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# TROLLEY WIRE

AUSTRALIA'S TRAMWAY MUSEUM  
MAGAZINE

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*This World War I Roll of Honour was located at Enfield Tram (and Bus) Depot until 1999 and is now being cared for by the Sydney Tramway Museum. Some details of the men whose names appear on the Honour Roll can be found on page 28 of this issue.*

Martin Pinches

Front Cover:

*Leeds Corporation Tramways 399, built in 1922, is entering the centre of Crich Tramway Village. This tram from the hilly suburban routes of Leeds was withdrawn from service in 1959.*

Rodney Garnett

# CRICH TRAMWAY VILLAGE

## CELEBRATING 50 YEARS OF OPERATION

By Rodney Garnett

Many readers of *Trolley Wire* would have heard of, or may even have visited, the National Tramway Museum at Crich that is set in the Derwent River Valley of the Peak District of Derbyshire, England.

Our visit to this renowned part of the country took place in June 2011. It had been a day of torrential rain but, with fortune on our side, the skies cleared in the late afternoon. It seemed my wife and I would experience some welcome sunshine as we passed through the gates to see and admire the largest collection of vintage electric trams in Britain.

Crich celebrates Britain's tramway history not only in terms of its excellent rolling stock collection. The Tramway Village recreates significant historical and cultural features that characterised the operating environment of many of the country's former tram systems. Attention is also given to observing time-honoured practices. I made my first mistake at Crich when I offered the conductor our pennies to buy tickets as we boarded Leeds tram No. 399. Not being versed in tramway protocol I did not realise until instructed to sit by the conductor that one first takes one's seat, with fares being collected during the journey. They do things properly at Crich!

Safely seated in the upper saloon, with a panoramic view over the front of the tram, there was a clang of bells and we rumbled out of Town End Terminus in the

core of the village. This has been partly created from salvaged buildings obtained whenever the opportunity had presented. The Derby Assembly Rooms date from 1765 with the façade rescued for Crich in 1963 after the building had been gutted by fire. The Red Lion Hotel and Poulson Room restaurant originated in Stoke-on-Trent and was re-built at Crich avoiding its loss to demolition. It not only gives character to the streetscape but offers local beers and lagers, or perhaps a hot chocolate and cake to enjoy while tram spotting from a table on the pavement. For a midday meal there is Rita's tea rooms or Bluebell's Ice Cream Parlour, while Barnett's old fashioned sweet shop may be tempting.

Once through the Village with its tram depot of workshops and exhibition halls, the tram trundled under a substantial stone bridge, another relocation rebuilt at Crich in 1992 from ironwork cast in 1844 for the Bowes-Lyon Bridge at Stagenoe Park in Hertfordshire. From there the track traversed pleasant parkland with picnic areas and playgrounds before reaching the Glory Mine terminus in a disused limestone quarry. It might be regarded as an unusual destination, but the quarry is at the heart of the history of the National Tramway Museum site.

The high quality limestone at Crich was well known in the 18th century. However it took the entrepreneurial skills of railway pioneer George Stephenson to realise an opportunity to use coal he had found while building

All photos by the author.

*Leeds tram No. 399 at Town End Terminus.*







*Acquired in 1959, Leeds 399 required extensive restoration work before being placed in service in 1991. The quality of restoration work is evident in the upstairs saloon.*

the North Midland Railway to burn the limestone for farm use and distribute it over his new railway. Cliff Quarry was subsequently acquired and Stephenson built what is reputedly the first metre gauge railway in the world from the quarry to his lime kilns at Ambergate on the North Midland line. Stephenson lived his last 10 years in nearby Chesterfield during which time he often took railway enthusiasts to see his mineral railway at Cliff Quarry. He died in 1848 and is buried in Holy Trinity Church at Chesterfield. The quarry and its rail link continued to operate for a period, then became an abandoned industrial wasteland after closure, waiting to be discovered by the Tramway Museum Society.

The Society was established in 1955, after a group of enthusiasts had bought for £10 a tram they had ridden in 1948 at the farewell tour of the Southampton Tramways. It had the visionary and relatively novel idea at that time of running its own working museum. The Society was incorporated as a limited company in 1962 and became an educational charity the following year and remains so today. Finding a site to realise their vision became the prime focus in these early years.

The potential of the derelict Crich quarry site was brought to their attention in 1959 when the Talylyn Railway Preservation Society was recovering rail from the derelict Crich quarry. Part of the site was subsequently leased and then purchased by the tramway



*The conductor for our journey to Glory Mine in the upper saloon of Leeds 399.*





*The conductor of Glasgow tram No. 812 chats with visitors in the village at the Ice Cream Parlour stop.*

*Originally known as 'Cissie', London's Metropolitan Electric Tramways (MET) No. 331 was built in 1930. Also in bright red is the Tramlink 058 crane truck.*

preservation group. The site included the two-storey Stephenson smithy and wagon workshop that dates from the 19th century; it is still a central building at the Crich museum. Acquisition of the site provided the impetus for enlarging the collection of trams and undertaking restoration work in a newly established depot, with a view to running their first tram services. This eventuated in 1964.

There was, however, one major credibility problem to overcome. Passenger trams did not operate in a quarry.

This gave rise to the idea of creating a streetscape environment along the track and the concept of Crich Tramway Village emerged. This is what brings the museum together. Not only do the buildings provide a magnificent backdrop to the tramway but provide accommodation for the museum's displays, the archive of books and photographs, space for restoration work and housing the collection of now over 70 trams. It also provides venues for a variety of compatible businesses enjoyed by volunteers and visitors alike.





*MET 331 beside tram No. 3006, a sister tram to the Sydney Tramway Museum's Berlin cars. In 1997 it had a wheelchair lift added for disabled visitors.*

Below:

*Glasgow tram No. 812 in the Village. The track passes through the Bowes-Lyon Bridge and onto Glory Mine beneath the quarry face.*

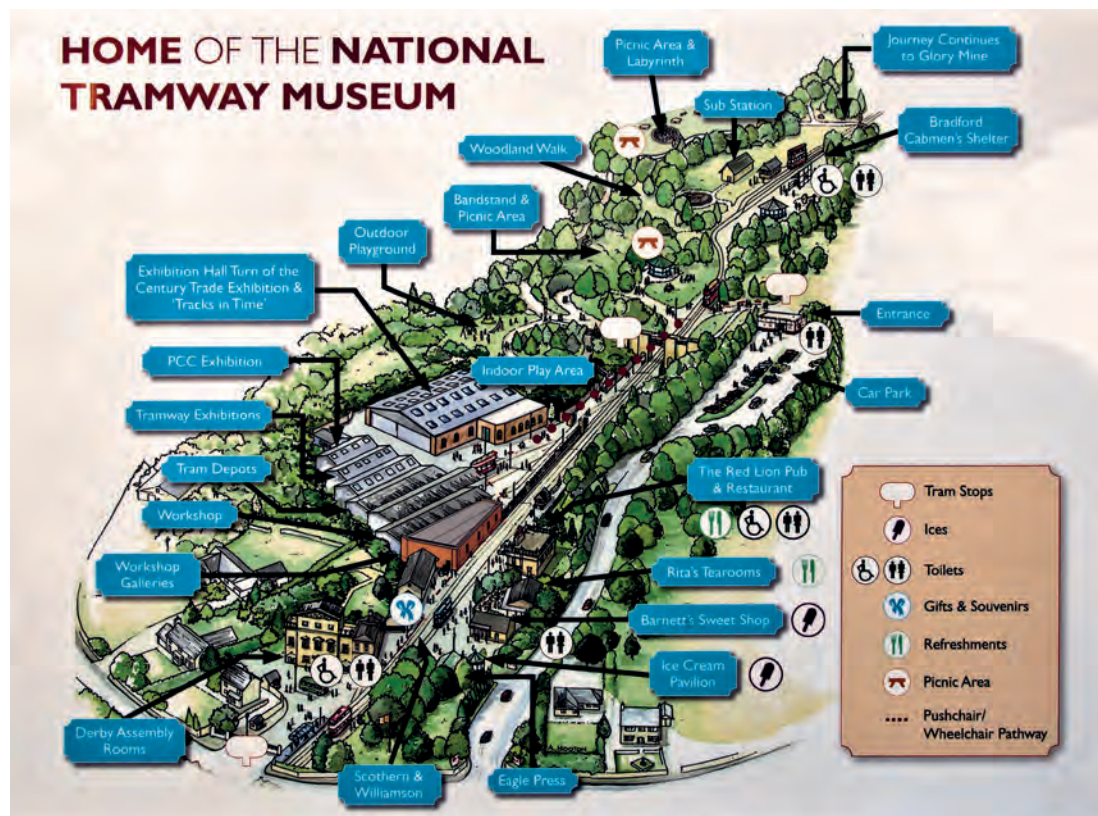
The National Tramway Museum's rich collection celebrates the evolution and development of tramway history prior to the mid-20th century demise of many city networks. While the emphasis is on the UK the 3,000 square metre indoor display area has space for international trams including examples from Johannesburg, New York, The Hague and Berlin. Australia is represented by the 1885 Beyer Peacock steam tram motor John Bull, which was trialled in Sydney but returned to the manufacturer. It eventually

came to Crich in 1962, and was loaned to the Manchester Museum of Science and Industry in 2009 for the anniversary of the first Beyer Peacock steam locomotive. It is now on display in Crich's Exhibition Hall. Crich celebrated 50 years of tram operations in July 2014 by re-enacting the operation of horse-drawn tram No. 15.

And my second tramway lesson? As we were leaving the Leeds car 399 after returning along the track from







Glory Mine to Town End, our conductor enquired about how the Sydney trams were faring, obviously having detected our Australian accents. I replied "the Sydney system closed in 1961. Don't you mean Melbourne?" Our friend the conductor started to methodically go through the pockets of his uniform as

if a filing cabinet and emerged with a newspaper clipping folded to the size of a postage stamp. This he carefully opened and presented to me with a smirk of satisfaction. The heading read something like 'Light rail services commence from Sydney Central ...'.

Above:

*An interpretative aerial view orients visitors at the entry to the Crich Tramway Village, home of the National Tramway Museum.*



*Glasgow 812 enters the depot after another day's service. It and Leeds 399 each run over 1000 miles a year in Village operations.*



# UNFINISHED BUSINESS

By Howard R Clark

This account has been inspired by recent adverse publicity in the popular press headed 'Our trashed trams are still Sydney treasures' and noting that 'some of them still have their seats but they are covered in graffiti and 90 per cent of the windows are smashed out, and that gives it a grimy charm'. Indeed! This commentary is illustrated by a number of photos taken over time of the Sydney Tramway Museum (STM) 'reserve collection' housed at the former Royal National Park site.

Until 'social media' discovered and publicised the old site premises as 'accessible', after being locked out of the former Rozelle tram depot by the new developer owners of the property, the cars (C 12, K 1295, N 710, Rsl741, 1819 and 1917, plus SW2 432 and the little cable trailer car) and a few buses stored there were relatively safe and had not suffered greatly at the hands of intruders.

Questions have been asked as to why former Sydney trams have been placed in these premises, either at the expense of non-Sydney trams safely housed at the Museum, or why indeed collect them in the first place, if they either duplicate something in the collection or are not needed at all. The Museum's collection policy which evolved over many years, makes provision for 'reserve collections', which may duplicate existing exhibits and be available to be restored in time of need, or in the event of a future opportunity for possible external use somewhere. A secondary objective, (first established with the acquisition of Brisbane 180 in the early 1960s), for the purpose of providing comparison with car designs operated in Sydney, is to obtain and exhibit selected examples of tramcars operated in other Australasian or overseas cities. Indeed it was none other than founding member, Norm Chinn, who inspired the acquisition of PCC 1014 in 1987.

