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- From Drab to Cream and Green (2)
- Built in Melbourne, for Melbourne

TROLLEY WIRE

AUSTRALIA'S TRAMWAY MUSEUM
MAGAZINE

FEBRUARY 2014

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Front Cover:

On 15 December 2013 the Sydney Tramway Museum marked the 90th anniversary of the official opening of electric tramway service in Newcastle on 15 December 1923 with a ceremonial run to the Royal National Park with L/P car 154 in Newcastle livery.



Christopher Olsen tightens the support wire for the newly installed bracket arm on new timber pole 138 on the Sydney Tramway Museum's Royal National Park line on 18 December 2013.

Danny Adamopoulos

Ballarat trams 18 and 40

Visit <http://btm.org.au/Yourlife/YL18-40.ppsx> for a light hearted view of the This is your life – trams 18 and 40 PowerPoint slide presentation looking into the lives of Ballarat's trams 18 and 40, from the time they commenced work in Melbourne for the Prahran and Malvern Tramways Trust to the present.

Martin Pinches

THE LIVES AND TIMES OF BALLARAT TRAMS NOS. 18 AND 40

By Alan Bradley

Introduction

In 2013, Ballarat trams Nos. 18 and 40 reached their centenary. Both trams operated in Melbourne and Ballarat, and still carry passengers for the Ballarat Tramway Museum. This article looks at the history of these cars, and tells how they survived against the odds to reach their 100 years.

Background

In 1913 – the year in which Nos. 18 and 40 were built – Canberra was officially named Australia's national capital, and Andrew Fisher and Joseph Cook served successively as the nation's Prime Minister. In the same year the first Australian stamps and banknotes were issued.

In Melbourne (where Federal Parliament sat in Victoria's State Parliament building), public transport was dominated by cable trams, steam-hauled suburban trains and three separate electric tramway undertakings: the Prahran & Malvern Tramways Trust (PMTT) in the city's inner south-east; two lines in the inner north-west operated by the North Melbourne Tramways & Lighting Company Limited (NMETL); and a Victorian Railways line that ran from St Kilda to Brighton Beach.¹

The Prahran & Malvern Tramways Trust

The Prahran & Malvern Tramways Trust (PMTT) was formed as a body corporate to build and operate electric tramways in the municipalities of Prahran and Malvern. The PMTT opened its first line on 30 May 1910, and route extensions followed in 1911 and 1912.

The initial 20 trams were single-truck, drop-end California combination cars. The next four were bogie trams, with part saloon and part crossbench sections. They were fitted with sliding doors, which had the unfortunate habit of closing while conductors were on the footboard collecting fares.

In 1913 three further track extensions were made, and additional trams ordered, which increased the fleet from 24 to 63 cars. The first of the new trams

were eleven maximum traction, drop centre bogie cars ordered in May 1913 from the Adelaide firm Duncan & Fraser. These were the first drop centre bogie cars to run in Australia, and were given the numbers 25 to 35. No. 35 (the future Ballarat No. 40) entered service for the PMTT on 7 June 1913. These trams were seen as ideal both for the public and operationally, because of their low steps, short saloons and the absence of sliding doors in the drop centre section.²

As built for the PMTT, No. 35 had open end doorways and trellis gates, with two-and-two seating fixed against both sides of the drop centre bulkheads; short length longitudinal seating in the saloons; and full width crossbench seats in the drop centre section. A further ten similar trams were built in 1914.

A further sixteen single-truck drop-end California combination trams (Nos. 48–63) were ordered from Duncan & Fraser. No. 63 (the future Ballarat No. 18) entered service for the PMTT on 2 November 1913. Eleven days later, on 13 November 1913, No. 63 was one of a cavalcade of trams that took part in the opening of the Elsternwick extension along Glenhuntly Road, South Caulfield. With saloons in the centre, and open full width crossbench seating at each end, No. 63 was typical of the 52 California combination cars built for the PMTT. Nos. 35 and 63 were painted dark red and cream, with 'MUNICIPAL TRAMWAYS' on the rocker panels. Originally they were fitted with hand brakes and magnetic brakes. In 1919 the PMTT equipped its entire fleet with air brakes.

During the First World War, the PMTT built several further extensions and bought new trams to operate its increased services. By 1918 Nos. 35 and 63 operated over a large network of lines of 35 route miles (57 kilometres) of track that stretched from Kew and Mont Albert in the north, to Glenhuntly and Point Ormond in the south. But none of the services ran directly into the centre of Melbourne. Instead passengers around St Kilda Road and at Victoria Bridge transferred to city bound cable trams.

¹ A second Victorian Railways line from Sandringham to Black Rock opened in 1919.

² Prahran & Malvern Tramways Trust, p. 67.



PMTT No. 63 (second in convoy) took part in the opening of the Elsternwick extension along Glenhuntly Road on 13 November 1913.

R. Bishop Collection,
BTM Archives

With the success of the PMTT, five other municipalities joined the Trust, and four other areas of Melbourne followed suit with their own plans for municipal tramways trusts. The first of them was the Hawthorn Tramways Trust, which commenced operating in 1916 and built two routes that crossed PMTT lines. Its single truck and bogie trams were similar to those of the PMTT.

The Melbourne and Metropolitan Tramways Board takes over

In 1919 the Victorian Government established the Melbourne & Metropolitan Tramways Board (MMTB), to unify the operation and management of Melbourne's tramways. In February 1920 the Board took over the cable tram system and the five tramway trusts, with the assets of the NMETL being acquired in August 1922.³

The PMTT handed over 106 trams, either built or on order (including Nos. 35 and 63).⁴ By 1922 the MMTB fleet comprised 216 electric trams and 10 trailers of many different designs. The fleet was painted chocolate and cream, and organised so that the former PMTT cars (the most numerous) kept their original numbers, with the other cars being re numbered. In 1924 the trams were classified, from A to L for the PMTT cars, with the cars from other operators being assigned the letters M to V. PMTT No. 35 became

MMTB C class No. 35, and No. 63 became H class No. 63 under this classification system.⁵

The first trams built to a new standard MMTB design were the W class, the first of which appeared in 1923. During 1924 25 the C class saloon seating was changed to resemble the W class, with aisles being cut through the drop-centre seats.

The 1920s and 30s: prosperity followed by the Depression

The 1920s was a decade of continued railway and tramway construction, completion of the electrification of most of Melbourne's suburban rail lines, and the building of new railway and tramway rolling stock. Work began on the conversion of most of the cable lines to electric traction. After the electrification of St Kilda Road cable lines in 1926, trams formerly operated by the PMTT ran into the city, a task for which the single truck cars in particular were not suited.

As more W2 class trams entered service, the single truck cars were withdrawn from city operations. Some were needed for suburban services such as Footscray and Point Ormond, a few were converted for use as service stock, and the rest became redundant. In December 1929 the Collins Street cable lines were electrified, and the former PMTT services from Victoria Bridge ran through to the city. By then No. 63 was in storage, and the Depression had begun. Harsh economic conditions delayed any further work on conversion of the cable tramways.

³ The Victorian Railways continued to operate its two tramways in Melbourne's bayside suburbs: one from St Kilda to Brighton Beach; the other from Sandringham to Black Rock (and to Beaumaris between 1926 and 1931).

⁴ The PMTT built a total of 110 trams of which the four bogie trams with the sliding doors were sold in 1916 to the Hawthorn Tramways Trust.

⁵ In 1928 the MMTB's classifications were simplified. Single truck drop end California combination cars all became the A class, and bogie maximum traction combination cars became the C class.

No. 18 repainted gold for the Sebastopol centenary in 1964.

Les Denmead Collection,
BTM Archives



At this time the tramway systems in Ballarat and Bendigo were operated by the Electric Supply Company of Victoria (ESCo). Both systems were in poor condition, with the original flimsy trams running on deteriorating track. In 1929 the various councils in Ballarat and Bendigo agreed that the State Electricity Commission of Victoria (SEC) should take over the operations of the ESCo, including the tramways. The SEC took control in 1931 and became the operator, in place of the ESCo, in 1934.⁶

In 1930 the ESCo purchased surplus single-truck trams from the MMTB to allow some of the earlier cars to be scrapped. They were successful, so in 1931 more surplus cars were purchased, five of them for Ballarat. The five cars purchased for Ballarat were all former PMTT single truck cars: three J class, one B class, and H Class No. 63. All other PMTT single truck trams were scrapped by 1932.⁷

No. 63 was transported to Ballarat by rail. It arrived there on 21 July 1931 and was loaded onto a horse jinker for the trip to the depot. Initially it was painted in the red and yellow ESCo colours, with only minor changes from its Melbourne condition. The Ballarat system was very much smaller than the Melbourne system. The main feature was Sturt Street, where the trams ran on either side of the plantation with its trees, statues and fountains. The longest line was that to the Borough of Sebastopol, an old gold mining area,

where the unemployment rate during the Depression was one of the highest in Victoria.

In 1934 the SEC commenced a rehabilitation program of its Ballarat and Bendigo tram systems. This included relaying of track using unemployed labourers (important during the Depression), stringing new overhead wire, and purchase of further second-hand rolling stock. Part of the funding came from unemployment relief funds.

The rehabilitation program included the conversion of the former MMTB California combination cars to a standard 'one-two man type'. Unlike Bendigo and Geelong, Ballarat had long lengths of roadside track, and needed a tram design where passengers entered and could pay the motorman on the left or right side. The final design had panels fitted to the drop-ends, and lockable doors in each corner. No. 18 was converted to this one two man type, and was painted in the SEC's new green livery.

The CW5 experiment

By the mid 1930s over 400 W2, W3 and W4 class trams were in service in Melbourne. In 1934 construction of a new class of wide bodied, drop centre tram commenced, for the electrification of the Elizabeth Street cable lines. As a means of providing new trams inexpensively during the Depression, the bogies and controllers of the remaining 39 maximum traction cars were intended to be used under the new bodies. Had this plan proceeded in full, all the remaining maximum traction cars would have been scrapped.

⁶ The SEC also took over the Geelong tramway system in 1930.

⁷ The exception was H class No. 56, which survived until 1939 as a locomotive for rail-hardening equipment.



No.18 in bright red as the 'Myer's Santa Tram' in Sturt Street in December 1969.

Richard Jones

Five C class cars were scrapped to provide equipment for the first five of what became the CW5 class cars. However the CW5 cars proved to be unsatisfactory, being underpowered, characterised by poor handling and prone to derailments. As a result of their poor performance the remaining 120 members of the new class were built with new bogies and control equipment, and became the W5 class. The CW5 cars were banished from city traffic, and in 1956 were converted to conform to the standard W5 design.

