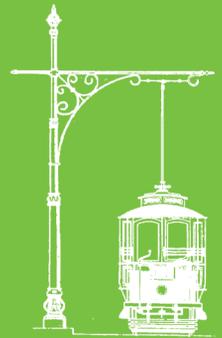


TROLLEY WIRE

No. 338

AUGUST 2014



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In this issue

- St Kilda-Brighton Trams
- Newcastle Trams Remembered
- Sydney's AEC Matador Recovery Vehicle

TROLLEY WIRE

AUSTRALIA'S TRAMWAY MUSEUM
MAGAZINE

AUGUST 2014

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Front Cover:

Arrivals and departures at Broadbeach South around 1:40pm on 20 July, the opening day of the Gold Coast light rail line. Car 09 has cleared the crossover and is heading north while car 06 is about to move towards the station.

Matthew Geier



The Sydney Tramway Museum's overhead team installed a prototype overhead pull-off on the Royal National Park line on 18 June. The crew are placing their equipment on overhead line car 99u before returning to the museum.

Martin Pinches

This article originally appeared in the weekly *Electrical Record*, Vol. XII, No. 389 of May 9, 1906.

ST. KILDA-BRIGHTON TRAMS (VICTORIA) RUNNING COMMENCED

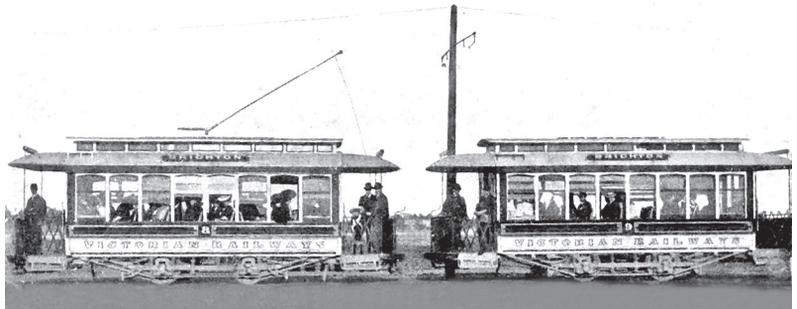
The first electric traction scheme of the Victorian Government – a tram service between St. Kilda and Brighton, two of the chief seaside suburbs of the metropolis – has been completed, the service being in full operation for public traffic ran Monday last [7 May 1906]. There was an official trial run on 30th April, when everything passed off most satisfactorily. The Government did not deem it necessary to hold a formal opening ceremony, but the Brighton council welcomed the inauguration of the system by entertaining the Premier, other members of the Ministry, the Railway Commissioners, mayor and councillors of St. Kilda, and many prominent professional and scientific gentlemen at the Brighton Yacht Club rooms on Saturday last [5 May 1906]. Bunting was freely displayed and there was much rejoicing at the completion of the service, the hope being expressed that at some future time the line would be further extended for several miles along the shore of Port Phillip Bay.

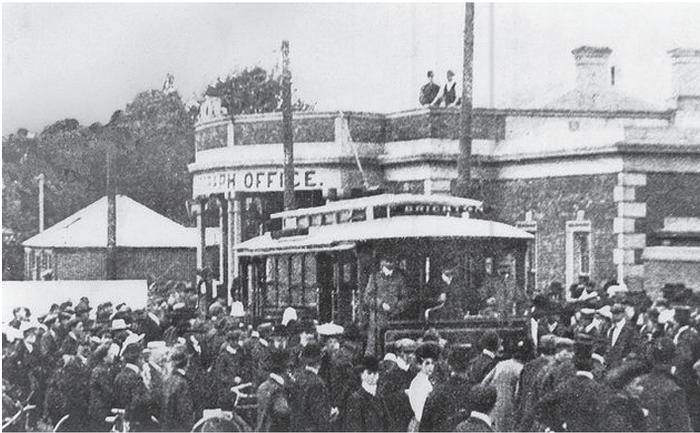
The want of some popular system of traction for the distribution of excursionists amongst the pretty spots skirting Port Phillip Bay, from the St. Kilda Esplanade to Brighton, had been the theme of the local municipalities for some years, amongst those taking a prominent part in its advocacy (sic) being the Premier (Hon. T. Bent), who is a member of the Brighton council. It was recognised that a vast area of country, between the municipalities mentioned above, and possessing many interesting features, was comparatively unknown to a large section of the community, and it only required the proper means of conveyance for the public to enjoy the surroundings. So sanguine were the municipalities of the probable success of the scheme that they urged the Government to undertake the construction of an electric tram