It is fair to state, in the writers knowledge, there is not one tramway museum group in Australia, New Zealand, UK, USA, Canada or in mainland Europe, that does not have one 'skeleton in the cupboard' of an unrestored tramcar in their collection – or more than one car. Indeed, it is possible that many of these heritage items may not be restored in the next generation, leaving it to an even later generation to inherit the responsibility for a future restoration. Of course the question is often raised as to why museum groups 'hoard' such objects. The answers are varied and range from simple to complex.

As experience has shown in various settings, opportunity may only occur once to obtain a rare specimen, which may otherwise be lost forever, if action is not taken at the time to secure it. Examples which STM have are Sydney P car 1729, one of only four left in the world which in 2010 presented itself as an opportunity for restoration (thus enabling it to run in multiple with our P 1497) at a significantly less cost and time frame than 1501 acquired a decade earlier when 1729 was thought to be beyond our reach,, Sydney J car 675, the only known survivor of that species; and Christchurch 'Yank 12' which effectively replicates a Sydney G car rendered extinct in 1928. These days such 'finds' are rare and condition plays a lesser part now than in years past, when other possibilities may have been on the horizon.

The most admirable examples of a museum in our region starting with 'unfinished business' are the Tramway Historical Society (THS), Christchurch, closely followed by the Perth Electric Tramway Society (PETS), and Launceston Tramway Museum (LTM), all of which were begun by a handful of dedicated people who took the initiative of collecting tram bodies – the only course open to them -after their respective systems had closed. Furthermore, steps were taken by these people to scour the world for suitable electrical equipment and parts to restore their treasures to operable condition. This is still an ongoing challenge.

In the case of THS, bogies or trucks and other equipment were secured from Scotland, Europe, Japan and Australia, including a Peckham truck from Sydney. Japan became a source for Launceston and Perth, whilst other museums, including the Australian Electric Transport Museum (AETM), St. Kilda, PETS and STM all benefited by securing trucks from Brussels. In two instances these happily reside under operating cars J 675 at STM and B 42 at St. Kilda.

In more recent times, STM arranged an exchange deal with Seashore Trolley Museum in the USA to obtain an unused spare Sydney P car truck frame. This was dismantled and overhauled by our friends at THS and is being used as a template for two additional bogies being constructed so all three will be available, when completed, for use under PR1 1573 and P 1729.

Back to the beginning: whilst STM was still operating from the old RNP site, there was much 'unfinished business' with a number of trams at that location. This



*J 675 presents a daunting prospect, in the condition in which it arrived at Loftus. But the materials which encased the car had protected it from the elements.* Dale Budd

*Mounted on a truck from Brussels, 675 is an engaging sight in Bendigo, the city in which it was restored.*

Dale Budd

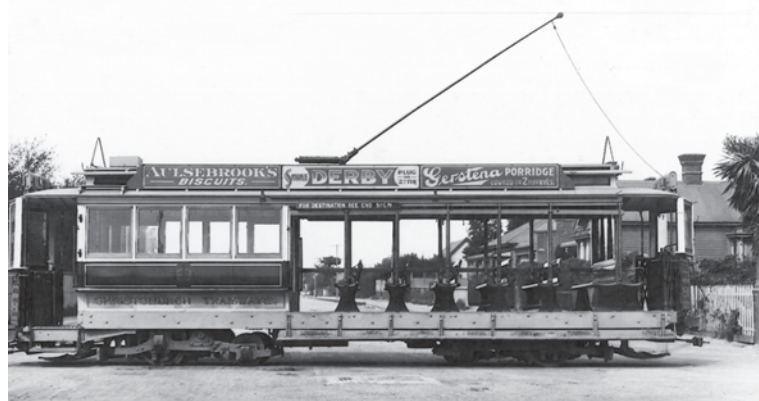


included unrestored freight car 24s and 1896 C car 290, along with partially restored F car 393, which at the time was supported at one end by a Brisbane drop centre bogie. The other bogie was being restored, as time permitted, at a member's property over many years.

The potential move to the new museum site with operations to commence there in March 1988 prompted investigation into the status of the bogie restoration for 393, as it was generally agreed that this car would be ideal to lead the parade on opening day. The car was transferred to the Loftus new site, carpenters got to work on restoring the flooring, whilst Norm Chinn, John Matts and others completed the painting of the car. Bob McKeever and his son delivered and fitted the restored truck with two days to spare before opening day. Another matter of 'unfinished business' out of the way!

Freight car 24s and C 290 were subsequently restored in the workshop, with 290 now in operating condition and 24s for static display. What of the other 'unfinished business' from the old site?

O 957 and O/P 1089 had languished outside for years under the weight of leaves, to the point where the roof of 1089 was in danger of collapse. Also outside rusting under the leaves was the Balmain counterweight dummy and weed burner car 144s, along with the rotting underframe of 93u (cut down to a flat car at Randwick in 1961), and the bolsters and bogies from sister car 98u. Much debate arose concerning 93u, as many felt it was only good for scrap. Fortunately, the then General Manager of the Hunter Valley Training Company, Arthur Soennichsen, encouraged by their Chairman (and now patron of STM), the Hon. Milton Morris, AO, came along, seeking work for apprentices at East Greta. The dummy and 144s were the first to go



*Christchurch trams Nos. 11 to 20 were virtually identical to Sydney's G class cars, but unlike the Gs they remained in service until 1954. When restored, No. 12 will fill a significant gap in the Museum's collection.*

Tramway Historical Society

*The discovery of Christchurch trams resting on rural properties led to the Museum acquiring No. 12 for eventual restoration. The car had been protected by a corrugated iron roof; it is now under cover at Ferrymead. Sister car 20 is also there, owned by the Tramway Historical Society*

Howard Clark



there. With the benefit of four O car wheel and axle sets, and unused although pitted tyres (due again to the dreaded gum leaves) opportunity was also taken to use the O car truck upon which 144s was built to manufacture two replica bogies for eventual use under 1089. The relationship with HVTC was indeed a fruitful one for many years.

The champion of 93u, Laurie Gordon, was pleased to see the remnant underframe of the car leave the old site for remanufacture at HVTC, using only the original truss rods and bolsters, which were repaired before installation. Noel Reed supplied a number of photos of ballast motors, which were sectionalised and enlarged to ensure the drivers cabins were accurately built with the support of this evidence, as only outline drawings were available. Geoff Spaulding made the roofs using 99u as a template. The completed body of 93u, suitable for static display was handed over in a brief ceremony presided over by Milton Morris on 26 November 1991. The 'unfinished business' is one day to return it to operating condition.

Another project started at HVTC alongside 93u was the building of a replica of sprinkler car 113w. This came about using a disused steam locomotive boiler

case for the basis of the tank that was extended to the correct length, including internal baffles to stabilise the water under braking conditions. The diameter of the boiler case was slightly larger at one end tapering to 5 feet, which matched the line drawing. The underframe was constructed incorporating the bolsters and bogies which had come from 98u. Roofs for the driver's ends were made by Geoff Spaulding, and the tank was positioned on the frame using temporary steel saddles pending replacement by correctly fashioned timber saddles. Sadly, this was as far as this project proceeded as funding for this type of practical work for apprentices dried up. It was hoped that some funding would eventually become available, however this was not to be and the tram now remains 'unfinished business', stored outside at our north terminus.

Skipping forward several years, HVTC again raised the prospect of work for apprentices, and 42s (L707) was despatched north for work similar to that done with 93u. Cars SW2 432 and W2 245, along with two L/P bodies, 298 and 341, all from the defunct Newcastle Tramway Museum, were despatched there. A start was made on removing panels from 432 and the prospect of utilising both L/P cars to return one to an L type car



was also contemplated. However, this exercise came to a halt when original side pillars needed for such a task were inadvertently cut through, with the car roof then relying on steel supports. Unfortunately, all of these projects ceased when funding cuts and a change in training arrangements once again occurred. Car 42s (which was restored over several years returned to our workshop) and 432 were delivered to Loftus in incomplete state, whilst the other three cars were taken to Hunter Plant Operator Training School for storage, with 298 and 341 being de-accessioned in December 2014. Car 245 may become a source of parts, as is also likely with 432, now stored at the old RNP site, unless an unlikely proposal from an overseas property developer intent on obtaining six W2 cars turns into reality.

Returning to the other 'unfinished business' at the old RNP site, O car 957 and O/P 1089 were delivered unrestored to the new site, along with Brisbane ten-bench car 71. At the time there was debate as to whether 957 should be scrapped. Inspection revealed a need for some repairs underneath at one end, whilst otherwise the underframe was in very sound condition. Fortunately, heritage grant funding opportunities presented and the bodies of both cars have been substantially restored, with 1089 being repainted suitable for display. Remarkably, all works on 957 have been completed without it ever visiting the workshop. Both are yet to be restored to operating condition, although Frank Cuddy has overhauled the M type control equipment for these cars.

Many may not know that our 1898 C car 29 was provided by STM in the 1960s on a low-income lease for around 20 years to The Old Spaghetti Factory, a restaurant at Circular Quay. This was one of a number

of franchised restaurants around the world of that name housing 'bric-a-brac' and invariably an old tram body. In 1987 a change of ownership saw the tram under threat of being returned to STM cut in half, as it had become marooned behind a lift shaft erected after it arrived there. After much negotiation it was agreed that at the new property owner's expense the car would be dismantled by a qualified coach builder recommended by the Powerhouse Museum, plus compensation of \$20,000 – a large sum in 1987. The coachbuilder was none other than Geoff Spaulding who has maintained his association with STM with many other restoration projects to his credit since. This car was 'unfinished business' for some six or seven years in dismantled form, until opportunity presented itself, assisted by some rail heritage funding, to have the body restored in a period of around six months in early 1995. Subsequently, aided by funding assistance from the Federation Grants programme in 2000-2001, it was completed to working order and is a favourite on many occasions at Loftus.

Many items that became part of our 'unfinished business' came into STM possession, as inherited property because of circumstances pertaining to them and numerous pressures upon STM to take responsibility for them. These comprised five main groups, each arising through different, but in many ways, similar circumstances, as follows:

1. The demise of the Newcastle Tramway Museum (NTM) in 1995, and its large collection of former NSW and Victorian trams, stored outdoors without protection for more than a decade,
2. The enforced collapse, from 1997, of restoration activity by the City Tram Association of a number

*Freight car 24s was in poor condition when it came to the Loftus, among the first trams to arrive in 1957. For years an eyesore, it now looks resplendent although inoperable since it lacks motors and control equipment.*

Dale Budd





*O car 957 awaiting fit-out and painting.*  
Howard Clark

of former Sydney corridor cars, including three at the Wentworth Park garbage depot. This followed a lock out and demands arising from the change in ownership of the former Rozelle tram depot. This resulted in the desire of the City of Sydney to involve STM with the resolution of the matter; something which took until 2012 to occur, after developers had acquired the property,

3. The desire of Waverley Council around the same time for STM to take over responsibility for three Sydney corridor cars, including the restored body of R 1808, and two other unrestored bodies protected by corrugated iron roofs, no longer seen as viable for display or operation in Oxford Street mall, Bondi Junction,
  4. The inheritance in 1997, due to the actions in advance by two members, of two privately owned former Sydney cars, K 1295 and C 12, and tramway artefacts, following the death of their owner, Norm Boxall,
  5. The downsizing in 2006, due to club renovations, of the collection of numerous trams and bogies at the Canberra Tradesmen's Union Club. This was followed by a further phase in 2010, involving the acquisition of P car 1729 and 1899 C car 37 on behalf of STM.
1. Pressure from numerous members to 'save the NTM collection from oblivion', resulted in two members putting up around \$35,000 to the liquidator, based upon individual amounts nominated for each item, dependent upon perceived future uses. These funds were easily recovered over succeeding years; with the main items – and the benefits to STM - being restoration of W2 244 for a five year lease in Christchurch; PETS requesting Brisbane FM 550 body restoration at PETS' expense and in exchange for 1903 Brill built Kalgoorlie car 22 (which duplicated two other cars in their collection) for a cash outlay by STM covering transport fuel costs in one direction; the restoration and disposal of R 1892 as a meat pie franchise shop in Newcastle, which more than funded the excavation and construction costs of the road 2 pit extensions; and a collection of unused ex Brisbane point frogs, some of which are likely to be used in the not too distant future.
  2. Since the ownership and availability of the cars formerly at Rozelle occurred in late 2012, four have been de-accessioned (i.e. formally removed from our collection), with positive cash flow benefits to STM. Three are to be restored for static re-use, including Sydney's 'last tram', R1 1995, to be restored in Bendigo and returned to where it began operational life at Rozelle in 1951. Back in 2001, one of the Wentworth Park cars (1749) was restored by STM as guest accommodation in exchange for post-war R1 2001, which was restored

All of the above provided potential valuable benefits along the way to STM, as well as leaving 'unfinished business' to be dealt with. These matters are touched upon below:

*O/P 1089, seen at the Royal National Park site in 1986, shows the evidence of years of outside storage as it awaits its turn for attention.* Dale Budd



*O/P 1089 displays the results of years of painstaking work as it poses on the traverser in July 2012. Mechanical and electrical work on the car remains to be completed.* Dale Budd

in Bendigo for the proposed tourist tramway in Canberra in 2001, but found its way to Loftus when that venture did not proceed.