The remaining 34 maximum traction bogie trams were reprieved and remained in service, spread throughout different depots. In 1936 No. 35, by now painted in MMTB green and cream, was based at Camberwell Depot, where it ran mainly on the Burwood and Wattle Park lines. Its stablemates included three other C class cars, nine E class cars, and all five of the CW5 class.⁸

War and peace

The Second World War seriously affected life in both Ballarat and Melbourne. Because of petrol rationing, and increased loadings to and from the Army Camp in Ballarat and the munitions factories in Melbourne, tramway patronage soared to record levels in both cities. Passengers at peak periods crowded onto running boards and bumper bars. Fears of a Japanese invasion led to 'brownout' conditions at night in both cities. Ballarat 18 and MMTB 35 both had dimmed internal lights, blackout cowls on their headlights and white strips painted on bumper bars to assist visibility.

The MMTB continued building new, sliding door trams throughout the war, and the last of the maximum traction bogie cars were withdrawn from service. Although the Ballarat, Bendigo and Geelong systems had handled their record tram patronage with an all-single truck tram fleet, the SEC showed interest in acquiring maximum traction cars from Melbourne. Cars once operated by the Hawthorn Tramways Trust were purchased between 1945 and 1948, and former PMTT C class car No. 26 went to Geelong in 1948.

In 1951 the MMTB offered to sell the last nine maximum traction trams, which had begun their lives with the PMTT, to the SEC for use in Ballarat, Bendigo or Geelong. C class No. 35 and two E class trams went to Ballarat.⁹ No. 35 was transported to Ballarat on 13 June 1951 by Yellow Express road transport, still carrying its Melbourne number and blackout paint from the war years. It was stored in the back of the depot for another six months until being overhauled and re-painted. The only real modification made in Ballarat was removing one of the drop centre seats to make way for prams. MMTB No. 35 entered service as Ballarat No. 40 on 17 May 1952.

The bogie cars proved their worth during the 1950s with occasional heavy loadings: the annual Begonia Festival (beginning in March 1953); the rowing at Lake Wendouree during the 1956 Olympic Games; the Royal tours in 1954 and 1958; and football finals crowds. However with the end of petrol rationing in 1950 came more cars on the road. Ballarat tramway patronage declined especially during evenings. As

⁸ Wally Jack notes.

⁹ The E class, which were similar to the C class, were built for the PMTT in 1914.

MMTB No. 35 at the Wendouree depot in 1951 after arriving from Melbourne, still with its Melbourne number and wartime brownout paint. Wal Jack



tramway revenue declined, the costs of maintaining the ageing tram fleet increased, and losses soared.

The SEC closed the Geelong system in 1956. Five bogie cars from that system went to Bendigo, and three to Ballarat. The increased number of bogie cars saw the scrapping of some single-truck cars in poor condition. In February 1956 No. 18 was placed in outside storage and remained there for four years. Its operating days appeared to be over. But in August 1960 it returned to service.

Late in 1964 No. 18 was repainted gold for the centenary of the Borough of Sebastopol. It was then repainted white to become Ballarat's first 'Santa Tram', sponsored by the Myer department store. In 1969 No. 18, repainted a bright red, became a Santa tram for the second time.

Collisions with other road traffic

Although the volume of road traffic in Ballarat is far lower than in Melbourne, the city's trams had their fair share of accidents. Interestingly, the more serious collisions occurred between trams and motor vehicles on conventional street tramway rather than on roads where trams ran along the shoulder or to the side of motor vehicle traffic.

In Drummond Street North and South, collisions occurred mainly between trams and other vehicles, including trucks, at cross streets. Serious collisions occurred there in 1944 and 1954, resulting in two trams being scrapped. Trams in Victoria Street coped with heavy vehicle traffic on the main highway to Melbourne, and turning the trolley pole at the terminus was hazardous for crews. A motorist was killed in

No. 18, with 37 behind, at Sebastopol on 21 April 1962, on an AETA convention tour.

Dale Budd





No. 18 in the gutter in Bridge Street after a collision with a car (behind the laundry van) on 6 March 1969.

The Courier, Ballarat

1963 after driving his car into tram No. 12 that was stationary at the terminus.¹⁰ Ballarat's worst collision occurred in September 1970, when single truck tram No. 20 (Ballarat's only B class tram) collided with a semi-trailer. Its wooden body was demolished, but somehow there were no serious injuries.

Both Nos. 18 and 40 suffered accident damage during their service in Ballarat, but none of the damage was serious, and both were returned to service.

Ballarat tramway closure

In 1962 the MMTB withdrew its last single-truck trams from passenger service. In the same year the SEC announced its intention to close the Ballarat and Bendigo tramway systems, as it had with the Geelong system. However it took several years and many political battles before state Parliament approved closure of the Ballarat and Bendigo systems. The Ballarat closures proceeded first, on 22 August, 5 September and 19 September 1971.

The final day of service, 19 September 1971, saw all-bogie operation, which was unheard of for a Sunday in Ballarat. No. 18 and the other single truckers remained in the depot throughout the last day. No. 40 was chosen to be the official last tram, and around 200 people were estimated to have crowded on board on the last journey. It was driven from the Sebastopol terminus by the Mayor of Sebastopol, who handed over to the Mayor of Ballarat at the Municipal boundary. At Hospital Corner the Mayor and other passengers left, and the final section to the depot was

reserved for tramway employees. No. 40 ran into the depot after midnight.

Preservation

With closure of the Ballarat tramways imminent, in May 1971 the Ballarat Tramway Preservation Society (BTPS) was formed to preserve a section of the track beside Lake Wendouree. The Ballarat City Council eventually gave permission for the BTPS to retain the section of track in the Botanical Gardens Reserve. A fleet of four single track trams and two bogie trams (including No. 40) was allocated to the BTPS.

After closure the other trams in the Ballarat fleet were dispersed to Perth, Adelaide and Sydney, and to numerous locations in Victoria. The Borough of Sebastopol wanted a tram, and No. 18 was chosen due to its role in the 1964 centenary celebrations.

On 30 September 1971, eleven days after closure, No. 18 was driven from the depot, along Wendouree Parade, Macarthur and Drummond Streets, to the corner of Sturt Street, thus becoming the last tram driven under its own power in the city area. From there it was towed by tractor along the Sebastopol line, then derailed and towed along Vickers and Beverin streets to Victory Park, Sebastopol. After a formal handover to the Mayor of Sebastopol, No. 18 was enclosed in a roofed, vandal-proof shelter with wire mesh fencing which would protect it for years to come. At least, that was the intention.

Meanwhile No. 40 and the other six trams in the BTPS fleet were sitting in the old tram depot, while the BTPS depot in the South Gardens Reserve was under construction. On 18 July 1972 the two bogie trams, Nos. 38 and 40, were towed from the old depot on the Wendouree Parade track, derailed and then moved across parkland to the new depot on temporary

¹⁰ Details of the fatality can be found in *Beyond the Control of the Management*, which appeared in the February 2008 issue of *Trolley Wire*.

No. 40 picks up shoppers at the Sturt and Dawson Streets corner on the last Saturday of service, 18 September 1971.

The Courier, Ballarat



track. The old depot was demolished shortly afterwards.

While No. 18 began its lonely retirement at Victory Park, the BTPS began the long task of preparation for tramway operation, which was achieved in December 1974. On 1 February 1975 the museum tramway operation was formally opened by the Mayor of Ballarat and the Chairman of the SEC, who drove No. 40 through a ribbon to launch the service.

No. 40 continued in museum service for the BTPS, which was later renamed the Ballarat Tramway Museum. Late in 1979 No. 40 returned to Melbourne for the Cavalcade of Transport, which was held on Australia Day 1980 along Flinders Street and Wellington Parade – rare territory for No. 40 during its operating days in Melbourne.¹¹ On its return to Ballarat the bogies were completely rebuilt, new tyres fitted to the driving wheels, and the tension rods on the body tightened. All of this work kept No. 40 out of service for five years.

Meanwhile, after display at Victory Park for over a decade No. 18 was in poor condition. While the roof was covered, the wire mesh fence provided little protection from the elements, and stone throwing through the fence had broken many of the windows. In September 1982 the Sebastopol Council approved the BTM's request to move No. 18 to its depot and restore it to operating condition. The move took place on 2 November 1982. The Ballarat *Courier* headline was

'Back on the rails after a terrible retirement'.¹²

No. 18 was mechanically sound, but new windows and window frames were needed. It was repainted in early 1960s colours. No. 18 returned to service on Boxing Day 1984, and on 23 March 1985 was officially re-launched by the Mayor of Sebastopol. Since then, No. 18 has performed very reliably in service.

In February 1985 No. 40 returned to operation, but was in and out of service for various reasons from that time. Because it had not been repainted since SEC days, work commenced in 2003 on a complete repaint inside and out. No. 40 returned to service on 19 September 2006, the thirty fifth anniversary of the closure of the Ballarat system.

On 16 October 2012 No. 18 was taken to Preston Workshops for wheel profiling, its first return to Melbourne for 81 years. The Melbourne tramway system had changed greatly since 1931. The cable trams were long gone, as were single-truck trams. The fleet consisted mainly of all-electric trams, many of them low-floor and articulated. Pantographs had replaced trolley poles, and smart cards had replaced conductors. A private operator, Yarra Trams, had replaced the MMTB and its successors, the Metropolitan Transit Authority and the Public Transport Corporation.

Reflections

Nos. 18 and 40 were lucky to reach their centenary. Both would have been scrapped in Melbourne if not purchased for further service in Ballarat, and both

¹¹ When No. 40 was based at Camberwell Depot the Burwood and Wattle Park services both terminated at Batman Avenue. The Burwood line was re-routed along Flinders Street in 1965.

¹² *The Courier*, 4 November 1982



The two centenarians are still together. Nos. 40 and 18 resting at the museum on 19 August 2013.

Warren Doubleday

dodged serious accident damage. If the Ballarat trams had ceased operation before 1971, it is doubtful that a section of track would have been retained.

No. 18 is the only remaining former MMTB H class tram in operating condition. Dave Macartney measured No. 18 and found that, contrary to various official lists, it was the same length as the former MMTB J class cars in the BTM fleet (Nos. 13 and 14).¹³

No. 40 is one of two remaining former MMTB C class trams. The other is former PMTT car No. 26, which operated in Melbourne, Geelong, and then Bendigo. It is retained by the Bendigo Trust as Bendigo No. 5.

Nos. 18 and 40 outlived their former owners, the PMTT, MMTB, ESCo and the SEC as well as their builders, Duncan & Fraser, which have long passed into history. They begin their second century in operating service, but in a more relaxed museum operation, a fitting task for a pair of centenarians.

Some technical data:

	Ballarat No. 18	Ballarat No. 40
Builder	Duncan & Fraser	Duncan & Fraser
Trucks	Brill 21E 6 ft 6 in (1981 mm)	Brill 22E 4 ft 0 in (1219 mm)
Motors	2 x 45 HP WH225	2 x 65 HP GE201
Seating capacity – Melbourne	36	56 – original; 48, modified
Seating capacity - Ballarat	28	44
Length	30 ft 8 in (9.43 m) ¹⁴	44 ft 4 in (13.50 m)
Date entered service (PMTT)	2/11/1913	7/6/1913
Melbourne miles (kilometres)	435,016 (700,090) ¹⁵	866,236 (1,394,071)
Date to Ballarat	21/7/1931	13/6/1951
Converted 1-2 man operation	31/12/1935	N/A ¹⁶
Ballarat miles (kilometres)	748,841 (1,208,110) ¹⁷	376,387 (605,720)

Bibliography

Destination City: Melbourne's Electric Trams by Norman Cross, Dale Budd and Randall Wilson, Transit Australia Publishing, Sydney, 1993.