service, agreeing at the same time to contribute certain large amounts annually of the interest on the capital expenditure of the work. The Premier brought the question before Parliament, and the necessary Act was passed for the expenditure of £19,500 for the construction of the line. The distance of the proposed route as embodied in the Act was from the Village Belle Hotel, the end of the present cable tram service at the St. Kilda Esplanade, and Grosvenor-street which would only cover a distance of three miles, but after further consideration, the scheme was enlarged, and the amount of expenditure was supplemented by £8000 for the purchase of rolling stock. Having thus paved the way for a forward move, Mr. F. E. Bradford, electrical engineer, who has been prominently connected with electrical matters in Australia, and in connection with the proposed question of the electrification of the steam suburban railways, was asked in March, 1905, to prepare plans and specifications for the undertaking. He commenced his mission on the 1st April, and tenders were invited on the 15th April. Time – three months – was given to allow of the plans, etc., being forwarded to England and America, and after considerable negotiations, tenders were accepted about September, 1905. The ceremony of turning the first sod was performed by the Mayor of St. Kilda, who subsequently entertained the visitors; the first material was delivered on the ground early in October, and the first rail laid on the 19th October, the three first spikes being driven by the Premier, Treasurer, and Minister for Railways (Hon. T. Bent), and the Mayors of St. Kilda and Brighton. The site of this ceremony was

Victorian Railways No. 8 motor car and No. 9 trailer at Shelley Street.

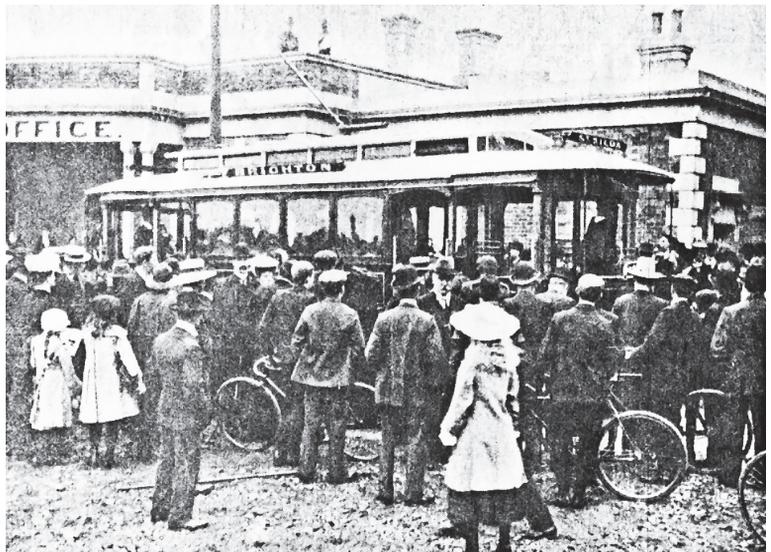
Postcard – R.I. Merchant Collection





This image was described as a trial run, but it is another view of the first car on the opening day of the tramway.

Electrical Record



The first car about to leave St Kilda station on the opening day 5 May 1906. The men on the roof of the station would have had an excellent view of the scene below.