3. Of the former Waverley cars, R 1808 was transferred to Bendigo for restoration to operating condition in 2000, with funding support from a heritage grant. It operated in two Moomba parades and one enthusiast tour in Melbourne, before being transferred under lease to the Museum of Transport & Technology (MOTAT), Auckland, as part of their operating fleet. The other two cars (R 1798 and R1 1980) are stored at HPOTS, protected only by metal roofs. A potential re-use for 1798 in a building redevelopment is being looked into.
4. The unique 1898 six window C car 12 and K 1295 are stored and at this time subject to vandalism at the old site. Car 12 is restorable, and new side and driver's apron windows are already in stock for this car, which also possesses a sound roof. 1295 undoubtedly awaits a potential generous benefactor

with very deep pockets to see it restored in the time of another generation.

5. The first batch of cars from the Canberra Tradesman's Union Club came in 2006 with sufficient funding 'to find them good homes' and this largely occurred. Launceston No. 1 was eventually exchanged for car 14, which remains in STM possession in Bendigo, being progressively restored under the sponsorship of member Hugh Ballment, whilst car 1 has been beautifully restored for display by LTM. Numerous bogies and motors also came from the club in the years up to 2006. The little cable trailer car at the old site came a couple of years later and currently awaits a suitable time for rescue away from the hands of vandals. In 2010 a change of senior management saw a further three cars removed from the Club (a Sydney R 1806, 1899 C car 37 and P 1729) with the latter two obtained by an anonymous benefactor on behalf of STM. Both are currently under restoration, with C 37 destined for commercial



lease to Christchurch Tramways for use on the tourist tramway later in 2015, providing a further financial benefit to STM.

Another one-off opportunistic acquisition deserves to be mentioned. In 1995 STM secured Melbourne W2 411 from the Maroubra Junction Hotel where, similarly to C 29, building works had taken place since the tram had been placed there in about 1985. 411 had to be completely dismantled for removal. At that time there were no firm plans for the future use of the car – more unfinished business – but three years later Christchurch Tramway confirmed their interest in a dedicated restaurant tram. After an intensive restoration and fit-out, the tram entered service in Christchurch in 2000 under arrangements which provide an ongoing cash flow to STM.

In summing up, STM has three main categories of 'unfinished business', which can be broadly defined as follows:

1. Restoration under way or partially restored,
2. Potential future restorations,
3. Other opportunities to benefit STM in future, yet to emerge.

Restorations under way at Loftus include C 37, Ballarat 37 and P 1729, whilst Y1 611 has been completed in Bendigo and Launceston 14 will be progressively restored over the next few years there. Partially restored cars in Bendigo are C car 33 where the lower deck is largely complete, awaiting final fixing of staircases and braking equipment, before upper deck fit out can later take place, and Hobart 20 which still needs lower deck seating and other work, whilst all upper deck seats and roof support pillars are on hand. Partially restored cars at Loftus are D 117 (works suspended upon C 37 taking its place for an intended rapid commercial project which slowed due to the earthquake in Christchurch), O/P 1089 and O 957 (pending workshop space for fitting of overhauled control equipment), whilst PR1 1573 is stored off site to return when the bogies for it and 1729 become available.



*Pictured in 1994, C car 29 resembled a giant construction kit when it came to Loftus, having been dismantled for its rescue from the Old Spaghetti Factory*  
Howard Clark

*In this March 1995 workshop scene C 29, at right, is starting to look like a tram again. At left, O/P 1089 is progressing while at rear, freight car 24s is in the midst of restoration.*

Howard Clark



*Fully restored to operational condition, C 29 leads sister 290 through the scissors crossover.*

Joseph Spinella



Potential future restorations, hopefully within 10 to 15 years when the above are largely dealt with include: making Brisbane 71 operable (which already has replacement open aprons made for it, and needs body refurbishment, tie rods, handrails and footboards and no doubt numerous other matters); C car 12 to complete the collection of differently configured C cars; Kalgoorlie 22 as an example of a large early 20th century American saloon car; ballast motor 93u and freight car 24s to operable condition and water car replica 113w for display purposes; whilst in Christchurch 'Yank' 12 is representative of a Sydney G car, the only 'production' class missing from the STM collection (noting that the H and M classes totalled only four units). No. 12 will hopefully be restored over time by THS from funding generated locally though restaurant car 411 profit share and lease funds from C 37.

It needs to be remembered also that there are three other cars from our original collection of trams that are on display but awaiting major attention if they are to be restored to operable condition.

K car 1296 has been restored to display condition, but it is unserviceable due to a cracked frame which requires a major restoration effort. The other cars are permanently coupled E cars 529 and 530 which are on display in largely 'as received' condition. The bodies did suffer a little further from a period of unroofed storage at the old site, however they are in need of electrical work and major body restoration works, particularly concerning the bow rails/gutters around the drivers cabins. These need replacement of rotted timber, as do the drivers cabins themselves. There is dry rot and decay in the main underframe timbers and drivers floors. Professional advice supports the thought that the Museum should display at least one tram in as

*The body of PR1 1573 arriving at the Royal National Park site in 1965. Bogies for this car and P 1729 are currently being constructed in Christchurch.*

Dale Budd







*E cars 529 and 530 pause for a photo on the Balmoral line. These cars ran on tours on the North Sydney lines and later on the main system, before their transfer to Loftus in 1957. They are in need of major restoration work. Dale Budd collection*

*Carrying its original passenger car number, breakdown car 56s was used for a number of excursions before being privately preserved. The tram is seen at Cooks River terminus in about 1957. STM collection*



received and unrestored condition. This is generally accepted at present given the number of projects already in progress, and the time and major expense involved with the restoration of not one, but two cars.

Positive possible opportunities include disposal of surplus W2 cars and/or equipment, and the possibility that some form of heritage tourist operation will one day emerge requiring stored Sydney corridor car bodies to be restored and made operational. Undoubtedly fanciful, but perhaps it is just possible to dream along these lines, as 30 years ago no one would

*Brisbane 10-bench car 71 is a candidate for visual transformation. Replacement of its box-like cabs by open end platforms, for which the aprons are on hand, will give it the same appearance as No. 65 at the Brisbane Tramway Museum. Dale Budd*

have thought heritage trams would pop up in Christchurch or in various US cities as they have since.

In the meantime we should keep in mind the various other 'unfinished business' matters, including resecurer/reconstructing the old site storage shed, connecting tracks to our new south shed, finding alternative secure storage for road vehicles and buses off site, completing our YMCA building for use of all floors, and finally, and hopefully before we become too old, of fulfilling our long term dream of extending our line into Sutherland, so we, and Peter Kahn in particular, will be able to alight for a lunch and drinks at Boyle's Hotel opposite our proposed terminus.





# NSW TRAMWAY WAR MEMORIALS

By Ian Saxon and Robert Merchant

The Centenary of Gallipoli commemoration will occur in April 2015 and an article on the various war memorials and honour roll boards located at the tram depots around Sydney and Newcastle is appropriate.

After the First World War some tram depots had either external war memorials erected in their gardens at the front of the depots or had internal Roll of Honour boards erected within the depot buildings. Both forms listed the names of tramway employees who served and gave the supreme sacrifice during the war, or after the war died from their wounds.

Between 1914 and 1918, of 326 officers and 4431 staff employed by the Tramways Department, 79 officers and 1121 wages staff enlisted. This caused some considerable disruption to tramway services. Unfortunately, 150 or 3 per cent of these employees died during the conflict.

Monuments and Honour Rolls listed all who went to war, with an asterisk (\*) beside the names of those who died. The Monuments and Honour Rolls were all set up within three to five years from the end of the war, and were paid for by donations from tramway employees.

The largest monument was the one at Wolli Creek perway depot. This took the form of an octagonal shaped monument, surmounted by the figure of a soldier.

The Newcastle monument at Gordon Avenue Depot, Hamilton, was in the design of the front of a steam

tram motor, with a clock in the headlight and the names listed in panels in the window spaces. The following words appear on a cedar tablet: 'In honor of the living and to the glorious memory of the dead'.



*The Newcastle tramway war memorial at Gordon Avenue Depot, Hamilton is in the design of the front of steam motor 54A.* Norm Boxall

*An Anzac Day service in progress at Gordon Avenue Depot, Hamilton.*

*Unfortunately the year of this event is not known.*

Norm Boxall



*The war memorial at Dowling Street Depot was located in the gardens between the depot entry tracks and the office buildings.*

V.C. Solomons coll.

The monument was designed by Mr. William Wrightson, a retired employee, and Mr. H. C. Williams, leading fitter; it was built by mechanical staff at the depot. The roll includes the names of the tramway men of Newcastle, Wallsend, and Maitland, who enlisted. The destination box panel reads 'For King & Empire'.

The monuments at Dowling Street, North Sydney, Rozelle, Tempe and Waverley all appear to be similar in design to each other. They are 16 feet (4.9m) high, built of polished trachyte, on a solid bluestone base, and the pedestal is surmounted by the figure of a soldier in Sicilian marble, with rifle reversed. Only the figure of the soldier appears to be different. The monuments were set in the beautiful lawns at the depots, a very fitting place for the erection by the staff of memorials to their comrades who, during the First World War, had given their lives for their country.

The tram depots with external war memorials were:

- Dowling Street
- Newcastle (Gordon Avenue)
- North Sydney
- Rozelle
- Tempe
- Waverley, and
- Wolli Creek.

The depots with Honour Roll Boards were:

- Head Office of the Tramway Branch, 38 Elizabeth Street - Tramway Traffic Officers' Honour Roll
- Enfield
- Newtown
- Randwick Workshops
- Rushcutters Bay
- Ultimo Power House, and
- Waverley Electrical Staff.

*North Sydney Depot's war memorial was located in the small garden facing Military Road.* STM Archives



The Head Office Tramway Traffic Officers' Honour Roll and the Roll of Honour from Enfield Depot are now located at the Sydney Tramway Museum.

It is not known if the following depots had Honour Roll Boards:

- Burwood
- Fort Macquarie
- Manly
- Rockdale, and
- Ultimo.

