the machinery is back in position!
Kym Smith



shed by Jack Pennack, Charlie Rodgers and William Adams.

Jack Pennack has carried out all of the wiring to date with Charlie Rodgers assisting with installing the panels to the shed walls. New and recycled circuit breaker boxes have also been installed in the new workshop area in preparation for the machinery to return to the workshop from storage, although wiring of the workshop will still take some time. More permanent wiring connections between the new shed, the Body Shop, tractor shed and lathe shed are also being worked on, with electricity trenches dug between the new shed and the lathe shed. Connections between the new shed and the Body Shop are also being made in the same trench.

Additional lighting for the workshop has also been supplied courtesy of the Public Transport Services Glengowrie tram depot. New overhead work platforms being installed at the depot to cater for maintenance of the Flexity and Citadis fleet meant that the lights would have become an obstruction for the staff at the depot, and they had to be removed. These lights were delivered to the Museum and placed in store. One of these lights has been temporarily installed near the front door of Road 6 for testing purposes.

Trolleybus shed refurbishment

The Museum engaged the services of North East Demolitions to carry out the refurbishment of the Trolleybus shed on a labour hire arrangement following receipt of a History SA grant. To date, work has included a complete re-roofing of the shed and other minor repairs which have now sealed off the shed from pigeons.

One of the problems since the shed was constructed in the 1970s has been the weakness of the door openings



Part of the AETM display at the Caravan and Camping Show in February 2012.

Ian Seymour

Rollingstock

After a minor derailment in early October last year, E 118 was sidelined from service until it could be examined and returned to traffic. On 6 April 2012 Ian Seymour inspected and greased the truck suspension and pivot points. No. 118 was then successfully tested over the points where it had previously derailed, before being declared fit for service again.

On the same day, stored H car 364 was given a couple of new batteries, courtesy of Ron Jenkins, with several test runs conducted afterwards. While it is now



for the sliding doors at each end. Over the years these have sagged in the middle, causing the doors to become mostly inoperative. To correct this problem, new steel support beams have been manufactured and delivered to the Museum to support the centre of the door openings. Concrete foundations have also been prepared by North East Demolitions for the support pillars.

The new shed has wide aisle ways on each side.

Kym Smith



Looking from the new workshop area out through the rear doorway of Road 6.

Kym Smith

operational, some work is still required before the tram can return to active duty.

Caravan & Camping Show display

The Museum had a stand at the annual Caravan and Camping Show from 22 to 26 February 2012 with a

number of members participating. Steve McNicol supplied, at no cost, three varieties of excellent display posters. The event was a golden opportunity to distribute our pamphlets in a combined packet with other South Australian heritage rail groups.

WHITEMAN PARK

PERTH ELECTRIC TRAMWAY SOCIETY (INC)

PO Box 257, Mount Lawley, Western Australia 6929

www.pets.org.au

From Michael Stukely

WAGT E class 66

The commissioning process has continued following the earlier remedial work on the electrical and air systems of the restored WAGT (Perth) E class tram 66. Like Fremantle 29, No. 66 is now equipped with single-motor 77E type trucks from Kagoshima, Japan. While all of the original electric street tramway systems in WA operated on 1067mm (narrow gauge) track, the Whiteman Park system is standard gauge and the restored WA cars running here are fitted with 1435mm gauge trucks. Fortunately, this change was feasible without the need for major car body modifications as the Midland-built bodies are the same width as the ex-Melbourne trams.

Truck clearances have been carefully checked and were proven to be safe during trial running of E 66 on all curves and turnouts. The sway-buffers are being adjusted to reduce excessive sway. The brakes have been tested over the whole system and are bedding in well; while one of the trucks saw earlier service under FMT 29, the other had not previously been used on PETS tracks. No. 66 will soon be available for traffic following the necessary approval from the Rail Safety Regulator.

Traffic operations and service cars

During the December-January school holidays, services operated on seven days per week as usual and patronage levels were good. W2 441 was the main service car for the whole period with some running by W2 329 and Fremantle 29. SW2 426 took over traffic duties in February, with 441 resuming service in March. Twelve running days were lost in December-January due to the high fire danger with a record number of heatwaves occurring in Perth, but very surprisingly no days were lost in February. The annual Classic Car Show, a major event on the Park's calendar,

will be held on 22 April, rather than in March as in recent years.