Weston Bates Collection

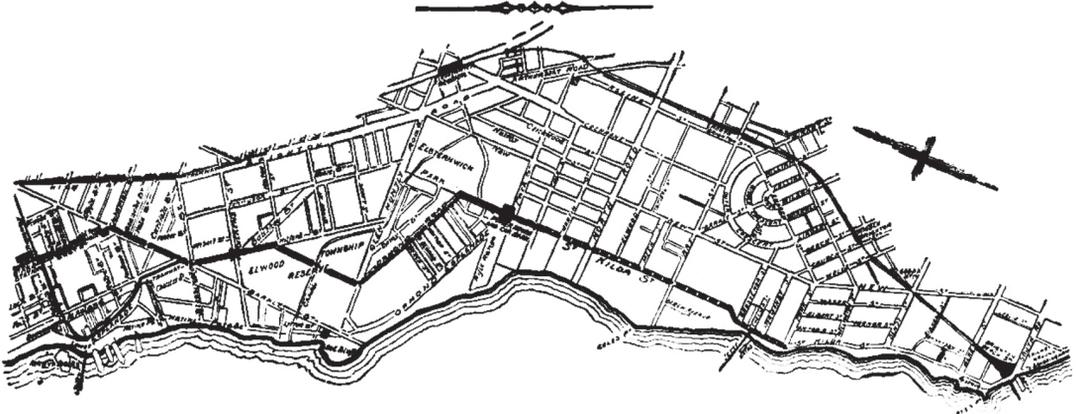
the corner of Ormond-road. Taking into consideration that the manufacturers for the material delayed the work between two and three months by late deliveries, the line would have been in operation at the beginning of March last. The work has been carried out by day labour. The line does not differ materially from similar lines in other parts of Australia. The overhead trolley system is employed, and the principal features are the strength of the permanent way, which will require comparatively little expenditure in its annual maintenance, the construction of the cars, many important improvements having been introduced, and that the power-house and car barn have been constructed on lines which are more useful than ornamental.

Referring to the latter at the banquet on Saturday, Mr. T. Tait, chairman of the Railway Commissioners stated that in this country too much money was being expended in bricks in mortar, and he would like to see

less money spent in elaborate buildings for housing machinery. The present galvanised iron building was substantial and most suitable for the purpose.

The tramway runs practically north and south. The starting point is the St. Kilda railway station. Here the line runs at the back of the station to a blind end, the object being that should the Government decide to electrify the St. Kilda steam railway service, the matter of connecting the two lines will be a comparatively easy task. On leaving the St. Kilda railway station, the route is up Grey-street to Barkly-street, along the latter street to Mitford-street, whence it goes through the Elwood Reserve to Ormond-road, to St. Kilda-street, and straight on to Park-street, Middle Brighton, which is the present terminus. This is the southern end of the line, and it is proposed to erect necessary shelter buildings. The average distance of the tramway from the beach is only a quarter of a mile. The total distance

ST. KILDA TO BRIGHTON ELECTRIC TRAMWAY.



The track is shown by the heavy dotted line, starting at the St. Kilda station, and finishing at the corner of Park-street and St. Kilda-street, Brighton.

A map of the tramway. The track is shown by the heavy dotted line, starting at the St. Kilda station, and finishing at the corner of Park-street and St. Kilda-street, Brighton.
The Age, 28 April 1906, page 7

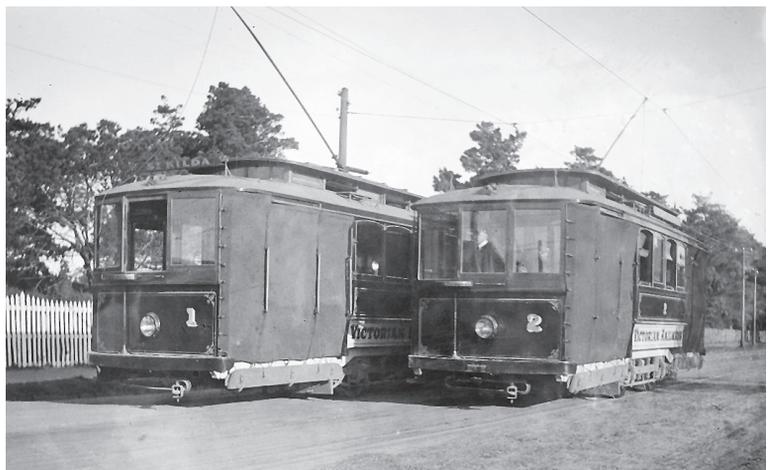
of the line, is 4 1/5 miles, and the cost is expected to reach £8000 a mile, which, considering the heavy character of the work, is a fair figure. The track is a single one, with loops about every mile. The line is fairly level, the worst gradient being in Grey-street, which is about 1 in 22. The curves in the streets are few, and offer no trouble in surmounting. The curves and loops are of the transition type, the loops being super-elevated 2½ inches, so that the cars from the southern terminus cannot help "making" the curves.