Each Anzac Day the monuments were decorated with flowers and flags. A comment in *NSW Railway & Tramway Magazine*, for June 1922, about the decoration of the Waverley depot monument illustrates the effort the tramway employees went to each Anzac day:

'At this depot, too, Anzac Day was fittingly celebrated by decorating the Soldiers' Memorial, as in previous years, the Committee spared no effort to make the statue and its surroundings worthy of the great occasion. Prominent amongst the workers were Messrs. Frank McRae, Jack Anderson, and Ted Miller, who covered the statue with flowers, garlands of blooms were suspended from the pedestal, and the whole background was a mass of Empire flags. At night the spot was brilliantly illuminated.'

Details of some of the unveiling ceremonies held at the depots were reported in the staff magazines, *The NSW Railway Budget* and *NSW Railway & Tramway Magazine*, and are provided below.

#### **Rushcutters Bay Depot, 1916**

'On the evening of February 2nd the Rushcutters' Bay Tramway Social and Athletic Club tendered a farewell and presentation to the men who have recently enlisted, who were members of the staff at the Depot. Mr. J. Brinckley (Depot Master) occupied the chair, and apologised for Mr. E. Milne (Assistant Tramway Commissioner), whose absence was unavoidable, also Mr. E. J. Doran (Tramway Superintendent), who was absent through illness. An attractive programme of musical and vocal items were rendered by the members of the tramway staff, assisted by the Railway and Tramway Musical Society.

The items were supervised under the capable management of Mr. Harry Perfect, who acted up to his name. Mr. J. Brinckley made the presentations, and also performed the ceremony of unveiling the Roll of Honour to the Rushcutters' Bay staff on active service. The Honour Roll is of attractive design of polished oak, bearing the Union Jack and Australian Ensign, mounted with a bronze lion, and inscribed with letters of gold.



*Rozelle Depot's memorial was set well back in the gardens between the depot and tramway offices.*

V.C. Solomons coll.

The function was well attended, and shows that tramway men and their friends take a keen interest in matters concerning their comrades in arms.'

#### **Ultimo Power House, 1917**

'The ceremony of unveiling a Roll of Honour at the Power House, Ultimo, on Saturday, 14th April, was performed by the Chief Electrical Engineer, Mr. O. W. Brain, in the presence of a large number of the Staff, together with about fifty (50) relatives and friends of those whose names appeared on the board. Unveiling the Roll of Honour to the accompaniment of the "Reveille" by two buglers kindly lent by Major Storey, Engineer's Camp, Moore Park, he traced the various names, singling out Warrant Officer Morris (Military Cross) ....

The board, which contained 39 names, is of polished cedar throughout, is of original design and in every





*The Roll of Honour at Ultimo Power Station.*

*Below: The war memorial at Tempe Depot.*

V.C. Solomons coll.

way a credit to the Staff concerned, besides being an acquisition to the ornamentation of the Power House. The cost of manufacture was entirely borne by the Staff. It is placed in the main corridor directly facing the main entrance.'

### **Waverley Depot electrical staff, 1918**

'An honour roll bearing the names of 26 members of the electrical staff at the Waverley tram depot who have gone to the front was unveiled on Saturday afternoon, the 9th March, by Mr. O. W. Brain, Chief Electrical Engineer. Four of the men have fallen, including Private Jolly, who had won the Military Medal. All the men who had gone to the front from the shed, said Mr. Brain, were practically old servants of the department. They had come into the service as boys and had grown up with the department. Mr. C. W. Oakes, M.L.A., and Alderman Rogers (Mayor of Waverley) also spoke. Mr. A. Blakey (Electrical Foreman of the Shed) presided. The tablet, which has been permanently let into the wall of the building, was erected by the men of the shed at their own cost.'

### **Tempe Depot, 1918**

'A large gathering assembled at the Tempe Tramway Depot, on the 8th ultimo, to witness the unveiling of a memorial erected by the Tempe Staff (with valuable assistance from the Chief Commissioner, Heads of Branches, and residents of the surrounding districts), to honour and keep ever green the memory of the brave men who, in response to the call of their King and country, went forth to battle and made the supreme

sacrifice. Mr. J. O'Connor, Depot Master, Tempe (Chairman), stated that 89 had answered the call from Tempe Depot, comprised of 67 traffic and 22 electrical employees. Of these 7 traffic and 1 electrical had lost their lives. Lieutenant John Meagher Lyons, who rose to the rank of Lieutenant gained three distinctions: Military Medal, Meritorious Medal, and Military Cross. The State Commandant (Brigadier-General G. L. Lee, C.M.G., D.S.O.), who unveiled the memorial, praised the Tramway employees for their loyalty; out of 1,157 Tramway men who had enlisted, 139 had either been killed or are missing. The Commandant was attended by a guard of honour - 100 men - made up of 50 soldiers from Liverpool and 50 from the main guard. Hyde Park; also 2 buglers, who sounded the "Last Post."

The Tramway Employees' Band was present and rendered appropriate music. The Very Rev. Dean Talbot, Rev. Father Tighe, S.J., and Colonel Mackenzie, returned Chaplains, addressed the gathering, and Mr. C. C. Lazzarini, M.L.A. for Marrickville, also spoke. Amongst those present were: Messrs. E. J. Doran (Tramway Traffic Manager), O. W. Brain (Chief Electrical Engineer), C. N. Neale (Assistant Tramway Traffic Manager), H. Harrison (Rolling Stock Superintendent, Electrical Branch), P. Meagher (Superintendent of Revenue), G. Holt (District Superintendent, North Sydney), and F. Ruwald (Electrical Foreman, Tempe); Depot Masters from the



various Depots, members of the Clerical Staff, from Head Offices and Randwick Workshops.

The monument is 16 feet high; the base is of black and white granite; the column, trachyte; and the figure, white marble. The cost was £268.'

### Head Office – tramway traffic officers, 1919

'The unveiling ceremony in connection with the Tramway Traffic Officers' Roll of Honour took place at the Head Office of that Branch, 38 Elizabeth-street, on Friday, 6th December, and was largely attended. Mr. C. N. Neale, Assistant Tramway Traffic Manager, forwarded an apology for nonattendance, owing to being in the country on annual leave.

The Honour Board is a beautiful structure in Queensland maple, and is most artistically carved. The unveiling ceremony was performed by Mr. E. J. Doran, Tramway Traffic Manager. The Chairman, Mr. F. P. Meagher, after explaining to the gathering that the function had been confined solely to the Traffic Officers, on account of the limited space, said:- "We have assembled in order to assist at the unveiling of a tablet erected in honour of those of our comrades of the Tramway Traffic Staff who have at different periods during the past four years taken an active part in that struggle for liberty (now, happily, drawing to a victorious close), both on land and sea."

### Waverley Depot, 1919

'Several Tramway Depots have been adorned with handsome monuments, erected by the Tramway Traffic Staff, in honour of their comrades who have done so nobly for the Empire, and in many cases have laid down their lives for their friends. Waverley has not been behind in this respect, and a beautifully designed memorial, which is illustrated on this page, has been erected at that Depot. The monument, which is erected on a vacant plot of ground, has a clear frontage to York Road, and faces the Centennial Park; it is also visible

from the tram passing along Oxford Street. It stands 16 feet high, and is built of polished trachyte, on a solid bluestone base, and the pedestal is surmounted by the figure of a soldier in Sicilian marble, with rifle reversed. It is stated that, out of a total staff of 320 of the Traffic Branch, 185 enlisted, and 24 of this number have paid the supreme sacrifice; their names are carved upon the monument.



Above and left:

Waverley Depot's war memorial was erected at the depot entrance and facing York Road. It was clearly visible to tram passengers travelling along Oxford Street. V.C. Solomons coll.



The monument was unveiled by Major-General Lee in the presence of a large gathering of relatives and friends. Thirty returned Waverley tramway soldiers, under Lieut. J. K. Clark, formed a military guard. The Depot Master (Mr. A. Fitzpatrick) was the chairman, and speeches were made by Messrs. C. W. Oakes, M.L.A., J. P. Osborne, M.L.A., Captain-Chaplain McAuliffe, O.B.E., and Dave Perkins.

Amongst those present were Mr. E. J. Doran (Tramway Traffic Manager), Mr. N. Munro (Outdoor Superintendent), Messrs. H. Mark, G. Lloft, and P. Tinmiony (District Superintendent), Messrs. Johnson, Davis, and Brinckley (Depot Masters), and Mr. G. Edwards (late Depot Master).

During the afternoon the Waverley Depot Tramway Band, under the direction of Bandmaster E. Davidson, rendered appropriate music. A number of wreaths were placed on the memorial.'

### Wolli Creek Permanent Way Depot, 1919

'At Wolli Creek, situated on the southern bank of Cooks River, is the principal depot of the Tramway Permanent Way Branch, and at this place has been erected the tribute of the employees of that Branch to those of their comrades who went forth to take a hand in the events of the Great War. This takes the form of an octagonal shaped monument surmounted by the figure of a soldier, the base, die, dome, and columns being constructed of reinforced concrete, the tablets bearing the names of those who enlisted of white marble with green marble edgings, and the figure, with its base, of white statuary marble. The design of the

monument was worked up in the Engineer for Tramways office, and the bulk of the labour was voluntarily provided by the employees of the Branch. About 160 names are inscribed on the tablets, and 25 of these are marked with the asterisk which denotes that the supreme sacrifice has been made.

The unveiling of the monument took place on Sunday, 24th August (1919). The Engineer for Tramways, Mr. G. R. Cowdery, occupied the chair, and the ceremony was performed by Brigadier-General Cox, C.B., C.M.G., D.S.O., V.D., who, in a characteristic speech, drew attention to the necessity of training the manhood of the country in military arts, in order that the world's peace may be assured. Interesting addresses were afterwards given by Chaplain-Colonel Dean Talbot, Chaplain-Major Fabian Dwyer, and Chaplain-Colonel Mackenzie, who all spoke eulogistically of the Australian soldier, and his conduct on and off the field of battle. Interspersed between the various speeches were items rendered by the Marrickville Municipal Band, under the baton of Mr. T. Griffith, which also led the gathering in the singing of several hymns. After the unveiling the "Last Post" was sounded by Mr. E. Griffith.'

### Randwick Workshops, 1922

'The commemoration of Anzac Day was arranged by the local branch of the Returned Soldiers' and Sailors' Association. The function included the unveiling of an extension to the existing honour roll, and the presentation of War Service medals to a number of the staff by Professor Sir Edgeworth David, K.B.E. The addition to the honour roll includes a panel of



*The unveiling of the Wolli Creek Permanent Way Depot's war memorial on 24 August 1919. The Marrickville Municipal Band is playing at the left of the memorial, while Brigadier-General Cox stands on the dais at right. Railway P7096*



*Another view of the Wolli Creek Permanent Way Depot war memorial dedication ceremony, seen from the railway embankment on 24 August 1919.*

V.C. Solomons coll.



*The existing Roll of Honour at Randwick Workshops was extended in 1922 to include a panel of photographs of those of the staff who made the supreme sacrifice.*

STM Archives glass plate coll.

*Another view of the war memorial at Dowling Street Depot.* V.C. Solomons coll.

photographs of those of the staff who made the supreme sacrifice, and was prepared by Sergeant-Major A. R. McCulloch, D.C.M., an employee in Randwick Workshops. The board had been tastefully draped for the occasion with the Union Jack and Australian Flags. Mr. T. B. Peters, President of the Association, acted as Chairman, and after the National Anthem had been sung, invited the Chief Electrical Engineer (Mr. O. W. Brain) to perform the unveiling ceremony. This done, the "Last Post" was sounded by a trumpeter from the Royal Australian Garrison Artillery.'



# LOFTUS

## SOUTH PACIFIC ELECTRIC RAILWAY CO-OP SOCIETY

PO Box 103, Sutherland, NSW 1499

[www.sydneytramwaymuseum.com.au](http://www.sydneytramwaymuseum.com.au)

From *SPER News* and others

### First trams enter Loftus Junction shed

On Thursday 22 January 2015, our team installed temporary track from the main line to the western track of the new Loftus Junction shed to enable the move of three trams there from our secondary operations building for storage. This required the suspension of the Royal National Park service for the day, so an increased frequency was introduced on the shortened Sutherland line for school holiday services.