Prahran and Malvern Tramways Trust: Melbourne's Foremost Municipal Tramway by Ian A Brady, Transit Australia Publishing, Sydney, 2010.

¹³ The fifth edition of *Destination City* lists the H class as 9.73 metres in length, and the J class as 9.43 metres.

¹⁴ Measurements by Dave Macartney.

¹⁵ Melbourne mileage figures from Wally Jack notes.

¹⁶ The date is unclear. Wally Jack's notes state the conversion occurred on 31/12/1935; the body card gives the date as 31/12/1936 and the rest of cards for the tram give the date as 31/12/1935.

¹⁷ Ballarat mileage figures quoted in *The Numbers Game* by Dave Macartney, *Trolley Wire*, August 1984.

FROM DRAB TO CREAM AND GREEN (2)

By Martin Pinches

Owing to some late items being added to the November issue of *Trolley Wire*, the illustrations that were part of the article regrettably had to be omitted. They are included in this issue.

However some further information has come to light in relation to this interesting story, with more details of the repainting of the K cars.

K class repainting

The original proposal outlined in the memorandum of 23 October 1933 from Mr Edwards, Engineer for Workshops and Rolling Stock, envisaged the 107 K class tramcars all being repainted. However the delivery of the R class cars between 1933 and 1935 rendered most of the K trams surplus (in addition to all of the J class, and all but ten of the E cars). Many K class cars were withdrawn from service and placed in partial store at the various tram depots including Waverley, Dowling Street and Fort Macquarie as well as at Randwick Workshops. A number of K class trams were also stored at Bridge Street Yard during this time until being transferred to storage at Leichhardt Depot. From the records and departmental correspondence it appears that up to 50 of the K class were placed into storage at Leichhardt Depot at various times until the depot was converted to a bus workshop from November 1937 when all trams were removed.

A decision was made in early 1934 to withdraw most of the E class on the North Sydney system and replace them with all of the second series K class cars. Two of

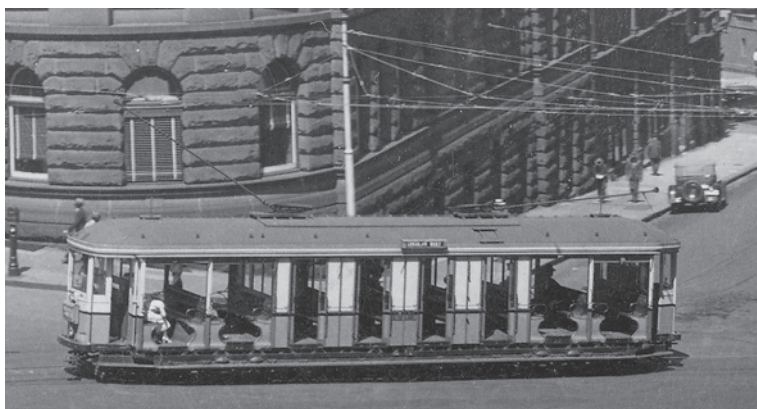
these, Nos. 1295 and 1296, were already allocated to North Sydney Depot. Between May and November 1934, a further 48 members of the K class were transferred to North Sydney – all still in the olive, fawn and grey livery. For some reason it appears that Nos. 1288-1290 and 1292 were not transferred, their places being taken possibly by four trams from the first series of K class: Nos. 762, 781, 782 and 788. With the new R class trams entering service on the North Sydney system many of these trams were soon returned to the main system, some having been at North Sydney for less than a year. Many were then sent to Randwick paint shop for repainting in the cream and green livery, while some that remained at North Sydney were repainted in the small paint shop at North Sydney Depot. By March 1937 only fourteen K cars remained at North Sydney with only two of these having been repainted.

Strangely, from a memorandum dated 21 October 1936 to Mr Hodge, Superintendent, Randwick Workshops, it is apparent that K class Nos. 748, 762, 763, 765, 786 and 789, then at Bridge Street Yard, had been painted in the new cream and green livery and transferred to storage at Leichhardt Depot. The memorandum also noted that all other cars that were in store at Bridge Street Yard had been taken to Leichhardt Depot.

In a memorandum from Mr Edwards dated 12 April 1937, the original repainting plan was altered again. The memorandum directed that only 57 of the K class were to be repainted, with those trams stored at Leichhardt being specifically excluded from the

O car 1418 in the experimental green and cream with olive livery, about to turn from Bent Street into Loftus Street, bound for Circular Quay in the early 1930s.

V.C. Solomons collection



repainting program. One could speculate that the delivery of the R1 class cars, which had not been ordered when decisions were made in 1934, caused the decision to reduce the number of Ks to be repainted.

With stored members of the K class being returned to service at various depots during 1937 the repainting plan was again changed. An undated annotation written in late 1937 on a memorandum dated 30 July that year from Mr Edwards stated that 'of the 50 K type mentioned above (at Leichhardt Depot) 40 have now been painted by Commissioner's approval. 10 are still unpainted/to be painted later if required for service'.

From 1938 onwards many K cars were returned to storage at Randwick Workshops where they joined the few cars that had not been returned to service. Of these stored trams, ten cars were disposed of during 1939. Five of these, Nos. 747, 760, 761, 764 and 777, were burnt whilst the bodies of Nos. 750, 751, 755, 756 and 782 were sold. From observations in the 1960s of the extant bodies that had been sold, it appears that none of these trams was repainted into the cream and green livery. This would be consistent with a memorandum dated 3 December 1937 from Mr Edwards that ten K class trams were not to be repainted.

Trams painted from 1933 to 1937

Research undertaken by the late Bill Denham resulted in the compilation of a table showing the number of trams painted between January 1933 and March 1937, in what was described as the 'metropolitan area'. This excluded trams at North Sydney, Manly, Enfield and Rockdale. It should be noted that the starting date is well before the beginning of the repainting program to cream and green. It shows how the number of trams painted increased from 247 in 1933 to 433 in 1935. By that time – the peak year – around 8 trams per week were being repainted. The job was assisted by the introduction of the 'C' painting arrangement which assumed that recently repainted cars would need only a surface touch-up and the minimum number of paint coats to complete the change.

The table shows that a total of 510 cars received 'A' painting; 392 received 'B' painting; and 616 received 'C' painting.

Bill Denham reported that the numbers shown for 'B' and 'C' paintings in 1934 should be increased by 3 and 46 respectively. This adjustment is necessary to account for the cars that were originally painted in the experimental scheme and were subsequently repainted

Year	1933			1934			1935			1936			1937		
	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
Jan	6	4	-	8	7	-	7	1	21	6	-	12	7	7	10
Feb	6	10	-	9	11	-	8	2	34	10	5	19	19	6	7
Mar	12	18	-	10	11	-	8	3	28	9	7	19	12	9	18
Apr	8	11	-	7	13	-	7	5	22	12	4	14	-	-	-
May	13	14	-	11	12	2	9	10	24	9	10	19	-	-	-
Jun	11	10	-	9	0	8	8	5	21	10	5	18	-	-	-
Jul	13	10	-	10	8	16	15	4	13	12	12	12	-	-	-
Aug	11	11	-	13	7	32	13	4	21	11	7	8	-	-	-
Sep	11	12	-	8	3	32	9	2	25	12	13	13	-	-	-
Oct	7	8	-	10	4	30	13	4	17	12	9	8	-	-	-
Nov	11	11	-	11	4	16	11	7	20	9	8	17	-	-	-
Dec	8	11	-	10	12	14	8	10	14	11	11	12	-	-	-
Total	117	130	-	116	92	150	116	57	260	123	91	171	38	22	35



K class 759 in cream and green livery at Randwick Workshops after withdrawal. It was stored at Randwick from 1939 to 1948. The car was sold in 1949 but the buyer did not take delivery and it was burnt in 1950.

John Burgess

in cream and green. Bill also reported that the number of trams repainted in North Sydney and Enfield in the same period, 1933 to 1937, totalled 2 'A' paintings, 19 'B' paintings and 59 'C' paintings.

As indicated in the first part of this article, it seems that March 1937 marked the completion of repainting of trams on the main system, with most of the cars on the outlying lines still to receive attention.

From Cream and Green to Drab

It should be remembered that much later one cream and green tram was repainted into the drab colour scheme.

After being withdrawn from service after the closure of the Western lines and Rozelle Depot in November 1958, O 805 was chosen to be donated to the former Museum of Applied Arts and Sciences, and the decision was taken to repaint the tram in the colour scheme of the 1920s - the olive, fawn and grey livery. This repainting was undertaken at Randwick Workshops during 1959 with the result being a credit to the workshops staff.

The car was moved in 1963 to storage at the former Ultimo Depot where No. 12 road was still usable. Later it was transferred to the Powerhouse Museum's facility at Castle Hill. In neither location was it available for public viewing.

In 2010 an agreement was reached for the Sydney Tramway Museum to take the tram on loan from the Powerhouse Museum for an initial period of two years, subsequently extended. It is pleasing for visitors to be able to see O 805 and the Museum's own O 1111 in operation together on special occasions, one in the olive, fawn and grey livery and the other in the cream and green livery. It would have been commonplace to see the operation of one tramcar in each livery from 1934 onwards until the last of the O cars were painted in the new livery.

Acknowledgments

Many thanks to Vic Solomons who has provided further information on the subject; and the work of Bill Denham is also gratefully acknowledged.

Reference has also been made to *A Century of New South Wales Tramcars, Volume 2* by K. McCarthy and N. Chinn in the preparation of this article.

O class cars 805 and 1111 provide the contrast between the old drab livery and the brighter cream and green. Tramways Commissioner S. Maddocks commented that the new livery "should make them look nice to run about the streets" Martin Pinches



Late News - Bylands

The Tramway Museum Society of Victoria's site at Bylands has been threatened by bush and grass fires to its south and west. On advice from the Country Fire Authority the museum closed the gate at 1:00pm on 9 February. The main fire front came to within 300 metres of the museum's front gate in Union Lane. Damage consists of distorted roof

panels to the old kiosk building, Exhibition Shed, caretaker's house, and Nos. 1 and 2 tram sheds. W3 667, stored outside, has blistered and bubbled paintwork, and possible roof damage from water bombing, which was thankfully applied to most of the site. The museum is closed to public access until further notice.

FROM THE ARCHIVES: SYDNEY, FEBRUARY 1961

By V.C. Solomons

The progressive closure of Sydney's former tramway system mostly involved a change from trams to buses after the last service on a Saturday night. The last tram on each line was well patronised, by enthusiasts and many persons less well-intentioned; and these trips, running after midnight, were often rowdy events. 'Last day' tours usually ran on the Saturday; in a few instances the Department of Government Transport allowed the running of a hired tram on the Sunday, immediately following closure, which of course became the last tram on the line.