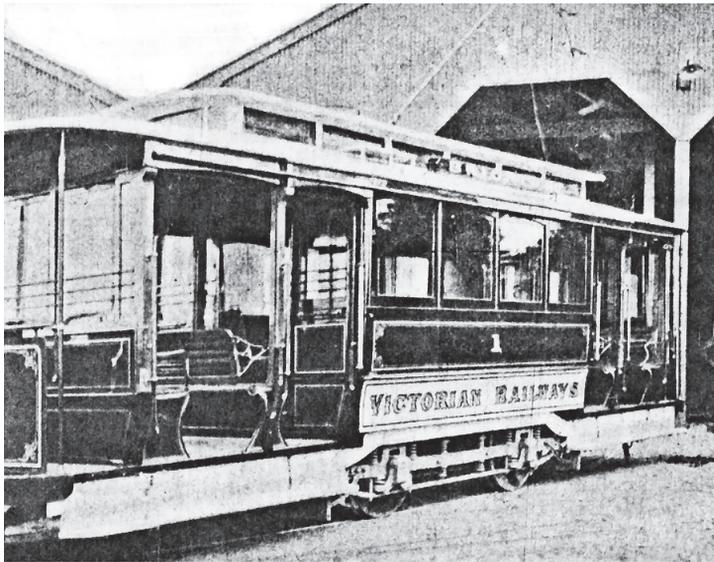
The track is one of the heaviest constructed in the Australian States. The rails are of a substantial character, and weigh 92lb. to the yard. They are of the grooved girder type, being 1 3/16 inches wide, and

grooved 1 1/16 inches. The construction is of ballast and sleeper. Four inches of ballast is solidly rolled under the sleepers, and the latter, which comprise iron bark and grey box, are 10 inches by 5 inches, and 8 feet 6 inches long. The track is double bonded at every joint with three knot bonds round the fish plate, the bonds being of the Australian General Electric core-type. Cross-bonding has been introduced at every 80 feet. The space between the sleepers is 2 feet 6 inches (centre to centre), and is filled with blue metal, the surface being smoothed, tarred and rolled. The gauge of the line is 5 feet 3 inches, the same as the suburban railway lines, (the size being selected with a view to the probable conversion of the steam service to electric traction).

Victorian Railways trams 1 and 2 with the weather blinds pulled down.

State Library of Victoria





A combination car of the type to be used on all the government lines.

Electrical Record

The poles conveying the overhead material are of wood – iron-bark and grey box – and are 29 feet long, 6 feet being in the ground. They are dressed hexagonal at the base, the remainder being round, and are pointed dark green, in order that they should be as unobtrusive as possible. The poles are 110 feet apart, capped with steel and metal to prevent water from getting into the top. All the anchor and pull-off poles are set in concrete.

The overhead material consists of two trolley wires in three sections, the fittings being of the Australian General Electric type. One feeder copper wire of 300,000 mils runs from the power-station (which is situated at three-parts of the distance of the whole track) to the St. Kilda railway station, this being necessary on account of the grades and curves at this section of the line. The height of the trolley wire from

the rails is 18 feet. The span wire construction is used from the St. Kilda railway station to the Elwood Reserve, where the track is too wide for that kind of construction, so centre poles, with side arms, are used. The line is divided into two sections, one extending from the powerhouse to St. Kilda railway station, and the other from the power-house to the southern terminus. Throughout the line has been constructed with a view to carrying out a double track at some future time.