Our Matador tow truck had been made roadworthy by Craig Parkinson and was placed on the eastern side of the new shed ready to winch the cars into it. Kalgoorlie 22 was the first car, propelled by ballast motor 99u to the start of the temporary track, from where it was winched into the shed once some packing had been done to the bogies to ensure it cleared the door. Next came ballast motor 93u. A mishap involving one axle in the second bogie caused some time to be spent rectifying a minor derailment. Finally Brisbane 10-bench car 71 arrived under its own power before being the last tram winched into the shed. Thanks are due to the team who finished the task by 19.00 on a very hot day and cleared the way for normal traffic operations the following morning.

### Trams on the move

As this issue of *Trolley Wire* went to press, development firm Mirvac was scheduling a media event for late January to mark the departure of

Sydney's last tram, R1 1995, on its journey from the former Rozelle tram depot to Bendigo. It will be restored there for static display in the 'revival' of the depot in conjunction with the residential development of the former Harold Park paceway. Its retention is a Sydney City Council requirement. The Sydney Tramway Museum has been appointed by Mirvac to oversee restoration works on the car, which was de-accessioned by STM in December 2014.

Melbourne Y1 611 will be making the return journey from Loftus following its full restoration in Bendigo, with additional covered space now available due to the moves to the Loftus Junction shed referred to earlier. Some point castings and frogs obtained from Yarra Trams/Victrack after track relaying in St. Kilda in 2009 are expected on the same delivery. And in a related move, scrubber 11W, formerly 139s, will be brought from off-site storage to Loftus.

### Other tramcar news

Our painting team have completed the repaint of Sydney R car 1740 into its pre-war green and cream livery. It only remains for Joe Spinella to obtain some more gold leaf for him to paint the number on a centre panel, along with the letter 'R' below both centre panels. The bumper bars have been re-fitted to the car, which was moved from the temporary paint shop on Road 8 into the running shed on 17 January.



*Brisbane ten-bench 71 is driven from the top shed on the first stage of its transfer to the new south shed.*

Martin Pinches



*Kalgoorlie bogie car 22 enters the new south shed on 22 January.*

Martin Pinches



### Overhead work

During December adjustments were made to the overhead frog at Railway Square Junction. This frog had been proving quite troublesome of late and was causing approximately 98 per cent of the dewirements on our network. As a result of the adjustments the problem has been rectified, with trams now traversing this junction satisfactorily. The only tram which may de-wire is San Francisco car 1014, and the overhead department is working on a solution.

The overhead at the scissors crossover has also been adjusted with a consequent improvement in reliability.

New side arm brackets for three replacement poles on the Sutherland line are ready to be installed and this will be done as a priority.

The overhead department has taken delivery of six brand new Melbourne style frog pan assemblies which

have been supplied by an overhead line equipment manufacturer in Melbourne. These are no longer a standard stock item and a special order had to be made. We thank Austbreck Pty Ltd for supplying these at an attractive price. The scissors crossover will have these pans installed, and the remaining pans (along with some currently on hand) will cater for our future needs in the medium term.

Work is currently under way on manufacture of fittings and spans, etc., to install additional pull-offs between the poles on the sharp curve near No. 2 substation, close to the Princes Highway crossing. We will be using some of the pantograph-compatible pull-off arms sourced from the manufacturer who supplies these to Sydney Trains. Once this is completed, the remaining pull-off arms will be installed along the Park line.

*Terry Thomas and Warren Howlett work on canvassing the roof of Melbourne cable grip car 322.*

Martin Pinches





*Our forklift was used as a crane to lift the compressor for C 37 from the floor of the pit into position for attaching to the car.*  
Martin Pinches

External preparation and painting is continuing on Sydney C car 37. Steve Lea from Christchurch spent time working on the re-wire and plumbing of the car, and he is expected to make a second trip to Loftus in coming months to finish this task.

Within a few hours of C 37 being placed over the Road 2 pit the compressor for the car was lowered into the pit. Using No. 3 forklift, fitted with the jib, the compressor was successfully lifted into place with the jib being placed carefully through one of the window spaces to accomplish the lift. With the limited space available to manoeuvre the forklift this was no easy task.

With R 1740 and C 37 relocated other trams had to be returned to the Display Hall. This was successfully completed after problems with the traverser were overcome - the deck expanded and jammed in 36 degree heat, requiring the use of an angle grinder on an obstructing section of rail from Road 7, and cooling of the traverser deck with cold water spray.

Melbourne grip car 322 has had its roof framing completed and the roof cladding boards attached. Canvas has been attached to the roof over a lining of muslin and a coat of navy dressing.

Remaining body restoration works required on Sydney P car 1729 have been assessed, in addition to finishing the roof re-canvas. It is not possible in the summer heat to engage in these works where the car is situated at the back of road 8 beneath the steel roof. The ceiling needs to be finished where the sprinkler holes from the car's club days in Canberra have been plugged, and a major task will be fitting the side windows to the car. A team effort will be necessary to fit the newly made canvas doors.

The Tramway Historical Society, Christchurch, is proceeding with the assembly of newly fabricated bogies for this car and the second bogie for PR1 1573.

Re-wiring work on Ballarat bogie car 37 is continuing.

### **Track and associated work**

Since the last issue of *Trolley Wire* further trackwork has been carried out at North Terminus. More concrete has been laid on the eastern track towards the middle gate but cannot proceed further until levels are checked. Welding has stopped for the same reason, but additional rails have been de-scaled ready for use.

A final decision is still pending as to whether the Sydney points prepared several years ago will be used at the south end of Rawson Loop. They are stored close to where they are required. A pair of Melbourne cast blade units have been dismantled, de-scaled and painted near Depot Junction. They can be used at either end of Rawson Loop if it is decided to use them at this location.

### **Late News**

The following news was received as this issue was going to press:

Melbourne Y1 611 and scrubber 11W arrived at Loftus on 3 February; No. 611 in the morning and 11W in the afternoon. Unloading was facilitated using our ramp that was set up the previous day.



*Craig Parkinson gives the Broomwade air compressor a good cleaning in preparation for further work.*

Martin Pinches



### Electrical

The upgrade of the electrical supply to the restoration building was completed in 2014 by Geoff Olsen. The supply is now more than adequate for the future. New sub-mains were installed for the main distribution board and the old sub-mains were utilised to provide a separate supply to the machine shop. A new board supplied from the main distribution board as well as additional lights and outlets have been installed in and near the welding bay. Some of the material used was donated thereby helping to keep costs down. Thanks to all those who helped with cable installation.

To trial the technology in our working environment two small LED floodlights have been installed, one above the lathe and one above a bench in the welding

bay. Further improvements to the restoration building's electrical installation are planned.

### General news

The new roof and side covers for the Broomwade air compressor were collected from a sheet metal works at Kirrawee. Craig Parkinson then fitted these by cutting slots and riveting small cover plates where they are held in place by lugs on the sides of the compressor. It should soon be ready for shot blasting off site, and painting in the manufacturer's original colours.

On 29 December 2014, R1 2001 and the weed spraying trolley were used to spray the whole of the main line from Army Crossing to Royal National Park terminus.

*Tom Tramby and Mike Giddey insert a blade into one of a pair of Melbourne cast point blade units which have been dismantled for cleaning and rust removal.* Martin Pinches



From page 2

### Enfield Tram Depot's Roll Of Honour

We are able to provide more details of the tramway men listed on the Enfield Tram Depot Roll of Honour pictured on page 2 and now in the care of the Sydney Tramway Museum.

#### **Pte D.E.S HADDOW**

Private, 2nd Battalion

David Haddow was aged 23 years when killed at Gallipoli on 2 May 1915.

David lived at Eastwood.

He was a labourer in the Tramways Electrical Branch.

#### **Pte A.A. WILSON**

Private, 1st Battalion

Albert A.S. Wilson died on 3 May 1916 of wounds received on 2 May 1916.

Albert lived at Strathfield.

In June 1912 he was appointed Conductor in the Tramways Traffic Branch.

#### **Pte M.M. McKINNON**

Private, 4th Battalion

Malcolm (Mark) McL. McKinnon was killed in France on 17 May 1916.

Malcolm originally came from Tent Hill, Ballarat.

He worked in the Tramways Traffic Branch.

#### **L/Cpl G.E. HANSON**

Lance Corporal, battalion not known.

G. Hanson died on 28 May 1916.

No other details are known from published sources.

#### **Pte R. QUILTER**

Private, 9th Battalion

Richard Quilter was killed in action on 26 February 1917.

Richard was appointed Conductor in December 1912 in the Tramways Traffic Branch.

#### **Pte W. BEATTIE**

Private, battalion not known

William C. Beattie was killed in action on 9 October 1917.

William was appointed on probation in August 1907 as a Junior Car Cleaner in the Tramways Traffic Branch.

William was appointed in March 1914 as a labourer at Randwick in the Tramways Traffic Branch.

He was 'removed' in August 1917 as labourer at Randwick in the Tramways Electrical Branch.

These details have been sourced from the *New South Wales Railway Budget*, *New South Wales Railway & Tramway Magazine*, and In Memoriam family notices in the *Sydney Morning Herald*.

## WHITEMAN PARK

### PERTH ELECTRIC TRAMWAY SOCIETY (INC)

PO Box 257, Mount Lawley, Western Australia 6929

[www.pets.org.au](http://www.pets.org.au)

From Michael Stukely

### Traffic operations and service cars

Patronage on the trams in spring was generally good. Services ran on seven days per week throughout the October school holidays, with some outstanding days and a good overall result. Special thanks go to our Sydney-based members, Hayden Holmes and Andrew, Faye and William McCabe, who travelled to Perth to crew the trams during the holiday period.

W2 329 was the main service car in all three months, with W7 1017 also doing significant running in September and October before being serviced ready for the summer holidays. Fremantle 29 made its usual occasional appearances.

On Sunday 9 November, the Brockwell Port to Whiteman Classic Car Run was held. This is an annual

event, held on the second Sunday in November, in memory of the late Maurice Brockwell. The run started this year from Fremantle Park (Ellen Street, Fremantle) and finished at Whiteman Park, at the Motor Museum. The cars were then displayed on the Village Green. PETS trams Fremantle 29 and Perth E 66 welcomed the cars by forming a static display nearby, on the Village Mall track outside the Motor Museum. The regular Sunday service, although truncated, was maintained by W2 329. A very hot day resulted in fewer visitors attending, and fewer cars participating, than the organisers had hoped.

The severe bushfire in Whiteman Park on Sunday 14 December did not affect the tramway directly, but a full evacuation of the Park was carried out at about



*Service car W2 329 crosses Mussel Pool Road as it arrives in the Village.* Michael Stukely



1.30pm. All rail operations in the Park were then suspended until 22 December, pending investigations by the authorities.

### Tram refurbishments

All major body repair work on Adelaide H 371 has been completed.

Repairs to the roof timbers of SW6 891 were completed, and sealing and painting of the roof by Graham Bedells was in progress. A new supply of Boston Tan paint, of an improved type allowing greater flexibility, has been obtained by Noel Blackmore from a local source.

Bryan Adcock and his team continue to make good progress in constructing the work platform mounted above the roof of W7 1023, for overhead maintenance.

A program is being developed with an engineering firm to re-profile the wheels of Ballarat 31, to improve flange depth.

### General

A second new steel pole was installed east of the Triangle on the old Lord Street Branch to enable the secure tie-off of the truncated trolley wire. Ground-stays were attached to both poles. The Triangle remains fully operational, and is regularly used for turning the trams.