Electrical work on the roof of W7 1017 was completed, and the tidy-up of woodwork and painting of repaired canvas is in progress. The Melbourne No.1 trucks were removed from under the body of Fremantle 36 and replaced with No. 15 trucks. Following servicing one of the trucks will be used under W2 329, while the other



The completed extension of the storage road on the south side of the WP Pennenburg Workshop on 26 October, with Duncan McVicar looking on.

Lindsay Richardson



WAGT E class tram 66 preparing to run onto the pit for adjustments on 21 March, with John Azzaro tying off the trolley rope and Tony Kelly as Motorman.

Lindsay Richardson

W2 441 has arrived at Mussel Pool on 24 March. This tram still carries its special 1984 Victorian sesquicentenary livery.

Michael Stukely



Jack Kendall and Kim Freind steady the repaired crossing for re-installation at the main line turnout to the Lindsay Richardson Car barn on 11 January

Lindsay Richardson

will be refurbished and reserved as a standby. The four leaf-springs have been re-set.

General

The repaired crossing (formerly at the Stockmans Loop north points) was installed at the main line turnout to the Lindsay Richardson Carbarn on 11 January by Lindsay, Jack Kendall, Kim Freind and Nick Tsiaglis. Noel Blackmore had liaised with the Bellevue repair firm with specifications over several months, and the end product is excellent. The final crossing to be repaired is at the north points on Stockmans Triangle.

The final excavation of sand alongside Road 9 (south of the Lindsay Richardson Carbarn) for the construction of the new truck storage road was completed by Lindsay and Paul Pickett. Following the installation of



The new rainwater tank at the west end of the Oketon Geddes Carbarn, organised by Jack Kendall, with the supply connection to the Members' Room kitchen shown.

Lindsay Richardson

Jack Kendall draws off rainwater from the new tank into the kitchen urn.

Lindsay Richardson



Noel Blackmore with the control panel for the new electric lifting jacks in the Engineering Shed on 18 January.

Lindsay Richardson

a retaining wall at the west end, track and sleepers can be laid over its 25 metre length.

The next stage of the program for the replacement of rotten timber traction poles with steel poles is being planned. We have experienced major difficulties finding an available contractor due to the high demand for their services on the Western Power grid.

Following the removal in 2011 of the steel span poles (formerly used to support the trolleybus overhead)



The hand-propelled unit designed to measure track geometry, under trial near the Village road crossing on 29 March. Note the laptop computer on top.

Jeff Green

lining both sides of Walcott Street, we now have the 169 steel poles as well as 71 spun concrete poles which will cover all likely future needs for the replacement of timber poles as well as track extensions at Whiteman Park.

Further trial running of rail-testing equipment was carried out on the tramway on 29 March when

Fairclough Corporation tested their prototype hand-propelled unit designed to measure track geometry with various sensors linked to a computer.

In February our revised Safety Management System was approved by the Regulator. It is now compliant with the new WA Rail Safety Act 2010, and Rail Safety Regulations 2011.

VALLEY HEIGHTS

STEAM TRAM AND RAILWAY PRESERVATION SOCIETY
PO Box 571, Springwood, NSW 2777

From Peter Stock

Vale Roger Francis Moag

It is always sad to record the passing of a society member. But to say farewell to a foundation member is that much sadder.

Roger Francis (Frank) Patrick Farnham Moag, MBE, RAN (retired) passed away on Monday, 16 April. Steam Tram and Railway Preservation Society (STARPS)



members, along with friends from the Sydney Tramway Museum (where Frank was also a member), joined Frank's family at the Woronora Crematorium three days later in a celebration of his long and interesting life.

Frank, as he was known in tramway circles, was a founder (member No. 1) of the then NSW Steam Tram and Railway Preservation Society. The society can trace its origins to the steam tram study group within the Australian Railway Historical Society of which Frank was a member. At the time there was a somewhat revolutionary move to preserve, restore and operate a steam tram. The study group members by 1954 had an ambition to establish a more formal, permanent preservation society that would be able to expand on those ambitions. And so the society as we know it was born.