The power-house and car-barn, conjoined, are close to Park-street, and consist of a galvanised iron building. The power-station itself is 25 x 70 feet. It contains two direct connected units at 100 kilowatt capacity each. They are of the Belliss and Morcom type, and are coupled to generators of the Australian General



Car No. 2 in the depot with its crew about 1905. Unknown

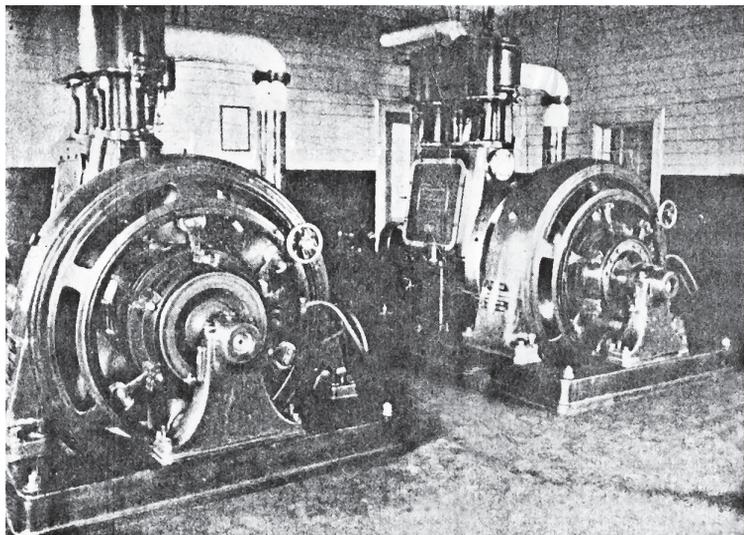
Electric Company. Until the traffic warrants it only one of the generators will be in use, but they will be given turn about. The buffer storage batteries are of 182 amperes capacity, at the one-hour rate, and were supplied by the A.F.A., of Berlin, represented in Australia by Messrs. Noyes Bros. The batteries are worked in conjunction with the automatic reversible booster of the Westinghouse type. The switchboard is an ornate piece of work and is of polished black slate, supplied by the General Electric Co. It is arranged for two generators, battery and booster, and two feeder circuits, and the copper fittings give it a bold appearance.

The boiler house contains two of Babcock and Wilcox boilers, each having a capacity of 4000 lb. of steam power. It is proposed to keep one in use, and hold the other in reserve. The boilers are hand-fired. The pumps are in duplicate of the Weir vertical type. The feed is heated by a Babcock and Wilcox feeder, and the storage tanks are for a six hours' water supply.

Everything about the power-station is most compact, and the boilers, engines, and batteries have been arranged in the smallest space compatible with efficiency. Office accommodation, repair shops, and rooms for employees are provided in the car shed.

A chief feature of the whole undertaking is the cars, and it is considered they are of the best type in Australia, and, in fact, in any part of the world. They were designed by Mr. Bradford, who having whetted his knowledge in other places, [and concluded] that the steps in use were unusually high, and caused considerable inconvenience to passengers, set about to design a car not having this imperfection. He has been singularly successful, for the cars, in addition to being