On the track workday on 4 October, following early-morning preparatory work by Lindsay Richardson and Trevor Dennhardt, 8 members removed 17 old timber sleepers to the east of the Mussel Pool East stop and replaced them with 16 steels. Work was completed by 2.30pm, with an excellent result achieved.

*Fremantle 29 and Perth E 66 were displayed in the Village Mall near the Motor Museum for the Brockwell Port to Whiteman Classic Car Run on 9 November. Note the interest shown by the small boy, passing with his mother at right.*

Michael Stukely





*The Tractor Museum's parade passing Fremantle 29 and Perth E 66 in the Village Mall on 9 November.*

Michael Stukely

Follow-up herbicide spraying of weeds along the main line was carried out on 24 September by Jack Kendall and Lindsay Richardson using the new rail-mounted spraying unit WT 1, and the opportunity was taken to test its 20-foot extension hose to treat wider areas of weeds at the Triangle.

Discussions were held with Park staff regarding the installation of soak-wells in our rear yard to alleviate the flooding problem that occurs there after heavy rain.

The Mercedes Benz truck is fully operational and our cherry-picker is now to be fitted to the tray top for use in overhead line maintenance work.

Fraser Douglas has been carrying out a tidy-up and painting of the ex-WAGT Chevrolet tower truck, to

enable it to be placed on display at the Revolutions Transport Museum in the Park.

Additional steel racking, for the storage of spare parts, was purchased.

John Davies has made progress with the salvage of useable parts from the derelict body of Perth A 121.

### **Rail safety matters**

A Special Operational Instruction was developed by Michael Stukely and Lindsay Richardson for WT 1 (the new track spraying unit, which is propelled or towed by a tram) following its successful tests on the main line. This vehicle was endorsed for operation on the tramway by the Rail Safety Regulator, and has been added to our operational rolling stock list.



*Fremantle 29 and Perth E 66 with the classic cars on display on the Village Green.*

Michael Stukely



*Perth E 66 on static display, with service car W2 329 at the temporary terminus in the Village Mall. The service tram terminated here from about 1.00pm for the display period.*

Michael Stukely



On Wednesday 10 December, a formal inspection of PETS was carried out by staff of the Rail Safety Regulator, on site. This is the first such inspection we have had. In the future these inspections be carried out annually for PETS under the new Rail Safety National Law that is expected to come into force in WA in mid-2015. These inspections will be additional to the annual Compliance Audit that is undertaken in April each year. Regular inspections of this type are to be carried out with all rail operators, with their frequency

dependent on levels of risk and the scale of operations. The inspections are at a lower level than the audit, and will look at how we are applying specific aspects of our safety management system, our progress with improvements, etc. The audits, on the other hand, focus more on the paperwork and compliance issues. A detailed report of the inspection was provided by the Regulator and no corrective actions were required, which is a very good result.

## ST KILDA

### AUSTRALIAN ELECTRIC TRANSPORT MUSEUM (SA) INC

PO Box 213, Salisbury, South Australia 5108

[www.trammuseumadelaide.com.au](http://www.trammuseumadelaide.com.au)

From Colin Seymour and Kym Smith

#### Track and overhead work

A total of 101 sleepers were installed along the main line during the winter and spring of 2014, and a further 20 or so 'rail sleepers' placed in road 6A and currently on the road 7/8 fan.

Following a derailment in early October 2014 straight-railing of the western end of the Mangrove Street Loop was undertaken in a manner such that the pointwork could be reinstated if required.

A major task carried out over four days in January 2015 was the removal of the old centre poles at the now disconnected Mangrove Street Loop, and the replacement of Pole 4 at the museum end of the line. Some related rail replacement was also undertaken.

The work was hampered by bad weather on the first day, Thursday 8 January, and on the Saturday morning. Tram services operated over the entire line to the playground on the Sunday afternoon as a result of the efforts of the crew who that morning completed the works west of Mangrove Street.

Thanks are due to the team of members who undertook this job, supported by North East Demolitions. It was a massive effort by all those involved. From where we started on the Thursday morning to return our tramway to full operating condition was an outstanding effort by all involved in very challenging conditions.



*Track repairs being carried out at the Mangrove Street curves including marking out locations for the new tie bars and using the tractor to compact the newly refilled track bed. The works car is in the background.*

William Adams

*The loop at Mangrove Street on 11 January 2015, without the centre span poles and with the revised wiring arrangement. A new pole and bracket arm has been installed roughly half way along the loop to carry the main running wire.*

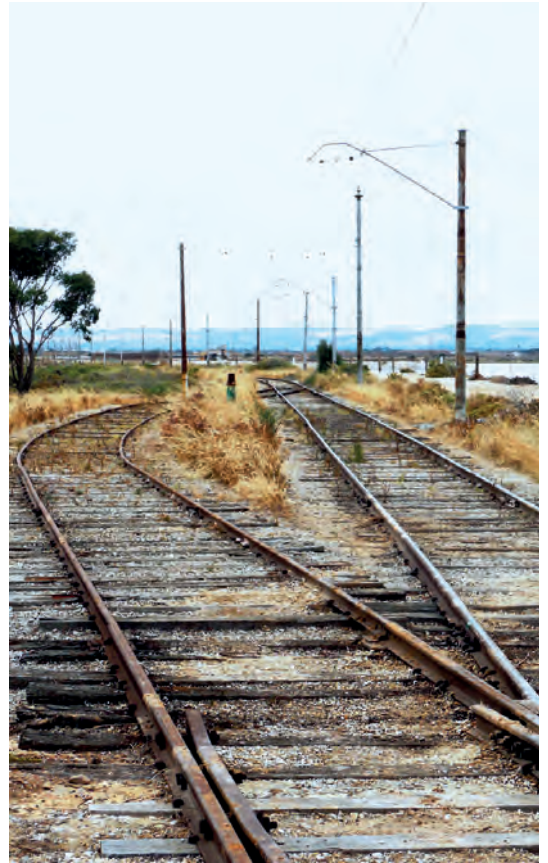
William Adams

The removal of the two centre poles allowed a much closer inspection of them once they were brought to ground level. Both are in very poor condition and it is unlikely that either will be easily repairable. They would likely need to be re-creations if they were to be used again in supporting the overhead.

Another recent activity has been the setting up of newly organised pole and rail storage areas in the back yard at the museum.

### **AEC 623 visits the Port**

At the invitation of the National Railway Museum AEC bus No. 623 was transported to Port Adelaide to participate in the Festival of Vintage Boats, Trains and Planes during the October Labour Day long weekend. The AEC was positioned alongside Volvo 1300 near the Jacketts Siding platform where it attracted considerable interest from the public. This was especially so when the Redhen railcars, which operated between Adelaide and the NRM, were loading and unloading at the platform.



*Michael Pretty (left) shows new conductor Arnold Krueger some of the 'tricks of the trade' on tram 118 on 28 December 2014.*

William Adams



*AEC 623 with Red Hen 400 at the National Railway Museum on 5 October 2014.* Kym Smith



Peter Meridew from NRM helped with the logistics in getting 623 to Port Adelaide. Although the bus was started successfully, it was decided that the risk in trying to drive it there was too great given the affordability of moving it on a low loader. The haze created by the over 20-year old diesel fuel also helped confirm that!

We thank NRM for its support, and our members who assisted there by handing out brochures to promote the AETM.

### **Bib 'n' Bub**

Work continues on the restoration of trams 14 and 15. Tasks completed recently include fitting of drop-end seats, fitting of steps, installing safety glass to the saloon windows and preparing steel panelling for the saloons of tram 14. Cladding of car 14 has commenced, with screw heads being ground back to make them flush with panel surfaces.

*Cladding for Bib & Bub car 14 prepared by Jack Pennack and Charlie Rodgers in December 2014.* William Adams

*Malcolm Butler (in yellow museum shirt) assists the Hon. T M Casey to launch Birney 303 (formerly Bendigo No. 27) into service at St. Kilda on 8 August 1976.* AETM



## Other developments

Work has been completed on some adjustments to the Road 5 troughing to complete the overhead works on this road, with work to commence in January on the troughing for Road 6. With completion of the work on Road 5, the tower wagon has been moved there to enable it to be repainted. The vehicle will then be placed on static display.

## Vale Malcolm Butler

Former member Malcolm Butler passed away on 28 September 2014. Malcolm was a significant contributor to the AETM in earlier years, at work parties and on traffic duties. He was given the honour of driving Birney car 303 (formerly Bendigo No. 27) at its official launch in 1976. A train driver (steam and diesel), he would often regale members with his tales of working on steam engines. Malcolm was one of the stalwarts who helped establish and develop the Museum. We will remember his contribution for many years to come.

# BENDIGO

## BENDIGO TRAMWAYS

1 Tramways Avenue, Bendigo, Victoria 3550

[www.bendigotramways.com](http://www.bendigotramways.com)

## From Bendigo Tramways

### Bendigo Tramways wins tourism award

We are delighted to report that Bendigo Tramways took out top honours in the Heritage and Cultural Tourism category of the 2014 RACV Victorian Tourism Awards. These awards recognise the best tourist experiences across our state, and our success is a result of the tremendous effort put in by all our staff and volunteers. As a state winner, Bendigo Tramways will go on to represent Victoria at the Qantas Australian Tourism Awards.

Santa Tram continues to go from strength to strength. This Christmas it was completely booked out, with over 1400 people enjoying the experience. Our Santas and Santa's helpers did a magnificent job spreading Christmas cheer and catering to all of the excited families that boarded the tram. This Christmas we provided more services per day over an extended period of time and improved our decorations, costumes and furniture. Thank you to all of the Tramways and



*Bendigo Tramways took out top honours in the Heritage and Cultural Tourism category of the RACV Victorian Tourism Awards. Attending the awards ceremony were Wayne Gregson, Jos Duivenoorden, Tom Seddon with award, Evonne Oxenham, and Dianne Smith, CEO of Victorian Tourism Industry Council who sponsor the category.*

Victorian Tourism Awards



*Bendigo's 2014 Santa Tram with Santa and his helper Darcy Van Dillen. The tram driver is Steve Sullivan.*

Bendigo Tramways



Trust staff who contributed to the success of Santa Tram 2014. The feedback was excellent: *Fantastic ride on the Santa Tram; Santa was awesome with the kids, so glad his sleigh broke down over Bendigo; Santa's helper Maddy was great too; Would definitely recommend this experience to everyone.*

We recently ran a promotion in conjunction with radio station 3BOFM, encouraging their listeners to win a seat aboard the **3BOFM Party Tram** which was hosted by 3BO's morning radio presenters, Cogho and Beck. The Party Tram hit the tracks on 14 November 2014 and a fantastic evening was enjoyed by everyone on board. The aim of the promotion was to show how our trams can be used for private functions such as birthday parties, Christmas gatherings, business events and even hens' or bucks' nights.

We marked the **42nd anniversary of the Vintage 'Talking' Tram Tour** by celebrating the 100th birthdays of two trams in our fleet, Nos. 18 and 44. The celebrations took place on 7 December and the day went very well with 77 people taking depot and workshop tours and 234 people enjoying a talking tram tour. Trams 25, 17 and 84 ran the 20minute service, with 17 being swapped to 44 for the last few trips of the day. A birthday cake was enjoyed after the official proceedings. We thank all those who helped on the day.

We were excited to host Miguel Maestre and the production crew from the TV program *The Living Room*. The team filmed aboard tram No. 30 with Mike Lowther as part of an upcoming episode.

*We used tram 25 for our Party Tram promotion with radio station 3BOFM. The Tramways staff in the photo are Leon Waddington and Steve Sullivan. Morning Show hosts Cogho and Beck (from the advertising sign on the tram roof) are in the front. Cogho is wearing a tram driver's cap. Others are competition winners and 3BO staff.*

Bendigo Tramways





*Miguel Maestre from the television show, The Living Room, with Bendigo driver Mike Lowther*

For Mike Lowther

Steve Sullivan has been hard at work on our front garden. He arranged donations of landscaping and irrigation materials, organised for Bendigo's Council to undertake some excavating, and donate mulch. A fellow staff member helped with trenching for the irrigation system. The garden is looking great and we thank Steve for all of his hard work.