However, the closure of the last two lines operating in February 1961, to La Perouse and Maroubra Beach, was destined to be a very low key event. The reasons for this are explained in correspondence recently found in State Records, the New South Wales Government's archives and records management authority.

On 8 December 1960, the Chief Traffic Manager sent a memo to the Commissioner, Department of Government Transport referring to a suggestion from the Police Department that the changeover from trams to buses be effected in daylight, rather than at night. He felt that as earlier tramway closures at night had resulted in vandalism to the trams, he agreed with the Police Department's proposal. He further added that as much of the right-of-way on the two lines concerned lay in open ballast, there was the "possibility of serious accidents".

The Chief Traffic Manager sought authority to proceed on the basis that the last trams would be replaced during the mid afternoon, with buses taking over from inner city and outer terminals on journeys timetabled to commence after 2:00pm.

Another matter raised in his memo to the Commissioner related to the hiring of a special tram on the last day of tramway operations on which 'last day' philatelic covers were to be carried and the stamp cancelled with a special postmark. It was proposed that the special tram would operate between 12:30 and 5:30pm on Saturday, 25 February 1961. This was felt to be undesirable as tramway services would have ceased in the vicinity of 3:00pm and a hired tram should not be in service after the final public services had terminated.

However, the Chief Traffic Manager suggested that the special tram could operate on the Saturday morning. He went on to note that as a race meeting was to be held at Randwick Racecourse on 25 February heavy loading would be experienced on the Maroubra and La Perouse trams, and a special tram would seriously dislocate services by the tram being held at various points to enable the passengers to take photographs.

He concluded by recommending that any function to mark the occasion be held on the preceding Sunday.



The last tours on the former Sydney system ran on 19 February 1961. R 1740 re-joins the up Coogee line from the 'Dive' siding near Randwick Racecourse, following sister car 1800. These were almost certainly the last trams to run into this siding.

STM collection

Displaying chalked 'last day' messages, a tram passes through Taylor Square on one of its last inbound trips on 25 February 1961. FJ Holdens and a policeman in a white helmet complete the scene.

STM collection



The Commissioner, in a handwritten minute, advised he discussed the matter with the Minister for Transport on 12 December 1960. It was the Minister's decision that no ceremony was to be held and no special tram hirings were to be permitted on the last day of service. The last tram would leave the city in the vicinity of 2:00pm and change over passengers to buses at or near Dacey Avenue, Moore Park. There was also the suggestion that the four outward journeys – Hunter Street to Maroubra and La Perouse, and Railway to Maroubra to La Perouse – and, for that matter, appropriate inward journeys, could also change over en route.

The Commissioner referred the matter to the Secretary, Chief Traffic Manager and Chief Engineer to “develop plans for submission to the Minister”.

The outcome was generally in accordance with these proposals. The last hired trams, including the ‘last tram mail’, ran on Sunday, 19 February. On 25 February the last trams ran in mid-afternoon as suggested, although passengers did not change from trams to buses en route on their outward journeys. The last trams from Hunter Street and Central Railway to Maroubra and La Perouse completed their outward trips; inbound travellers were then carried as far as Robertson Road, Kensington.

Readers are referred to the April 1961 issue of *Electric Traction* for details of the last tram hirings; and to ‘Countdown to Oblivion’ by Howard Clark in the February-March 2011 issue of *Trolley Wire* for details of the final operations on 25 February 1961.

Only a few minutes before the end. At Robertson Road, Kensington, the last inbound tram from La Perouse discharges its passengers at left; an earlier car from the final convey, at right, runs empty towards Randwick Workshops, having reversed at Kensington Junction near the top of the picture.

STM collection



BUILT IN MELBOURNE, FOR MELBOURNE

By Mal Rowe

Melbourne newest tramcar type is the E class, and five of these trams are in service as of January 2014.

The trams are being built by Bombardier in the Dandenong factory that built the Z, A and B series cars. The E class is a bespoke design for Melbourne, but (like all Melbourne trams) the new cars draw on designs and components from sources outside Melbourne. Bombardier initially called the design a 'Flexity Swift' but it is very different from other designs with that badge, and from the 'Flexity Classic' design delivered to Adelaide. In some publicity, Bombardier is now referring to the type as 'Flexity Melbourne'.

Building the trams

In March 2013, I participated in a visit to the Bombardier plant in Dandenong, Victoria, in the company of a group of senior railway enthusiasts, some of whom are still active in the industry. The group enjoyed a tour of the plant to see the Melbourne trams and Adelaide trains under construction there. Although no photos were allowed, there was ample opportunity to see how the vehicles were being built and to ask questions.

The Es are a three-section tram, with the centre section carried on two trucks and the end sections each carried on a single truck cantilevered off the centre section. All trucks are able to rotate within limits – of about 8 degrees according to the engineer

that accompanied the group. The trucks support the tram using very heavy duty cast steel bolsters. This is a key feature that differentiates the new Melbourne cars from other Bombardier trams, including those being delivered to the Gold Coast. The bolsters on the E class have been specified to make the trams more robust for Melbourne track conditions. This is not necessarily an indication that Melbourne's track is bad; rather it reflects the very large number of crossings and junctions that exist in the city and the overall size and complexity of the Melbourne system.

Three of the trucks on the E class are powered and one is unpowered. The cars therefore have one more powered truck than the 5-section cars currently in service. (The 5-section C and D cars have the same number of powered trucks as the 3-section versions.) It is easy to pick which trucks are powered: they are the ones with hatches for sand in the body sides above the centre of the trucks. The sand boxes between the seat backs can be seen in one of the accompanying photographs that was captured from a government video release.

Seating in the new trams is placed over each of the trucks. With 16 seats above each truck, the overall seating capacity is 64. There are no other seats, unlike the Combino and Citadis designs which have some longitudinal seats. The seats above the centre of the trucks are higher off the floor, which has necessitated a step between the aisle and the area between the seats above the trucks. Because the seats facing out from



A shot captured from video showing the interior without seat swabs – revealing the sandboxes.

Public Transport Victoria

A general interior view showing the large open space around the double sets of doors and the ramped floors. Mal Rowe



This view shows the step up from the aisle between the facing seats. Mal Rowe



sections of stainless steel plate – not bolted on like the A and B series cars. The flat sides are achieved by heat-treating the panels after they are attached to ‘pull them tight’. This increases the tautness and rigidity of the tram’s exterior panels. Finally, any remaining blemishes are filled with body filler and the whole tram painted. Only the curved cab ends are fibreglass mouldings. The cabs themselves are completely modular and all connections are made via plugs – and there are lots of them! The idea is that in the event of a cab being damaged it can be changed over quickly with the tram returning to service sooner than otherwise.

the truck centres are lower, no step is required, although the floors slope up from the entrances to the seating areas above the trucks.

Entrances have received a lot of design attention, all aimed at avoiding congestion and shortening dwell times. One of the accompanying photos illustrates the generous door capacity. The end sections have two double-width plug doors, and the central section has one double-width door. The placement of the doors was influenced by the need to provide acceptable ramp gradients to the main floor area. The single-width doors at the front of the A, B, C and D series trams have been eliminated and replaced with a driver-only cab door.

Structurally, these trams are very solidly built. The main structural members are stainless steel sections, all welded together. Side panels are also welded-on

Roofs of the cars are made from lightweight stainless steel. There are no holes that could become points of leakage later in life. Roof-mounted equipment – substantial in quantity – is supported on beams between the car sides.

The first two new trams entered service on route 96 immediately after a media launch on 4 November 2013. The Es are being used as much as possible, and at least two cars are in service at any time to ensure that they are fully tested within the maintenance period of the contract.

To this writer, the E class appears to be a worthy successor to the B series cars and a welcome move away from the C and D series ‘off the shelf’ designs that have not been entirely suitable for Melbourne. In their first three months they have proved reliable and seem to be well accepted by the travelling public.



E 6001 in Bourke Street on 9 December 2013. The low light shows the destination and warning displays well.

Mal Rowe

E 6002 in Nicholson Street on 8 January showing the 'Made in Melbourne for Melbourne' advertising

Mal Rowe



HERE AND THERE

AUSTRALIAN AND OVERSEAS NEWS

Adelaide H Tram tram 352 returns

H tram No. 367 returned to Glengowrie Depot as No. 352 on 20 December 2013 after refurbishment at Bluebird Rail at Islington. The tram is in the 1950s silver livery, but retains the varnished interior in the saloons. Only the end vestibules and driver's cabin interiors have been painted in Asbury green.

The return of No. 352 means that the two remaining H trams at Glengowrie Depot are consecutively numbered, car 351 having been refurbished in the

heritage colour of Tuscan red in 2012. The two cars represent two distinct eras in the life of the H trams.

It is interesting to note that the original tram 352 was the first H car to be written off, the body having been sold after an accident in 1957. The practice of re-numbering H cars following disposal of others to retain consecutive numbered cars is also not new, H 351 having been the first to be re-numbered in 1960 following the disposal of the original H 352 and

H 352 nearing completion of its refurbishment at Bluebird Rail, at Islington, on 1 December 2013.
Kym Smith



Silver H tram 352 (formerly No. 367) being unloaded at Glengowrie Depot on 20 December 2013 after its refurbishment at Bluebird Rail at Islington.

Public Transport Services, SA

H trams 351 and 352 coupled together at Glengowrie Depot on 7 January 2014.

Public Transport Services, SA





A touch of Asbury green has been added to the end vestibules and driver's cabins of H 352. Kym Smith

storage of the original H 380. H 351 was renumbered 380 in early 1960, then 359 later in 1960 when the original 359 became 380. The tram returned to H 351 in 1979 for the Golden Jubilee of the Glenelg tram line, retaining its number ever since.

Further finishing of the tram will be carried out at Glengowrie before it is available for heritage operations. However it was announced in February that the trams would operate only during special events and for private charter, rather than resuming the weekend service which was operated on a one-month trial in August 2013.



Leased trams 2108 and 2109 parked at the light rail depot at Pyrmont on 29 October 2013.

Victor Solomons

Sydney

Light rail services suspended after derailment

As briefly reported in the November 2013 issue of *Trolley Wire*, services on the Sydney light rail line between Central and Lilyfield were suspended after two derailments on the night of 7 October.

Both derailments occurred at low speed. One tram had four wheels derailed at 10.20pm near the Rozelle Bay stop; 20 minutes later another tram had two wheels derailed at the Wentworth Park stop. At least one, at Rozelle Bay, occurred on plain track, i.e. without points or crossings.

All tram services on the line were suspended while the derailments were investigated and corrective actions taken. A substitute bus service was provided, using vehicles from a number of operators. Trams were reinstated between The Star casino and Lilyfield from the morning of 18 October, with full service resuming on the evening of 30 October.