handsome, are roomy and comfortable. The cars, which are of the combination type, were built by the J. G. Brill Co., Philadelphia, and were imported into Australia in sections. The first two arrived in a forward state of completion, and the others were sent out in the rough, and made up at the Railway Department's Newport workshops. The length is 30 feet, and the width 8 feet 1 inches over all, making them very roomy. There is an open compartment at either end, capable of accommodating 10 passengers, making 20 in all, and in the closed or central compartment, provision is made for 16 passengers, making a total of 36. Ample room, however, may be found for 70 passengers. All the seats are reversible, and transverse instead of being longitudinal, as in the cable trams. The seats in the central aisle are of a very fine description, and consist of finely woven "rattan," or cane, with polished brass equipments. There are spring cushions. The open compartments are for smokers, and in bad weather they may be closed in by drawing leather water-proof blinds. The height of the "step up" is important. It is 12 inches from the ground to the first step, 13 inches to the platform, which contains the open compartments, and 7 inches to the floor of the central part of the car. The centre doors are so arranged that the pulling of one section causes both sides to open. The side windows are 2 feet 6 inches high by 3 feet wide. They slide into the side of the car, and thus make it a practically open conveyance for the summer. The bulk head has been so arranged by the introduction of a window as to separate the passengers from the motor-man. The painting has been excellently carried out. The interior and exterior are handsomely decorated in permanent Tuscan red, with gold leaf



In the substation – generators coupled to direct connecting units of 100 kW capacity each.

Electrical Record

strips. The trucks are painted yellow, the roof white, and the steps and floors lead colour. The side panels are in white, on which is painted "Victorian Railways." At night the cars should present a sparkling appearance, for there are nine 16 candle-power lamps in the interior of the car, and a brilliant head light.

The line, as previously stated, was opened for traffic on Monday last. The through trip is to take 24 minutes, and there are to be 10-minute services. The time-table has been arranged to dove-tail with the running of the steam railway from Melbourne to St. Kilda. The following is the official schedule with the service:-

Sections. – 1st section, St. Kilda station to Dickens-street; 2nd section, Dickens-street to Elwood-street; 3rd section, Elwood-street to Park-street (Elsternwick); 4th section, Park-street to Brighton.

Local Rates. – Any one section, adults 1d., children under 12 1d.; any two adjoining sections, adults 2d., children under 12 1d.; through fare, adults 3d., children under 12 2d.; packets of through fare tickets 12 for 2s. 6d. Combined fares between Flinders-street station and first section: Packets of 12 for 3s. Between Flinders-street station and second section: Adults, single 4d., return 8d.; children under 12, single 2d., return 4d. Between Flinders-street station and third and fourth sections: Adults, single 5d., return 10d.; children under 12, single 3d., return 5d. Two children under 12 may travel on one of these tickets. Fares must be paid for all children occupying seats, and only one child under the age of three years with any one adult passenger will be carried free if sitting on the passenger's lap. All cash fare tickets are available on the day of issue, and local cash fare tickets are good only on the electric cars on which they are issued.

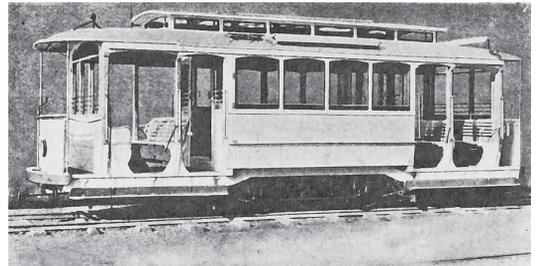
Tickets between Flinders-street and the first section are sold on the electric cars, but other combined tickets are sold at Flinders-street railway station, as well as on the cars. No periodical tickets will be issued on the electric railway, and the tickets will not be interchangeable between this and the Brighton railway line.

The whole of the work has been carried out under the supervision of Mr. Bradford, who has been appointed by the Railway Commissioners to manage the line. He will have as assistant Mr. Massey, of the Railway Department.

Editor's note:

On the morning of 7 March 1907, a fire destroyed the car shed and offices and the seventeen trams.

Newport Workshops were ordered to operate day and night on the building of fourteen replacement tramcars, almost identical to the originals and all were in service by the end of July 1907. They comprised seven California combination cars again numbered 1 to 7, and seven toastrack trailers, Nos. 8 to 14. It is likely that a number of the pictures illustrating this article are of the second series replacement vehicles.



*A builder's photo of a Victorian Railways combination car 'in the white'.
J.G. Brill Co.*



Combination car No. 6 outside the depot.