As reported in the last issue of *Trolley Wire*, Tom Seddon has moved on after more than nine years as CEO of The Bendigo Trust. Tom was given a fond farewell at the trust AGM. Ian Hart, formerly at the Bendigo Jockey Club, commenced as the new CEO on 17 December.

### **Engineering, coachbuilding and restoration**

We have been working hard to bring work Melbourne car 957 closer to completion. Most of the wiring is now

installed, some of the pneumatics have been attached, and all equipment has been located to the underside. With these tasks now done, 957 is looking more like a W8. The team have been fitting in some extra hours, much appreciated, to assist with the outstanding work. The internal fit out of the car is starting to take shape with the ceiling panels and some wall panels being put in place. Windows are currently being fitted and some bodywork is being done to make the car ready for external painting. When 957 is finished, our team will move on to rebuilding car 1010, whose body has been stripped down.

Work on Sydney R1 2050 is continuing and car 18 will soon receive attention.

With coachbuilding work coming in thick and fast, we have welcomed Shaun and Charlie as new members of our team.



*Birney car 302, decorated in colourful crochet patterns, alongside No. 19 at the depot on 23 September.*

Randall Wilson



# BALLARAT

## BALLARAT TRAMWAY MUSEUM

PO Box 632, Ballarat, Victoria 3353

[www.btm.org.au](http://www.btm.org.au)

### From Dave Macartney and Warren Doubleday

In the past three months many events and projects have kept our volunteer workers and managers very busy, either on the ground or in the office. We are pleased to say that we successfully met these challenges without too much fuss.

#### Tramway operations

On Monday 27 October, a windstorm brought down a large elm tree opposite the south end of the loop. As it fell it destroyed one of our supporting poles and brought down the overhead that provided a pull off to

the curve for trams leaving the loop. Fortunately we were able to make sufficient repairs in time for the annual Springfest day held on 2 November.

Springfest commenced with the Tram Pull competition in the morning with Nos. 13 and 33. The regular service for the rest of the day was provided by Nos. 661 and 671. Fifteen staff were in attendance, ensuring that nobody was over-worked. In all, 390 passengers were carried, a satisfactory result. Visitors during the day included the Leviston family, who



*Storm damage: one of the trees on the west side of Wendouree Parade snapped on the afternoon of 27 October. The pole that was decapitated during the storm is behind the foliage. Peter Waugh*

*Tram pull: two teams exert their maximum effort in order to get their tram over the line first at our crossing loop during Springfest on Sunday 2 November.*

Alastair Reither





*Our Santa Tram crew - left to right - Roger Gosney (elf), Roger Salen (Santa), Peter Fitzgerald (driver) and Arthur Adams (assistant conductor) - Saturday 20 December.*

Peter Waugh

donated Horse Tram No. 1 thirty years ago as well as the grandson of H A Davis whose buses replaced the trams in 1971. The name of Davis buses has almost disappeared from the Ballarat bus fleet, being replaced by the name of the current owner/operator 'CDC Ballarat' a subsidiary of the ComfortDelGro Cabcharge conglomerate.

Tram services operated on Melbourne Cup Day for the first time for several years, and this resulted in a good number of tram passengers and visitors to the depot. The scheduling of an Iron Man competition in the Gardens on 16 November saw our normal service cancelled that day. On 7 December the 40th anniversary of the first test running of the trams under Museum operation occurred, with Nos. 27 and 40 again being used to relive their moment of glory. During the afternoon, after a welcoming cup of tea, those involved in the production of the Museum's business plan was thanked by the President, Greg Rogers. The opportunity was taken to formally switch on the new solar panels on the depot roof (reported more fully below), and this was followed by tram rides and a barbecue. Tram 38's 100th birthday was marked by it operating along Wendouree Parade for the first time in approximately 12 months.

The Museum operated 'Santa Trams' for the first time on Saturdays 13 and 20 December. Santa (Roger Salen) and his magic elf (Roger Gosney) were on decorated tram No. 28 between 1:00pm and 3:00pm. Over 130 people rode on the two Santa Trams, with the warmer weather making quite a change from Santa's normal habits. Because of road works in Wendouree Parade and the December farmers' market spreading out over the roadway, we were able to have our tram

parked from early morning in the middle of the market. Perhaps not unexpectedly, the tram was popular with visitors.

On Boxing Day we celebrated the 40th anniversary of the commencement of passenger tram services along Wendouree Parade. Gavin Young who drove our first tram in 1974 was the motorman for this special event. Once again Nos. 27, 38 and 40 ran the service, fortunately without 38 blowing a motor this time. The special occasion was filmed by a WIN News TV crew, with the footage appearing on regional and national television that evening. Our Boxing Day operations followed a very successful Christmas Day, when 116 passengers were carried on a day when almost everything else is closed.

### **Tram 939 – Colonial Tramcar Restaurant No. 3**

Tram 939, formerly Melbourne restaurant tram No. 3, arrived at the depot from storage at Bungaree on 6 November. It was exchanged with ESCo No. 22 that was transferred to Bungaree to free up sufficient space for the larger tram.

No. 939 was retired from service during May 2012. The Museum applied through the Office of the Registrar, Tourist and Heritage Railways for the tram to ensure that this valuable vehicle was not scrapped. It was moved to covered storage in January 2014, the first time it had been under cover for many years. On 11 November, the state Member for Western Victoria, Simon Ramsay, announced a \$40,000 grant towards its refurbishment and restoration, part of the Victorian Government's 2014-15 *Transport Investing in Regions* Program. The Victorian Tourist and Railway Heritage sector was fortunate in receiving seven of approximately



*No. 939, former Melbourne restaurant tram No. 3, being lowered onto the tracks in Wendouree Parade - Thursday 6 November.* Peter Waugh.



30 grants on offer. For this we must thank the Registrar, Adrian Ponton. In recommissioning the tram, we have found its mechanical and electrical condition is good, but the exterior and interior are in need of refurbishing. We are currently evaluating the interior layout to determine the most suitable configuration for our use. Early work on 939 has included the fitting of a trolley pole where the pantograph was once placed; the other end merely needed a pole put in the socket that had been retained during its years as a restaurant tram.

### Depot developments

Developments inside and out have been occurring at the depot.

On 30 October our concrete contractor arrived to install the rest of the floor between 4 and 5 roads, finally giving an even floor throughout the workshop area.

Soon after, on Melbourne Cup Day, 72 solar panels were fitted to the roof of the depot, which we hope will result in a reduction in our power bills. The story of the installation of the solar panels on our Facebook page reached a 1400 people – a record for us. A reconstruction of the sub-station area had been undertaken to enable the associated inverters to be installed on the wall of this room. Most of the cost of this project was covered by the legacy left by the late Keith Atkinson.

Meanwhile, at the depot the lifting jacks were being overhauled in anticipation of No. 18's impending separation from its truck. Roof painting of 18 has been completed before this takes place.

If the next couple of months are quieter than those just past, we will be able to lift No. 18 so that the truck can be sent to UGL Ballarat. It should also be possible to begin work on No. 939. This will involve an internal



*The pit area in the depot building. The concreting was completed on 7 November.* Paul Mong



*Solar panels on the depot roof.*  
Paul Mong

*The inverters to take the DC from the solar panel, convert it back to AC so we can then convert it on occasions back to DC!*  
Paul Mong

refurbishment of the car followed by an external repaint in a new colour scheme. In addition, we expect to undertake preparatory work on some modifications to the depot building.

### **Wendouree Parade roadwork**

In late October Ballarat Council began removing five trees in Wendouree Parade, this being the first step in the reconstruction of the roadway at Depot Junction. In the final week of November the contractors arrived to relocate the road in this vicinity. The large tree just south of Depot Junction was the first thing to go, with fences erected around the site and all road traffic diverted to run via Windmill Drive. During weekdays the traction power had to be isolated, which hampered the activities of our workshop staff particularly servicing trams and recommissioning No. 939. At weekends it was only possible to run between Windmill Drive North and St Aidans Drive, and even this required the temporary removal of a couple of panels of fencing to drive the service car in and out of the depot.

To complicate matters the main traction contactor in the sub-station failed on 26 November. It was a second hand unit when the substation was rebuilt in 2004 following the lightning strike. Paul Mong quickly installed a standby unit, but this only allowed one tram to be operated at any time. A new unit was ordered and installed and normal services were able to be resumed.

During this busy time, a defect with No. 8's trolley wheel resulted in damage to the overhead on the depot fan putting part of it out of use for a week until repairs were made on 6 December. Our work crew, with the help of the overhead gang from Bendigo and the



Melbourne Tramcar Preservation Association's truck, were able to make the necessary repairs and undertake some maintenance activities as well.

The work in Wendouree Parade took longer than anticipated. What appeared straightforward on the Council's plans proved to be more complicated mainly because of the uneven camber of the road surface. At one stage the track was knocked out of gauge by a back hoe, and some remedial work by the tramway gang was required. The damaged section of track had been virtually untouched since 1905, and did not take kindly to modern earthmoving machinery removing its lateral support.

After some final finishing touches and line marking, the Parade was finally reopened on 23 December. The rearranged Wendouree Parade now loops to the west to avoid having cyclists cross the tram track on an acute or fine angle which has caused problems in the past. The tram tracks and poles are still in their original position, but Depot Junction is now in a traffic island



*The new alignment of Wendouree Parade: the pole on the left of the photo was once on the west side of the road; it is now on the east side. The bicycle path now crosses our access track at close to a right angle.*

Roger Gosney



of its own. An unexpected benefit of this is the realisation that even a bogie tram can comfortably fit on the depot lead, clear of both the main line and the new road. This will enable the Traffic Branch to run short workings and block cars, and enables various other operating possibilities. Visibility for tram drivers crossing the Parade has also been greatly improved.

### Annual General Meeting

The Museum's AGM took place on Sunday 9 November. It was with much pleasure that the meeting conferred life membership on Dave Macartney who is at the depot every afternoon making sure the trams are serviced and ready for the next operating

day, and that the place is functioning smoothly. Richard Gilbert, our COTMA representative reported on the biennial conference held in Sydney during October. He brought with him two COTMA Volunteer Achievement Awards that were duly presented by the President to Roger Salen and Gavin Young.

### Ballarat Tramway eNews

During 2014 the Museum introduced an electronic newsletter, Ballarat Tramway eNews. This is free and can be signed up to by anyone by clicking on the eNews sign up button on our home page – [www.btm.org.au](http://www.btm.org.au) and following the prompts. Past issues can be viewed as well on the Museum's News Page.

## HADDON

### MELBOURNE TRAMCAR PRESERVATION ASSOCIATION

324 Sago Hill Road, Haddon, Victoria 3351

[www.mtpa.com.au](http://www.mtpa.com.au)

From Anthony Smith

### 40 years at Haddon

December 2014 marked 40 years since construction started on site at Haddon.

On 14 and 15 December 1974, work commenced on the building of a single track shed (now part of No. 1 road of the workshops) and a side annexe (now the members' area). Those present at the first work party were the late William Smith, Terry Oakley, Andrew

Cook and Anthony Smith who were the founding members of the Haddon Tramway Workshops. Their aim was to establish a small tramway museum at Haddon in order to preserve examples of the types of Melbourne trams that would be made redundant by the fleet renewal program that would begin with the introduction of the Z1 class.



*W3 663 awaits unloading after arriving from Melbourne on 31 May 1976.*  
Anthony Smith

The ten years from 1975 to 1984 saw major building construction that provided undercover storage and restoration facilities. It was during this period that most of our tramcars were acquired.