The derailments were attributed to extreme flange wear, caused by a recently-renewed section of track and lack of rail lubrication. It is believed that the crucial section was the curve from Hay Street onto the light rail reservation near the Powerhouse Museum.

Rectification work included the replacement or reprofiling of the wheels on all or most of the tram fleet, and extensive rail grinding together with track modification where required.

More new cars

Leased Valez-Malaga Urbos 2 car 2111 arrived in Sydney from Port Kembla in the early hours of 19 November 2013.

The first of the order for new trams, CAF Urbos 3 car 2112, arrives at Haymarket on 19 December 2013.

Tim Boxsell



Transport for NSW issued a Light Rail Special Event ticket for New Year's Eve and Australia Day. It was valid from day of purchase to 5:00am the following day.

Courtesy Richard Peck



The first new tram, CAF Urbos 3 car 2112, arrived in Sydney from Port Kembla at 2:10am on the morning of 19 December 2013. Once unloaded, it was pushed to the Pyrmont depot by Variotram 2107.

Memphis, Tennessee

Seven people were taken to hospital for smoke inhalation after Memphis Area Transportation Authority (MATA) heritage tram 452 caught fire around 10:30am on 4 November 2013. The tram was near Madison Avenue and I-240 when the fire started. It is reported that the fire began in the controller. The driver and passengers reported hearing a loud pop in the driver's area and smoke entered the tram immediately. Photos and video of the tram show smoke coming from under the drop-centre.

MATA 452 is former MMTB SW2 class 478 and was built in 1927. It was sold to the New Orleans Regional Transportation Authority (NORTA) in 1988. MATA purchased the tram from NORTA in 1997. It was refurbished in 2004 by Gomaco Trolley Company at a cost of \$US 567,899.



MATA trolley 452 on fire in Madison Avenue.

Courtesy WREG Memphis

FERNY GROVE

BRISBANE TRAMWAY MUSEUM SOCIETY

PO Box 94, Ferny Hills, Queensland 4055

www.brisbanetramwaymuseum.org

From Peter Hyde

With effect from 21 November 2013, the Brisbane Tramway Museum ceased to operate as an 'amusement' and became the latest accredited rail operation in Queensland.

The wording of rail related legislation prior to the passing by Parliament of the Transport (Rail Safety) Act 2010 meant that the Museum (and some other Tourist and Heritage rail operations) were not covered. When the new law came into effect, the Department of Transport and Main Roads commenced a state-wide review and determined that the Museum was to be covered by the Act. The very large task of preparing the necessary paperwork then began and BTMS wishes to acknowledge the generous assistance of many members of tramway museums in other parts of Australia who had gone through the process earlier.

While the Queensland Government is yet to commit formally to participation in the National Rail Safety Regulation scheme, hopefully only minimal changes to the safety regime will be necessary should this occur.

Meanwhile the many activities involved in running a museum continue unabated. Good progress continues to be made on the restoration of Dreadnought 136 as shown in the accompanying photograph.

As mentioned in the August 2013 issue, work on FM 400 has slowed considerably while repairs were made to the lifting jacks. The repaired components have now arrived back at the museum and the jacks are about to be re-assembled.

In the meantime, members who were working on 400 turned their attention to replica horse tram 41. This had been hurriedly and cheaply built by the Transport Department in 1959 on an original underframe for inclusion in a transport cavalcade held that year. The ravages of time had not been kind to the vehicle and much rot was evident in the timber components. Its restoration (with some improvements) is now complete and it merely awaits painting of the fleet number on the end aprons.

Each January, every operational tram in the fleet is turned on the 'Exhibition triangle' which connects the main tram workshop to the main running line. This triangular junction was removed by museum members from its original location at the intersection of Gregory Terrace and Alexandra Street many years ago and reinstalled at Ferny Grove. As two legs of the triangle are not wired, it is necessary to use the traditional wandering lead to drive the trams.



The external painting of Dreadnought 136 is now well advanced.
Peter Hyde



Replica horse car 41 stands completed except for the application of its fleet number.

Peter Hyde



FM 429 heads a line-up of the operational fleet at Ferny Grove for the annual 'tram turning'.

John Hudson



Keith Tidey steadies the cable powering Baby Dreadnought 99 through one of the unpowered legs of the turning triangle.

John Hudson



Dropcentre 341 pauses while the power cable is re-positioned for the next stage of its turn.

John Hudson

VALLEY HEIGHTS

STEAM TRAM AND RAILWAY PRESERVATION SOCIETY

PO Box 571, Springwood, NSW 2777

From Peter Stock

A vice-regal occasion

We were delighted and proud to welcome the NSW State Governor and the Premier to the celebrations for the centenary of the Valley Heights roundhouse on 31 January.

Andrew Tester, Valley Heights' publicity officer and centenary celebrations committee convenor (as well

as a steam tram conductor) headed an enthusiastic committee to draw together plans for the event. The committee invited the Governor, Her Excellency Professor The Honourable Marie Bashir AC CVO, to be present; and it also invited Premier Barry O'Farrell, Minister for Transport Gladys Berejiklian, members of state and federal parliaments, local dignitaries, and



At the official luncheon, amongst others from right to left, are STARPS chairman Craig Connelly, Sir Nicholas Shehadie, AC, OBE (Her Excellency's husband), VHLDHM chairman Ted Mullett, and Her Excellency the Governor.

Peter Stock

a host of top officials from Transport for NSW and the newly established Transport Heritage NSW.

Friday, 31 January was 100 years to the day since the opening in 1914. On the day the official party was piped aboard the special train at Central station. As a sentimental touch, the vice-regal party arrived through the Governor's entrance on platform 1. The official party, accompanied by museum representatives and other guests including STARPS chairman and life member, Craig Connelly, joined the special train for an on-time departure to Valley Heights.

The train duly arrived at the Valley Heights interface about 10:30, then proceeded to the museum precinct through the yard. The official party detrained and were welcomed by VHLDHM chairman Ted Mullett. Then followed a site inspection, the signing of the visitors book and an inspection of the fascinating, interpretive working HO model of the entire Valley Heights precinct circa 1950.

The official proceedings were opened with a 'welcome to country' and the enthusiastic singing of *Advance Australia Fair*, led by local school student Bethany Harrison. Ted Mullett officially welcomed all present; Andrew Tester gave a short address about why the roundhouse was located here and outlined the background to its preservation and development into a working museum. In a contemplative gesture Andrew made reference to many of those who had been part of this great adventure but had since departed to that 'big roundhouse in the sky'.

In response Premier Barry O'Farrell expressed his sincere appreciation for the work and dedication of the volunteers in preserving this part of the state's

heritage. The Governor shared with those present many amusing childhood experiences when visiting the Blue Mountains on family holidays. Then by invitation Her Excellency unveiled the Centenary Plaque. Three of the original preservation motivators, Andrew Tester, Ted Dickson and Ted Mullett cut the Centenary cake; they had all been 'in the thick of it' with the early proposals to preserve the roundhouse



STARPS Chairman Craig Connelly holds open the cafe door for Her Excellency on her way for a ride on the steam tram.
Peter Butler

Prior to the tram ride Her Excellency's ADC points out to her where the whistle is located. Left to right: Wayne Flicker, trainee fireman; Peter Stock, STARPS secretary; the ADC; Ted Mullett, VHLDHM chairman; Her Excellency the Governor; and David Lewis, steam tram driver. Peter Butler



Premier Barry O'Farrell has a quiet word with STARPS trainee fireman Wayne Flicker.

Robyn Stock

after it was deemed to be not required for railway activities.

Prior to luncheon, the official party was invited to board the steam tram for a short return ride to the gates and onto the coal road. On arrival back at the

The elves of Valley Heights unceremoniously assist Santa onto the steam tram last December, helped by assistant conductor Keith Ward. A bemused head conductor Bruce Irwin keeps watch. Andrew Tester



main area Her Excellency enthusiastically accepted an invitation to step up onto 103A's footplate, and under supervision of trainee fireman Wayne Flicker give the whistle a tug (or two)! In her acceptance of the invitation the Governor displayed her delightful and witty sense of humour.

A buffet lunch was served to the official party in the café area, whilst other invited guests were served under a marquee. The Premier tendered his regret that had to leave for another engagement dictated by a plane schedule.

From the feedback received on the day all guests enjoyed the occasion and the surroundings. Congratulations must go to Andrew Tester who diligently worked through every problem prior to the day. His tireless efforts certainly bore fruit with everything planned being executed in a most professional manner. Also credit must go to all members, whether from the VHLDHM, STARPS or others, whose co-operation and enthusiasm ensured a successful day.

As a footnote certain invitees opted to journey to Valley heights independently by train. Accordingly the steam tram was scheduled to connect with two interurban services with the passengers joining the tram at the signal box.

Shunting tramway and railway rolling stock

As a prelude to the centenary celebrations it was necessary to relocate certain items of both tramway and railway rolling stock. This was the long promised Big Shunt. By delegation of Peter Stock, STARPS Operations Manager, Ted Dickson was appointed to supervise these movements in accordance with the risk assessment and management process. The shunt was scheduled over two days. Our locomotive *Stepho* with the S truck as shunter's dummy was used on both occasions.

A comprehensive program for the two substantial shunts last December and early January was prepared in advance. Before activities on both days commenced Ted conducted 'toolbox' (safety) talks prior to any movements taking place so that all concerned totally understood the procedures. The museum was closed to casual visitors.

It is pleasing to note that the society's other 'Berowra tramcar', 72B, has been moved into the tram shed and is secure and under cover. Facsimile double-deck car 99DD was also moved from the roundhouse and into the tram shed, along with the CBI carriage. Certain items of railway rolling stock were also shunted. VHLDHM's partially restored Caves Express carriage was relocated away from the tram shed and is now

The facsimile double-deck car being shunted into the tram shed at Valley Heights. Peter Stock



prominent position within the roundhouse for further work to continue and to add a new attraction for visitors. At this time steam tram motor 103A, car 93B, *Stepho* and the S truck remain in the roundhouse.

STARPS is appreciative of friendships and cordial co-operation that exists between all groups on site at Valley Heights. Considerable time and effort was expended collectively to plan, prepare and secure all items for transfer. Suffice to report the rolling stock movements were achieved safely, although not every proposal on the 'shunting wish list' was achieved.

Works report

As usual the steam tram did not operate during January. This break affords the opportunity to attend

to heavy maintenance, this year being no different. Further boiler tubes have been replaced on both tram motor 103A and *Stepho*, the boiler work starting soon after the Santa days early last December. Concurrent with this both boilers were prepared for their annual inspections and were found to be satisfactory. Meanwhile loco 1022's clack valves were removed for off-site reconditioning.

More roof slats have been installed on the double-deck car, whilst a specialised style of guttering and moulded reinforcing timber was sourced, purchased and delivered ready for installation.

Prior to the movement of rolling stock, tramcar 72B was stabilised, and underframe repairs continue. Sole bars have been routed and shaped, and the inside stringers have been shaped ready for installation.