Over the following decades Frank, always the team player, contributed much effort in helping to secure the preservation of steam tram motor 103A and other items of rolling stock. For many years Frank, later as chairman, led and encouraged his members, expanding the fledgling society from those early days into a historical attraction in Parramatta Park.

This image, taken at Parramatta Park, is from one of Frank Moag's numerous photo albums. It depicts Frank's typical pose on the footplate of steam tram motor 103A at Parramatta Park. Frank invariably took the opportunity when driving or firing to share his experiences of travel on the Sans Souci steam trams with passengers seated in the front compartment of the trailer car.

Photographer unknown

Each year the society hosts a group from the UK. They always enjoy a ride on the steam tram as part of their world-wide journey.

Andrew Tester



Then came the devastating depot fire in 1993. Frank took that blow on the chin. Sometime during the day after the fire he was interviewed for the evening television news. Frank, whilst standing amongst the ruins of the depot and rolling stock, juttied out the chin and made this defiant answer to a question about the society's future: "we'll put the cabs back on, put a fire in 'em and drive 'em out of here!"

Frank stuck by his society. Unable to re-establish in Parramatta Park, the society cast about for an alternative site. Suffice to record that the society ultimately entered into talks with the Valley Heights Locomotive Depot Heritage Museum (VHLDHM). The remaining items of rolling stock not completely destroyed were moved to that site and after many years of determined effort the steam tram operated again in 2005. Frank was always there during those hard years, shoulder to the wheel, encouraging the members as before.

In later years Frank could not regularly attend the museum. He did visit from time to time, thoroughly inspecting the restoration work being performed, then taking his rightful place on the footplate to drive his beloved steam tram once more.

Frank was a fount of information regarding steam trams, particularly the Kogarah-Sans Souci line. Born in Sans Souci in 1915 he was captivated by its near presence. Many of the operating and shed staff were personal friends, as were their children.

Frank's recollections remained with him throughout his life. He was never reluctant to share his extensive knowledge with anyone researching or writing an historical essay nor did he turn away any aspiring author. Frank built up an extensive collection of historic photographs of the steam trams and maritime activities

relating to the nearby Georges River as well as a library of technical books.

No more will Frank answer the phone with "Moag's my name, what's yours?" That unique personal link with the Kogarah to Sans Souci steam trams through Frank is firmly in our memories. Farewell to a dear friend. We all salute you.

The gentleman in red visits Valley Heights

The customary 'Santa Days' are the grand finale for the end of the operating year. Last year was no different with 27 November and 11 December being the days. Much effort was expended in stringing decorations around the depot, erecting a huge Christmas Tree and sweeping the roundhouse floor! This year the event was well publicised by our generous local newspapers, aided by concessional advertising rates. Fortunately the two Santa days were not as hot as those experienced in previous years.

As is now a tradition, the great man (on both days) arrived to a joyous, excited reception from our young and not so young visitors. Santa stood and waved from the back platform of the 11 o'clock steam tram. Upon arrival Santa was greeted by his adoring fans, then led to a brand new throne located under the Christmas Tree. Here he ensconced himself in a style befitting his status. Children lined up with 'patient excitement' for their turn on Santa's knee whilst his faithful Elf took note of the wishes for the Christmas stocking.

Once each child had a turn conversing with Santa he boarded the waiting steam tram and was farewelled, some saying to feed his reindeers that were tethered somewhere up the track. On this trip he rode inside the tram relaxing with and talking to his fans and parents,



Roaring 20s days at The Valley in February. Photographed with the tram crew are three visitors who drove up in their 20s roadster, plus the gangster clutching a violin case. Andrew Tester

taking his leave at the railway gate. Santa returned in the afternoon, meeting with another group of excited youngsters, arriving by the 2 o'clock service. After due ceremony, Santa departed once again by steam tram.

Back to the Roaring 20s weekend

This month-long event is now a regular feature on the Blue Mountains calendar and comprises a wide variety of 1920s oriented activities such as grand balls, high teas, jazz, tea dances and the like. In past years the activities were mainly centred in the Katoomba area.