The Melbourne Tramcar Preservation Association was incorporated on 26 May 1984, with the new body taking over the assets and all the responsibilities of Haddon Tramway Workshops. The MTPA grew steadily over the next 30 years, with construction of new track and overhead infrastructure enabling the operation of our tramcars. Two additional trams have been acquired in recent times to complete our 'W' collection: SW5 849 and W5 792. Continuing progress has also been made on the restoration of our tram fleet over many years, and this has seen the completion of W4 670, W2 407, L 103, VR 41, W3 663 and SW5 849. With all major infrastructure now in place, we will be able to concentrate our resources on the restoration of W5 792 as well as ongoing site maintenance.



*The laying of the first panel of track within No. 1 road of the workshops, June 1975. Those present are from left to right, Lindsay Bounds, Jeffery Bounds, Anthony Smith and Terry Oakley.*

William Smith

*The first of the structural steelwork being erected at the rear of the carbarn in late 1978.*

Anthony Smith



*The late William Smith takes a rest break after completing the formwork for the truck shop floor.*

Anthony Smith



#### **New rectifier unit for substation**

The new rectifier panel was completed in October and a mounting frame was fabricated at the same time. This unit was installed in the substation in late November. Since then, the required cabling, support brackets and ducting have been fitted in preparation for the changeover that will occur shortly.

#### **New shed**

In early October the foundations for our new shed were poured, with the framework being erected and clad by the end of the month. In November the bottom sill boards were fitted and a system of rubble drains

*The new substation rectifier unit awaits connection.*

Jacqui Smith



*The framework of the new lower terminus shed.*

Anthony Smith



*The completed shed and doors.*  
Jacqui Smith

were laid along the north side of the shed to prevent the entry of ground water. The building's downpipes were also installed at this time. Stage 1 of the project was completed on Christmas Eve with the fitting of the front doors to the shed. An outstanding task is to provide troughing for the overhead to the shed, but this will be undertaken at a later date. In the meantime a wandering lead will be used to enable trams to be moved in and out as required.

### **New retaining wall**

As mentioned in the November issue of *Trolley Wire*, the retaining wall on the south side of the main line was

renewed as a temporary measure with pine sleepers. After examination it was decided to replace the wall in the gully area with steel beams and concrete slabs. During October and November the remaining sections of the pine retaining wall were replaced with steel and concrete by the contractor. Work has now commenced by our members on the removal of the temporary pine boards and backfilling with stone will be undertaken shortly. The new retaining wall has also significantly improved the view of the mainline from the roadway. It is also intended to plant additional shrubs at the bottom of this retaining wall to improve the overall appearance of the museum site.



*The completed south side retaining wall awaiting back filling.*  
Anthony Smith



# FERNY GROVE

## BRISBANE TRAMWAY MUSEUM SOCIETY

PO Box 94, Ferny Hills, Queensland 4055

[www.brisbanetramwaymuseum.org](http://www.brisbanetramwaymuseum.org)

### From Peter Hyde

On 11, 12, 13 and 14 December 2014 the SBS World Movies section of the inaugural Brisbane Asia Pacific Film Festival was held at Ferny Grove. The festival was sponsored by the Brisbane City Council, Screen Australia and other organisations.

All information about the event was circulated through social media, and ticket holders did not know exactly what to expect until they arrived. The program for the festival said that 'World Movies Secret Cinema will take movie-goers into a top-secret location, transporting them into an unusual world in the most unlikely of places'; and that the session 'will transform a mystery Brisbane location into an immersive and dramatic 1920s cinematic experience. All other details are highly classified, with the mystery meeting point revealed by SMS on the event day'.

Various clues were sent by SMS in the lead up, such as 'dress in 1920s style' etc. The final message on the morning of the day simply said to be at 50 Tramway Street Ferny Grove at 6:30pm.

On arrival, guests were taken by tram from the Museum gate to the depot. FM 554 was used on the first two nights because of showers. Visitors on the next two nights enjoyed a ride on Dropcentre 341.

Food, drinks and entertainment were provided in the depot until 8:30pm when guests moved into a large

marquee to watch the featured movie. The original concept called for the movie to be shown in the depot with the rest of the activities held outside in the open, but the unfavourable weather forecast changed that.

There was a prize of \$1,000 for the best picture taken in the saloon of Combination car 47, which was parked over the inspection pit together with 10-bench car 65.

Almost 800 guests attended over the four nights. Although good feedback has been received about the experience, the rather violent action movie – featuring kung fu and martial arts – was not appreciated by all.



Above and left:

*Guests attending the SBS World Movies section of the Brisbane Asia Pacific Film Festival enjoyed food, drinks and entertainment in the depot from 6:30pm to 8:30pm before adjourning to a marquee to watch the featured movie.*

Peter Hyde



Winners of the \$1000 prize have their photo taken on Dropcentre car 341.

Ian Martin

## TROLLEY WIRE SURVEY: ITS FINDINGS

By Dale Budd and Randall Wilson

### Main findings

The survey included in the August 2014 issue was the first time in its history – over 60 years – that formal feedback has been sought from *Trolley Wire* readers about the magazine and its content. We thank all those who responded to the survey, and value their contribution to shaping and guiding the future of *Trolley Wire*. Readers of the magazine are typically mature in age and are knowledgeable about tramway developments both past and present.

Survey respondents made their views clear: they like *Trolley Wire* in its existing printed form, with the regular inclusion of historical articles, brief coverage in *Here and There* of Australian and overseas developments, and updates from around the nation's tramway museums. Many like the existing four issues a year and, by implication, the magazine's existing length and general layout.

A very high proportion of readers retain their past issues of *Trolley Wire*, and value them to the point that they would be prepared to pay slightly more than the current recommended retail price of \$9.90 (including GST) to ensure the magazine's continued publication. This is useful to know as the cost of producing and mailing *Trolley Wire* to subscribers and museums in Australia and overseas continues to rise.

### A QUESTIONNAIRE FOR TROLLEY WIRE READERS

#### WE WOULD LIKE TO HEAR FROM YOU

*Trolley Wire* is now in its 63rd year of publication. Since its inception it has developed from a few duplicated pages to the full colour publication of today. It has evolved from being a newsletter mainly about the Sydney tram system to a journal with news of tramway museums across Australia. Its coverage of multiple organisations makes it unique, since other publications, in Australia and overseas, are usually devoted to a single museum.

To help us plan the future of the magazine, we are asking readers for feedback about *Trolley Wire*. Which parts of its content do you like best? How could it be improved? And given that like all printed publications it faces increasing costs, particularly for postage, should a shift towards online publication be considered?

You can help us by completing the questionnaire on the following pages. You don't have to answer every question for the responses to be helpful to us. Please leave blank any questions which you feel do not apply to you, or which you do not want to answer. You can complete and return the questionnaire without giving your name, if you prefer.

If you do not want to damage the magazine, you can photocopy these pages, or scan them, or you can find the survey on line at <http://goo.gl/0cckNV>

Please send your completed questionnaire to: *Trolley Wire Survey*, PO Box 103, Sutherland NSW 1499; or email it to the editor: [robert.merchant@bigpond.com](mailto:robert.merchant@bigpond.com); or complete it online.



**THE CONTENT OF TROLLEY WIRE**

PLEASE TELL US ABOUT YOUR INTEREST IN DIFFERENT PARTS OF THE MAGAZINE.

**I find historical articles on Australian tram systems**  
☐ very interesting   ☐ moderately interesting  
☐ not very interesting

**I find articles on tram systems or museums in other countries**  
☐ very interesting   ☐ moderately interesting  
☐ not very interesting

**I find *Here and There* items**  
☐ very interesting   ☐ moderately interesting  
☐ not very interesting

**I find *COTMA* news**  
☐ very interesting   ☐ moderately interesting  
☐ not very interesting

**I find the amount of detail on museum activities generally to be**  
☐ about right   ☐ too much  
☐ too little

**I find news from the museum of which I am a member or a friend**  
☐ very interesting   ☐ moderately interesting  
☐ not very interesting

**I find news from other museums**  
☐ very interesting   ☐ moderately interesting  
☐ not very interesting

Thinking about the possibility of longer/deeper articles on some of the larger museums in Australia and overseas – what works for them, why they have been successful, I would find such articles  
☐ very interesting   ☐ moderately interesting  
☐ not very interesting


A number of Australian trams are running in other countries, in tourist or museum operations. Are you interested in seeing news and pictures of these trams from time to time?  
☐ Yes   ☐ No

Do you have any other suggestions or comments about the content of *Trolley Wire*?  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**PUBLICATION ALTERNATIVES**

As noted above, all printed publications face cost pressures. Many magazines or newspapers are turning to on-line publication, in whole or in part. Please give us your opinions on the following possibilities.

**Keep *Trolley Wire* as it is – a quarterly printed magazine**  
☐ Strongly support   ☐ Don't care  
☐ No, we should look at another option



## The details

Responses were received from 24.5 per cent – almost one quarter – of *Trolley Wire* readers, which makes the survey findings both reliable and useful. (Many major surveys including political opinion polls rely on very much lower response rates, of fractions of one per cent.) Of the 177 respondents, 141 (or 80 per cent) replied in writing, and 36 (or 20 per cent) replied online using the link shown on the survey form.

The survey revealed similarities and some differences between the two groups of respondents. Historical main articles appeal strongly to both groups; this is also true for *Here and There* and the museum news sections. The survey questionnaire explored the possibility of including more news of Australian trams overseas and the inclusion of occasional longer and deeper items on the strategies followed by some of the larger Australian or overseas museums. There was a positive response to both these questions, which provides encouragement for developing articles on these subjects in the future.

Some differences emerged between the responses received in writing and those received online. As expected, online respondents were more likely to own a computer, use email and browse the Internet. They were also more likely to read tramway publications online. This could be especially true for younger readers.

Both the printed and online versions of the survey form provided space for respondents to include comments and suggestions about the future of *Trolley Wire*. A considerable number of respondents used these sections to convey their views on the magazine at greater length. Key points from this part of the survey are summarised in following paragraphs.

A very small number proposed that *Trolley Wire* could be enlarged to A4 size, or that it could be increased in length, with the possible inclusion of advertising of books, magazines and DVDs on tramway topics. A greater number – about one person in five – proposed varying the number of pages allocated in each issue for the main article, the news contained in *Here and There*, and for museum news. However there was no consensus on these topics, which suggests that the existing balance between the magazine's three broad categories is likely to remain.

While a very high proportion of survey respondents were satisfied with *Trolley Wire* in its present form, many of those who amplified their views in writing offered suggestions that they believed would add to the quality and appeal of the magazine. They commented that more main articles should focus on cities other than Sydney; and historical items would be enhanced by the inclusion of more maps, diagrams and photographs. There was also support for occasional longer coverage of more specialised subjects such as tram restoration projects, including greater recognition of the contributions made by skilled tradespeople.

Museum news could be improved by more concise reporting that gives prominence to important developments. Attempts should also be made to reduce overlaps between the news disseminated by individual museums and the coverage given to the same organisations in *Trolley Wire*. Several respondents thought that consideration could be given to presenting some museum news in an electronic form. One respondent made the very sensible request for *Trolley Wire* to include more and better information on how to find and visit Australia's tramway museums when travelling around the country.

Although the survey information has now been compiled, the editor always welcomes views from readers about *Trolley Wire* and the articles it contains. Please contact him at [robert.merchant@bigpond.com](mailto:robert.merchant@bigpond.com).





*The Sydney Tramway Museum's Sydney R class 1740 has completed its repaint into pre-war green and cream and sits on the depot fan for its official portrait.*

Martin Pinches



*A slight breeze ripples the water of the pond at the triangle, breaking up the reflection of SW2 426, a former Melbourne tram operated by the Perth Electric Tramway Society.*

Samuel McGuinness