Tramcar 72B being slowly hauled through the steam tram loading platform area on the way to the tram shed. Peter Stock



BALLARAT

BALLARAT TRAMWAY MUSEUM

PO Box 632, Ballarat, Victoria 3353

www.btm.org.au

From Ballarat Tramway Museum

The first week of November involved two celebrations. On Saturday, 2 November, No. 18 celebrated its 100th birthday, and ran the service in tandem with No. 40, our other serviceable centenarian. The occasion was well attended with 117 people riding the trams and no less than 145 visiting the depot.

The following day was Springfest, with the annual Tram Pull being conducted once more at the loop, using Nos. 14 and 13, the latter having been freshly repainted. During proceedings Nos. 661 and newly restored 671 operated shuttles on either side of the loop until they could take up through running for the rest of the day. In all, 367 passengers travelled on what turned out to be a cool but sunny day.

At the depot our other 1913-built car, No. 22, has been receiving some work on its slow journey to restoration. Painting of the ceiling has been completed, and the missing corner pillar on the north side is ready for installation. The motorman's windscreens have been removed, and will require replacement as they are in very poor condition.

Other work around the shed has included truck repaints for Nos. 27 and 671, and floor painting for Nos. 27 and 39. Horse tram No. 1 has had the platform floors and the upstairs area repainted in preparation for its next outing on Australia Day. Repairs were carried out on one of the sandboxes on scrubber No. 8.

This is no small task, as when this car was hastily built in the 1930s no thought whatsoever was given to accessibility for maintenance purposes.

On 26 October the overhead wiring team from Bendigo came over and tightened up the wiring of the depot fan, resulting in a great improvement in the appearance of our facilities.

Availability of more local volunteers this year has meant that the depot has been open every day during the summer holidays. The increased number of visitors to the depot has surprised us. The Museum even operated trams on Christmas Day, and then every day until 27 January.

We are pleased to report that the Museum has received a grant under the City of Ballarat's 'Preserving Our Heritage Together' program. The grant of \$5,000 is to assist the reconstruction of Electric Supply Company of Victoria car No. 12. A condition of the grant is that the Museum spends \$5,000 on the project. The Museum is grateful for this grant, which will make a useful contribution towards this major project.

Heritage Victoria recently granted approval to the Museum for the plans it submitted for a proposed major extension to our building. As the Museum is located within a heritage classified place any



"Tram Pull" is a popular event for charity run by Rotary – Young Ambition. The event took place on 3 November.

Alastair Reither

Deepthi Poulose repaints the seats on the upper deck of horse tram No. 1 on 5 January before its next outing on Australia Day.

Dave Macartney



alterations or additions now require heritage as well as planning approval. This was an essential first step in what will be a long process to create a first class display area. The formal plans the Museum has developed, and the permit recently received, give us a basis on which to seek the significant funding required to implement the project.

A Facebook page for the Museum has been set up at www.facebook.com/btm.org.au. Facebook is a popular free social network website that allows registered users to create profiles, upload photos and video, send messages and keep in touch with friends, family and colleagues. With the use of Facebook visitors can interact with us to check on upcoming events and give us feedback.

A sad anniversary for No. 13

Peter Waugh reports that Ballarat resident Graeme Van Berkel visited the Ballarat Tramway Museum on

20 November, the 61st anniversary of the death of his grandfather, Alexander Van Berkel.

Alex Van Berkel was born in Ballarat East in 1882. He worked as a farmer until joining the Electric Supply Company as a casual motorman on 12 January 1912. A good worker, he was made permanent in 1913. Alex was a keen gardener, and often entered his irises in the Ballarat Show. He was proud of his service to the tramway, and a large photo of the staff at the depot hung above the fireplace in the lounge room. This photo is now in the museum collection. His older brother, Stuart (1879-1969), was also a motorman for many years.

On 4 January 1928, Alex suffered a terrible injury, which was reported in the *Argus* on 6 January 1928:

When Alexander Van Berkel, a tram driver, was reversing the destination disc on the last tram from Sebastopol on Wednesday night, he found it

Freshly out of the paint shop, No. 13 was the BTM's Christmas tram for 2013.

Peter Winspur



necessary to clamber up in front of the car. He caught hold of a short iron stanchion, and immediately received a violent shock. He was unable to release his grip promptly, and his hand was burnt almost to the bone.

Alex's last tram journey was in No. 13 on 20 November 1942. While travelling down Sturt Street, between Doveton and Armstrong Streets, Alex must have felt seriously unwell. He applied the brakes and brought the tram to an unplanned stop. When the conductor, Andrew Johnson, went to the driver's cabin to see what was wrong, he found Alex dead at the controls. Sadly, Alex again was reported in the newspapers, this time as far away as Tasmania, where

the *Burnie Advocate* on 21 November 1942 included the following:

DIED AT HIS POST

BALLARAT, Friday: Feeling ill, Alexander Van Berkel (61), of Ballarat, while driving an electric tram down Sturt Street this afternoon, pulled the tram up, collapsed, and died at his post.

Graeme was very pleased to see the care and attention that had gone into restoring No. 13, which was an important part of the Van Berkel family history.

BENDIGO

BENDIGO TRAMWAYS

1 Tramways Avenue, Bendigo, Victoria 3550

www.bendigotramways.com

From Bendigo Tramways

Celebrating 41 years of vintage Talking Trams

Sunday 8 December 2013 marked a special occasion for the Bendigo Tramways as we celebrated the 41st anniversary of the vintage Talking Tram tour as well as the 100th birthdays of two trams in our fleet. To thank the Bendigo community for all of their support throughout the years we offered a host of family fun activities. Bendigo's finest trams were operated throughout the day, including some unique trams

which do not often grace the tracks. Special offers included 70% off Talking Tram tours; depot and workshop tours for a gold coin donation; and tours of the Bendigo Trust's other attractions also for a gold coin donation.

We marked the 100th birthdays of trams 5 and 17 with a celebration that included the unveiling of



Bendigo Tramways Manager, Jos Duivenvoorden, speaking about the birthday trams on 8 December 2013 with tram No. 5 in the background.

Bendigo Tramways



The Santa Tram with staff Steve Sullivan, John Penhall, Christine Male and Santa.

Bendigo Tramways

refurbished car No. 5 along with a custom made birthday cake for the two trams which was created by local bakery, Country Cakes. A new DVD entitled *The Bendigo & Eaglehawk Tram Lines* was launched by its creator Roger Greenwood.

Tram No. 5 was one of 10 maximum traction bogie trams built for the PMTT in 1913. Having passed to MMTB ownership it was sold to the SECV in 1948 for use initially in Geelong. In 1956 it made its way to Bendigo and is significant as being one of the last trams to offer public transport in Bendigo on 1 April 1972. Thanks to generous donations and volunteer time, the car was refurbished especially for the celebrations and entered traffic on the day. Work on No. 5 included a complete repaint something that has not been done since the tram was last repainted by the SECV in the 1960s. More than 690 hours of volunteer and staff time was devoted to this project.

Tram No. 17, also fondly known as the *Adelaide*, is significant as being one of the last trams built new for the Bendigo Tramways by Duncan and Fraser of Adelaide in 1913. It was built with Bendigo's hot summers in mind, hence the open sides. Over the years it has been rebuilt several times, with its most

recent overhaul taking place in 2005. It is undoubtedly one of the most popular of the Bendigo Tramways fleet and was on display throughout the celebrations.

Santa Tram a success

We had another very successful year of Santa Tram operations. We ran 43 Santa trams between 10 and 24 December, 23 more than last year. Apart from the first few sessions, Santa Tram was completely booked out. There were some very happy families over this time, along with the occasional tears and screams when Santa appeared. One little boy saw some reindeer food at the depot while he was looking for Santa (wood shavings and sawdust) and was most excited. Santa's sleigh had broken down and he had heard that Bendigo Tramways was the place to get it fixed.

Cricketers descend on the tramways

On 8 January we hosted 153 children, along with 28 adults, from the School Sport Australia 12-and-under Cricket Championships. The groups enjoyed a Talking Tram tour as part of the educational component of the Championships. The kids thoroughly enjoyed their experience and their teachers were equally enthusiastic.

Tram No. 5 with its crew Ian Stimpson and Joseph Gould on Sunday 8 December. Bendigo Tramways



Trams a popular option for 'hens parties'

Being wedding season, we have seen a lot of party organisers choose the trams as the venue for 'hens parties'. Lately, there seems to be one most weekends and on some occasions we have hosted two in one day. An Elvis impersonator even joined in the fun of one party, hitching a ride from Alexandra Fountain.

Depot & workshop projects

Following is a roundup of work on a number of our trams, in numerical order:

Work is progressing slowly on No. 7 but this car will be one of our next major projects. No. 17 is having its brake gear modified and other minor works completed to have it running in time for Easter.

No. 19 is undergoing an armature change. No. 84 is receiving structural reinforcement to alleviate some body noise and movement. This is to help make it

easier for visitors to hear the talking tram commentary while the car is operating.

Car 611 will enter the paint shop early in February. It is scheduled for delivery to Sydney in March 2014. No. 808, the Hume and Iser tram recently received a face-lift as well as some minor body work.

We have a new sponsor on board for No. 880 and this tram is currently in the workshop receiving a major internal fit-out. This car will be unlike any we have seen before and we are looking forward to unveiling it at the beginning of March.

Finally, the loading ramp at the gas works is undergoing some major work to make it more adaptable to the varying heights and widths of trucks that transport trams to and from Bendigo.

HADDON

MELBOURNE TRAMCAR PRESERVATION ASSOCIATION

324 Sago Hill Road, Haddon, Victoria 3351

www.mtpa.com.au

From Kym Smith

Tram restoration

The refurbishment of SW5 849 has progressed significantly with the main panels and structure of the tram painted in their final colours of Wattle Yellow and Shamrock Green after a mammoth effort put in by Anthony Smith and Alastair Reither. The trucks have also had a coat of Gloss Black and await silvering of the axle boxes. Work is now concentrating on the painting and completion of window sashes, doors and smaller fittings that will be refitted to the tram as they are completed. Designs and proofs for the signwriting are being progressed with our signwriting contractor and it is hoped to have the tram completed and available for the next Open Day at Haddon in March 2014.

Anthony Smith painting yet another coat of Wattle Yellow on SW5 849. Numerous coats were needed to get the paint to an acceptable colour and coverage.

Jacqui Smith



Alastair Reither applying the first coat of Shamrock Green to SW5 849's apron.

Anthony Smith



Jacqui Smith prepares one of the mirrors for SW5 849 for painting.

Anthony Smith



SW5 849 looks very different in The Met livery of Shamrock Green and Wattle Yellow, and will provide a significant contrast to other trams in the MTPA collection.

Anthony Smith

Scissor-lift truck

The Hino scissor-lift truck has been receiving some maintenance work to ensure its reliability and to return it to a road-registered condition. Frank Schroeders has been actively working to identify and repair defects, and has been able to get the truck back into an operable condition for use around the site. Repairs so far have included repairing a leaking hydraulic ram, adjustments to the power take off functions to ensure the fast idle engages when the platform is in use, and work tidying the electrical wiring on the truck.