The organisers this year widened the activity program, embracing the lower Blue Mountains. They approached the nearby Norman Lindsay Gallery at Springwood and the VHLDHM to participate over the weekend of 25 and 26 February. The offer, which included operating the steam tram, was accepted by the Museum. Depot publicity officer Andrew Tester then drew together the Springwood Historical Society, various veteran/vintage car clubs, the Nepean Historical Society (with their horse cart) and a local jazz band. Not to be outdone many members dressed in 1920s style clothing; one couple even appeared as a 20s flapper and a gangster carrying a mock Tommy gun in a violin case!

Excellent weather and wide publicity brought many visitors to see the old cars, listen to the jazz band, ride the steam tram and even enjoy the lilting tones of classic 78 rpm records emitting from a wind-up gramophone. This style of music was a source of

wonderment to children brought up in the electronic age. Around 400 visitors rode the steam tram with others content to just enjoy the atmosphere.

In all, the Santa Days and the Roaring 20s weekend were fun days. And why shouldn't a museum visit be fun?

Rolling stock

Progress is being made with restoration projects and the never-ending maintenance of our historical rolling stock.

The bogies from end platform carriage LFA 179 are being overhauled. One bogie has spoked wheels and therefore must be crack tested. As this requires the wheels and axles to be removed from the bogie the opportunity was taken to thoroughly clean and replace any parts showing wear and tear. This has now been completed. The other bogie will soon be subjected to a similar effort, but as the wheels are solid, crack testing will not be required.

Four-wheel goods wagon S 4360 has undergone an extensive rebuilding program. Although it was complete when transferred from the old site at Parramatta Park it was decided that it should be given a thorough overhaul. This is virtually complete and soon, when coupled to locomotive No. 2 Stepho, the wagon will be used for general shunting of any railway vehicles around the depot. Once LFA 179 is ready for service, the S truck



Undertaking the final assembly of a bogie from end platform carriage LFA 179 in February 2012. The other bogie will now be thoroughly overhauled. Pictured left to right are David Lewis, Craig Connelly and John Webb.

Peter Stock

will be coupled to it and used as a dummy wagon to represent the old Camden tramway mixed trains, thus lessening the wear and tear on the steam tram motor and car.

Both our locomotives, steam tram motor 103A and Stepho, have recently been subjected to their annual boiler examinations. They were given a clean bill of health for the usual 12 months. However both locomotives have had some boiler tubes renewed during the non-operating period over January.

The restoration of our facsimile double-deck tramcar continues when time permits. A decision to undertake a

thorough body restoration and re-building program to high standards was made. Accordingly restoration of the frame, body, vacuum braking gear and the building of replacement bogies is being progressively achieved.

Down to the signal box and around the yard

In recent times the NSW Rail Transport Museum and the VHLDHM have negotiated rail access to the disused Valley Heights Signal Box. The signal box is a valuable part of the story of Valley Heights and the depot. Whilst the old box has its levers in place, they are not connected to the yard. It is planned that the old box will eventually become a new destination within the museum. It is anticipated the steam tram will be used to transport visitors to connect with CityRail services.

On 22 April the state member for Blue Mountains, Roza Sage MP, performed a ribbon cutting to officially open the extension at the gate of the leased site, flanked appropriately by the chairmen of both the Museum and the Society. Once the ceremony concluded the tram was whistled-off and was on its way to the new terminus at the signal box. After a short stop the tram reversed over the new extension and back into the depot.

Concurrent with completion of the extension, the new tram shed has been connected to the remainder of the depot tracks near the railway gate. A second track has not yet been laid.

It is of interest that the Valley Heights Locomotive Depot will soon celebrate the centenary of its opening. A program of celebrations is being planned for later this year and throughout 2013.

A group photo taken after the ribbon cutting to officially open the extension to the signal box on 22 April, 2012. Left to right: Driver David Lewis beside motor, driver Craig Connelly (Chairman of STARPS), Ms Roza Sage, MP, state Member for Blue Mountains, VHLDHM Chairman Ted Mullett, fireman Ted Dickson, fireman Peter Butler and conductors Peter Stock and Bruce Irwin.

Dennis O'Brien





Passengers board Melbourne SW6 class 893 at MOTAT 2, the terminus at the Museum of Transport and Technology's airfield and aviation museum, on 13 March.

Dale Budd



Sydney O class 805 operating a special service for Friends of the Powerhouse Museum who visited the Sydney Tramway Museum on 26 April.

Martin Pinches