Track and overhead

The overhead on the main line was cut back by a pole length during November to allow for the construction of the new tram storage shed at the Lower Terminus. Some length of overhead wire was also allowed to settle back along the main line to provide for the extra length of cable needed to align the wire correctly around the south west curve. Some further adjustments were made to the south west curve, and a number of spans transferred to the new poles in this vicinity.

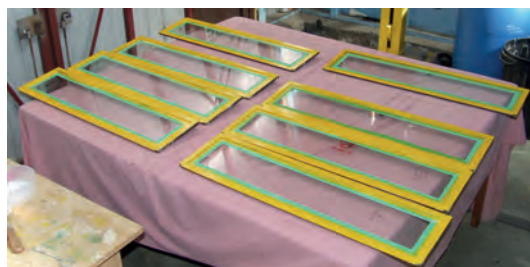
Most of us string up our washing to dry... at Haddon it is the freshly painted tram parts that are strung up to dry prior to installation back on SW5 849.

Jacqui Smith



Hopper windows for SW5 849 during their repainting.

Jacqui Smith



Frank Schroeders removing the power steering ram from the Hino scissor-lift truck for repair.

Anthony Smith



Daniel Edwards at work on the replacement mower ensuring the lawn near the barbeque area is kept well maintained.

Jacqui Smith

Anthony Smith, Kym Smith and Frank Schroeders remove the overhead from the Lower Terminus area in preparation for the construction of the new tram storage shed.

Jacqui Smith

Backfilling of the track around both curves and along the main line has continued, together with levelling and grading of the surrounds. A number of track joints in the Car barn Fan and Upper Terminus were recently re-welded to repair cracks and reduce the impact from passing wheels.

Site maintenance

A replacement ride-on mower has been purchased and has been put to good use tidying the site prior to the summer season. The lower paddock was also tidied by a local contractor to ensure the fire risk is reduced.

ST KILDA

AUSTRALIAN ELECTRIC TRANSPORT MUSEUM (SA) INC

PO Box 213, Salisbury, South Australia 5108

www.trammuseumadelaide.com.au

From Colin Seymour

New depot

Following the recent completion of Road 4 in the new depot as a running road, work is proceeding on Road 5.

The old rail was removed by members on 24 November 2013 after which the track bed was excavated by North East Demolitions. Replacement rail was laid by members during December and concreted on the last two days of the year. The new rail is 50 lb/yard (25.8kg/m) and is from our Pichi Richi stock obtained a number of years ago.



The new Road 5 track was completed by members on 15 December in readiness for concreting. Ballarat 34 has been positioned at the shed doorway at the rear of Road 6 in preparation for its move to the Crock Shed.

William Adams



John Pennack (blue shirt) discusses the final section pour of the Road 5 track with North East Demolition workers while Ian Seymour (white shirt) takes a break on 31 December. The gap between the concreted tracks of Road 5 and the Road 4 (to the right) will be concreted in the near future.

William Adams

Bib and Bub trams 14 and 15

All seats have now been installed in car 15, and installation of the crossbench seats in car 14 is underway. The new permanent flexible brake hosing between the cars was tested on a series of runs conducted on 10 and 17 November.

Major shunts

Major shunts of the fleet occurred during December to free up workshop space for dismantling car 381's trucks for wheel turning. This resulted in some items being removed from the Crock (tram storage) Shed and relocated by crane to make way for other items.

- The body of A 17 was removed for dismantling as spare parts for our A trams
- The horsebox was moved to alongside Road 2 in the workshop compound
- Spare bogies and workshop dollies were placed behind the bodyshop
- Ballarat 34 was moved to the Crock Shed for storage, thereby freeing up running road space, and
- The body of privately-owned H 355 was moved to the Crock Shed for storage.

During the shunts most of our trams turned a wheel at some point, along with the shunting loco, the spare H car trucks and a number of workshop dollies.



Charlie Rodgers and Ian Seymour weld a cross bearer onto the new Road 5 running rails on 15 December 2013.

William Adams



Bib and Bub 14 and 15 were taken on a series of test runs on 10 and 17 November 2013 to test the new permanent flexible brake hosing. Cars 15 and 14 are in Shell Street, St. Kilda on one of these runs.

William Adams

Ian Seymour inspects the new brake hosing between cars 14 and 15 in Shell Street, St. Kilda.

William Adams



The spare seats and parts previously stored in the horsebox were transferred to Ballarat 34 on 8 December, prior to it being readied for storage in the Crock Shed.

Vale – Blair Howell

AETM Honorary Life Member, Blair Howell passed away recently, aged 90.

Blair was Depot Foreman at City Depot for over two decades, retiring in the mid 1980's not long before the closure of City Depot and its move to Glengowrie. Blair also served during the Second World War with the RAAF.

The AETM awarded Blair with Honorary Life Membership on his retirement in recognition for many years of assistance to the Museum. Several notable statements from Blair have become part of the folklore of the Museum, and even in recent times Blair contacted us to pass on thanks for continuing to receive news and information on our activities.

A retired Blair Howell stands in front of Museum tram H 360 at Moseley Square, on the occasion of its return to the Glenelg line for its 70th anniversary in 1999 and 2000.

Kym Smith



WHITEMAN PARK

PERTH ELECTRIC TRAMWAY SOCIETY (INC)

PO Box 257, Mount Lawley, Western Australia 6929

www.pets.org.au

From Michael Stukely

Traffic operations and service cars

Patronage in September was good, while in October the school holidays brought excellent numbers of visitors to the Park and the trams ran as usual on seven days per week. Sydney-based members, Hayden Holmes, Andrew McCabe, and Bill and Fay McCabe travelled to Perth to assist in crewing the trams for the

A short rail section was installed on 15 June to replace a defective rail joint, between Horse Swamp curve and Stockmans Crossing.

Lindsay Richardson





The track team stand back and take a break from the sleeper replacement task as service car W7 1017, driven by Andrew McCabe, passes the old Mussel Pool tram stop on 5 October: Graham Lees (left), Bryan Liversidge (obscured), Lindsay Richardson, John Azzaro, Laurie Ahearn and Nick Tsiaglis. Michael Stukely

holiday period, and this was greatly appreciated. November, on the other hand, was not up to normal expectations for spring, with passenger numbers inexplicably lower. Regular service cars in spring were W2 441, W7 1017, W2 329, and Fremantle 29.

Further refurbishment work and track testing of Adelaide H type 371 have been carried out, with good progress made.

Our Carbn Tours resumed on the fourth Sunday of each month during spring, with each service run being extended from Mussel Pool to the Carbn. The tours were conducted by Tony Kelly. They will be known as Tram Heritage Days from the 2014 autumn season. A new range of souvenirs has been introduced for sale.

Tram restoration

Good progress has again been achieved by Bryan Adcock and his team with the body restoration work on Perth B class single-truck car 15, for future static display by the South Perth Historical Society. It is almost complete, with the sign-writing and lining now done.

General

Planning is in progress with Whiteman Park management for repairs to the dropped rail joints on the track in the Village Mall. More steel traction poles are to be painted from the Village road crossing southwards past the Tractor Museum.



Adelaide H type 371 on a test run at Whiteman Park on 30 October. Clearances at the cattle grid have been checked by John Azzaro as 371 heads up the hill towards the Village from Stockmans Crossing.

Graham Lees

Nick Tsiaglis has arrived at the old Mussel Pool stop with a load of steel sleepers ready for installation on 5 October.

Lindsay Richardson



Replacement of old timber sleepers with steel continued near the old Mussel Pool tram stop, and full replacement was completed on 5 October on the two straight sections between Bennett Brook culvert curve and the north level crossing, an area where sleeper deterioration has been rapid due to prolonged wetter conditions in winter. The track team extended the truck storage siding south of the Lindsay Richardson Carbarn by one track panel on 6 October. Further clearing of vegetation on the site of the planned new Carbarn on the north-east side of our lease area was carried out by Lindsay Richardson and Paul Pickett. Colin Spooner is progressing with the installation of wiring for additional emergency evacuation sirens on the carbarns.

A new platform has been built adjacent to the Village tram stop by Park management, to help passengers with mobility difficulties to board and leave our former Melbourne trams. The platform height is level with the tram entrances, and a specially designed portable aluminium ramp is used to bridge the gap (especially with the narrower-bodied W2 class cars). The brick building at this stop has been extended alongside the tram stop to provide a new park Visitor Information Centre, which opened in late January.

Our display was taken to the annual Railfest, run by Rail Heritage WA at the Rail Transport Museum in Bassendean. Attendance here was outstanding, and a good level of sales was achieved by Tony, Trevor Dennhardt and Graham Lees.

Trevor Dennhardt, John Azzaro and Nick Tsiaglis working on the extension of the truck storage road, south of the Lindsay Richardson Carbarn, on 6 October. The body of Perth A class 125 can be seen behind them.

Lindsay Richardson



LOFTUS

SOUTH PACIFIC ELECTRIC RAILWAY CO-OP SOCIETY

PO Box 103, Sutherland, NSW 1499

www.sydneytramwaymuseum.com.au

From SPER News

National Park line closed

At about 12:25pm on Friday 17 January, an over-height vehicle heading south hit the Princes Highway crossing overhead and pulled the trolley wire down. The offending vehicle did not stop, and it is quite possible the driver was unaware he had hit the wire. A following motorist witnessed the incident and informed the emergency services and the Museum. This matter is now in the hands of the police.

This incident occurred during our school holiday operations. The power protection systems cut in, automatically turning off the power. The overhead above the crossing was designed with the possibility of it being hit, so the damage is restricted to the crossing itself.

The local police and fire brigade attended and shortly an Ausgrid crew turned up as well. By that time one of the Museum's overhead team had arrived and they were assisted by the Ausgrid crew to clear the fallen wire from the roadway with minimum impact to the rest of the overhead.



On 1 November, Andy McDonald and Katie Strancar were working at the museum when the call came that concrete was available. Andy and Katie accepted and handled the three cubic metre load on their own in the south shed.

Martin Pinches



The eastern track north of the crossover being concreted on 6 November.

Martin Pinches

At the time of the incident, tram 249 was at the National Park terminus and was trapped there for several hours while appropriate authorities were informed and technical personnel attended the museum. A member of the day's traffic staff fetched the stranded passengers with his own small van.

After the damaged trolley wire was made safe and the National Park line re-energised (via the catenary part of the crossing overhead) 249 was driven under its own power back to the crossing but had to be towed across the highway with the tractor under the watchful eyes of the police. The level crossing equipment was undamaged, and the crossing lights operated normally while 249 was being towed across the highway.

Once 249 was recovered, the National Park line was electrically isolated and the line closed, with the staff for the section locked away. However, the museum site and the Sutherland line are still available for operations.

This is the first such incident since we took over the Royal National Park line in 1993. Repair of the overhead across the highway will be undertaken at the earliest possible date.

Track and associated work

Since the completion of the concreting of the floor of the new South Shed, laying of the eastern track north of the now operational trailing TAFE crossover has resumed, to take advantage of the recent upturn in availability of surplus concrete.

Rails have now been laid on the adjacent western track to a point a couple of metres past the end of the

concrete. Concreting of the eastern track will finish in line with that on the western track, and this will be the end of the line for the time being. Double track will eventually extend towards Sutherland to just north of the TAFE crossing.

The trench for underground electrical conduits has been extended and an excavation made for a covered access pit just past the end of the concrete. A negative feeder has been provided in existing conduits to by-pass Depot Junction.

A CSO bricklayer is bricking up pits along the bank south of Railway Square to provide access to stop valves on the new 50mm water line.

Overhead work

The months of November and December were quiet on the overhead front, with work concentrating on minor adjustments to the overhead to increase reliability.

During December, new treated timber pole 138 was commissioned on the National Park line with a new side arm bracket installed.

Chris Olsen brought some specialist pole climbing equipment to be able to change this pole, as we were not able to reach it from our overhead line car 99u. The redundant pole was slated to be removed in January, but that will be delayed until the National Park line is reopened.

New side arm brackets are currently being fabricated in readiness for future pole replacements on the Sutherland and National Park lines.



The south shed floor was completed on 6 November.

Martin Pinches



Overhead line car 99u was in attendance when timber pole 138 on the Royal National Park line was replaced and a bracket arm fitted on 18 December.

Danny Adamopoulos

YMCA building

In the ground floor of the YMCA building, CSO bricklayers have completed a wall separating the southern fire stairs from the rear of the ground floor future shop area and are fitting a window into an opening on the second floor back wall.

The National Park authorities offered us bricks from the now demolished house near our old site. This was the home of 'Wolfie', one-time proprietor of the now demolished Shell garage and the Audley bus service. Several loads have been transported on our yellow tip truck and stored near the Top Shed.

Tramcar news

Work on the refurbishment of Sydney P car 1497 is nearing completion. A great deal of effort has been put

in by our CSO worker Con, who has been busy scraping back varnish on the bulkhead ends of the car. Con has also sanded these timber panels in readiness for varnishing. The final stages of exterior repainting have been reached, with the finishing touches of the two black bands now being applied. The interior is receiving attention as well, which has so far entailed repainting the ceiling, revarnishing and touching up where necessary. Four sets of internal grab rails have been removed for re enamelling whilst work is about to commence on the installation of new concertina door canvas.

In other P car news, four Tomlinson couplers have been stripped of their contact boxes by Bill and are to be sent to Leusink Engineering for modifications so they can be used on P 1729 and PR1 1573.

The framing repairs on Adelaide H car 358 have been completed and the side panel has been refitted to



A 1950s scene: trams R 1740 and R 1797 with AEC bus 3197.

Richard Jones

Ballast motor 42s is a museum workhorse, moving tools and equipment to track work sites. It poses here at the junction of Tramway Avenue and Cross Street on 10 November.

Richard Jones



the car. The repaired parking brake actuator was refitted and the car made a test run on 18 December.

Sanding, priming and refitting of minor parts to Sydney C car 37 has continued.

Work is progressing well on the new roof framing for Melbourne cable grip car 322. A new wooden ring has been turned up on the big lathe. This ring forms the mounting point for the kerosene roof-mounted light in the middle of the roof. It was strange to see wood shavings on the lathe normally used for metal turning.

Traffic operations

Our group bookings during 2013 reached new heights, 90 for the year. We hosted 24 school groups,

most of which had two or more classes so these are significant earners for us. Most of the bookings were for non-trading days, though clubs and seniors' groups are especially encouraged to choose Wednesdays, when staff is always available. A minimum number applies to any group needing a special call out of the Traffic team.

Revenue from group bookings is especially welcome to help meet the cost of our public risk insurance, higher power bills and the recently-raised rent on our public lands. A conservative estimate of the total earnings from these bookings is \$28,000. By satisfying its visitors, who pass the word to others, the business has continued to grow. As well as seniors' groups, we have welcomed fellow transport enthusiasts from veteran car and model railway clubs, and the final booking for the year was a group from the Australian

Although rain washed out the museum's 1950s Roaring Fifties Day, visitors still arrived and the trams still ran.

Richard Jones





D scrubber 134s ran some demonstration trips for visitors on 10 November.

Richard Jones



O 1111 and O 805 at the Royal National Park terminus on 7 December.

Richard Jones



Brisbane centre-aisle car 180 on one of its rare trips to the Royal National Park on 7 December.

Sam McGuinness

Railway Historical Society, many of whom were personal friends of our members.

The founder of the present system of group bookings is Ron Ham who, back in 1993, was encouraged by Norm Chinn in his belief that teams could attend the Museum for bookings of a worthwhile size on weekdays beyond Wednesdays and that this could be extended to school groups. Ron's experience as a primary and secondary school teacher eased the way for this. A decade later, facing some medical attention, Ron passed the task to fellow teacher, Peter McCallum. Greg Sutherland and John McFadden kindly agreed to take booking calls during periods when Peter is away. There has been growing support for the work of the group bookings team all around the Museum.

The largest demographic of our groups market are mature citizens. Few are really tram fans: it is nostalgia for events of their youth which draws them. Their love of just one tram, O class 1111, exceeds that of all others in our fleet.

Tramway drawings donated

On the occasion of their visit in December, the NSW Division of the Australian Railway Historical Society

handed to the Museum scans of 1500 NSW tramway drawings. The drawings are mostly of electrical infrastructure such as overhead wiring details, high voltage and low voltage feeders and underground cables, in both Sydney and Newcastle. Also included are curve and gradient diagrams of steam and electric lines. Whilst the information is mainly electrical there is a wealth of other detail, such as arrangement of tracks and waiting sheds. Drawings to allow the set out of Rockdale trolley bus and West Wallsend tramway overhead are included. Regrettably West Wallsend electrification did not proceed.

The drawings will be a valuable addition to our archives. Already information on the precise location of the Narrabeen Goods Siding shown on one of the drawings has been given to Warringah Council for the project involving R 1753, reported below.

The drawings are presently being catalogued and will then be able to be searched in Windows. They will be added to the 2900 drawings already scanned in our archives.

The Australian Railway Historical Society has been thanked for its kind donation.

Australia Day

On 26 January the Museum participated in CARNival 2014 in Macquarie Street in the city. This major annual event was known as the NRMA Motorfest, but has undergone a name and sponsor change. We were represented by our 1937 Leyland TS7 bus (former m/o 1275 and the 1950 Bedford tower wagon. The vehicles were parked in Bent Street at the intersection of Macquarie Street, across from the State Library. Our bus, 1275 was the only bus on static display at the event as all the Sydney Bus Museum's vehicles were involved in the heritage bus circuit around the CBD.

Our vehicles proved very popular, especially with children as they were able to climb aboard the bus rather than observe the strictly 'hands-off, don't touch' policy applied to the motor cars on display. David Critchley and his son Sebastian supervised the vehicles during the day. Both were in replica DGT uniforms, which attracted positive comments from the public as well as numerous requests for photographs. They were kept busy providing information on the Museum, handing out brochures and answering questions. Even though neither vehicle moved during the day, we raised a tidy sum in donations as a result of them being on display and open for inspection with volunteers in attendance.



David Critchley and his son Sebastian with the museum's Leyland half-cab at CARNival on Australia Day.
Roy Howarth



The descendants of John Kneeshaw gather in Lakewood Park for a group photograph. Peter Kneeshaw presented the Museum with a booklet on the Kneeshaw family tree, and museum chairman Howard Clark presented Peter with a booklet outlining his grandfather's tramway career.

Richard Jones

General news

Shunting on 8 and 18 January saw the Matador recovery vehicle moved to the pit road in the workshop along with double deck bus 2619. The Matador is in for its engine transplant, the replacement engine having been ready for some time. Bus 2619 is having a new tail shaft and universal joints fitted following completion of differential work and new axle seals.

Special visitors

On Sunday 19 January, we welcomed a large family group led by Peter Kneeshaw, the grandson of John Kneeshaw, former NSW Tramway Traffic Superintendent, who died on 15 March 1914. John

Kneeshaw was seen by many as the 'father' of the Sydney tramways, and presided over the enormous growth of the system in the first decade of the 20th century. The family brought a picnic lunch and enjoyed rides on Brisbane 180, W2 249 and R1 1979, and later on O 1111. The O type was seen by many as the brainchild of John Kneeshaw.

Detailed historical notes about the career of John Kneeshaw were prepared by Ross Willson, Bob Merchant and Ian Saxon. Bob set up an illustrated booklet which Howard Clark presented to Peter. In return Peter presented us with a booklet setting out family history and other information of interest. It is pleasing to welcome Peter and Jan Kneeshaw as new Friends of the Museum.



A coupled set led by car 1095 has just arrived at Narrabeen terminus around 1919. The driver leans down to re-set the destination sign while passengers transfer to motor transport to continue their journeys up the peninsula. At right is the waiting shed with its distinctive timber decoration.

V.C. Solomons collection

Narrabeen waiting shed as it appears today. R 1753 is to be placed in this vicinity.

Dale Budd



Visiting The Spit terminus (southern side) on an AETA tour in the 1950s, R 1858 shows Narrabeen as its destination. This piece of whimsy will soon be a reality for R 1753.

STM collection

A tram for Narrabeen

The body of R 1753, one of the cars which has languished for years in the former Rozelle Depot, has been acquired by Warringah Council. It was moved to their premises at Cromer on 14 January for the start of restoration work, to be undertaken by a community team.

The tram will be part of a new project, called The Tramshed Community Centre, in the vicinity of the still-existing Narrabeen terminus waiting shed. This promises to be an interesting 'sympathetic re use' of the car in accordance with the guidelines agreed by the Museum with Sydney City Council. The Museum will be providing input to the heritage architect and the Warringah Council team.

According to Ken McCarthy's history of the Manly lines, an R car ran between Manly and The Spit for a few days in the 1938-39 period, but it seems that 1753 will be the first corridor car to reach the northern extremity of Sydney's former tramway system.

The body of R1 2050, another car from Rozelle, has been disposed of to an investor for restoration and installation on his property. He has taken steps to have the body transferred to Bendigo for commercial restoration. Both of the above de accessions are of benefit to our Museum financially, and a third possibility is being explored with another party. To date, Sydney City Council has not begun its 'Men's Shed' project with R1 1993, and only R1 1995 remains at Rozelle for eventual inclusion within the tram depot redevelopment.



The Sydney Tramway Museum's Roaring Fifties Day was a washout, but visitors still turned up and the trams provided their usual service. R 1740 returns to the museum in pouring rain on 17 November 2013.

Richard Jones



The Ballarat Tramway Museum celebrated tram No. 18's 100 birthday on 2 November 2013. It is passing bogie car 40, also a centenarian, in Wendouree Parade.

Peter Winspur