Public Record Office Victoria

NEWCASTLE TRAMS REMEMBERED

Photos by Noel F. Reed

It is 64 years since the last tram ran in Newcastle, but this unusual system continues to be of enduring interest. The route length of electric lines was just 38 kilometres, and it was operated by 98 trams of a single type. Two lines ran with electric traction for only 12 years. However its extensive stretches of private right-of-way, some short parts of which were shared with colliery railways, gave the Newcastle tram system a character of its own.

If the NSW Government's plans come to fruition, trams will again run in Newcastle. In the meantime, here are some photographs by Noel Reed which recall the last few months of the former system as it was closed down line by line.

The conductor uses a point hook to change the facing points so that car 190 can take the curve into Darby Street on its way to Merewether Beach on 26 December 1949. The city substation, which was brought into use in 1925 and housed two 1000kW rotary converters, is in the background.



L/P 374 is outward bound along Union Street at Tooke Street on the Glebe line.



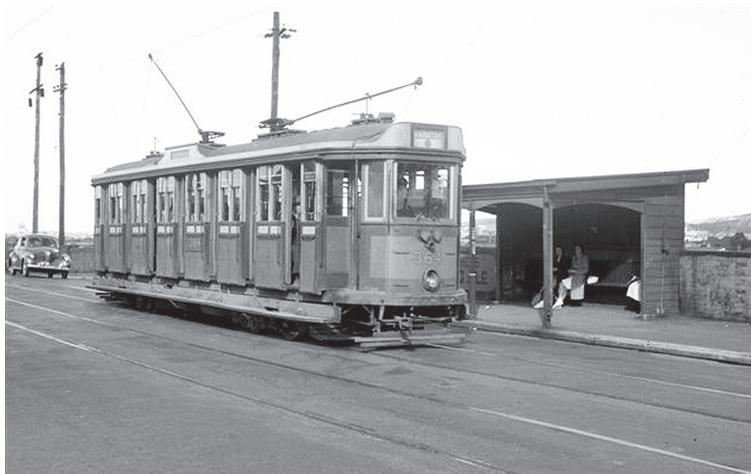
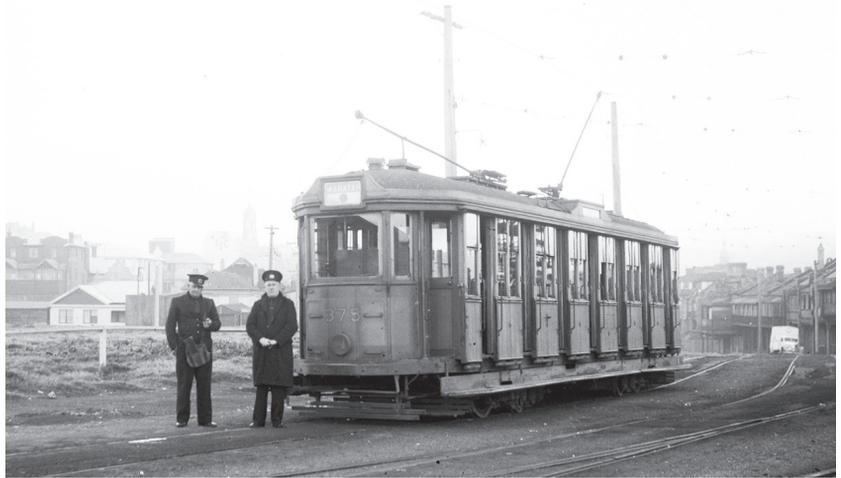
On 15 April 1950 car 377 and another car crosses 317 in Bruncker Road on the Adamstown line.

A coupled set, with L/P 345 leading and displaying the old Wallsend and Plattsburg destination sign, approaches Jesmond on the private right-of-way between Wallsend and Lambton. A part of the original steam tram line, this section through open country retained its interurban style until the end of tram services to Wallsend on 6 November 1949.



The assistant conductor on No. 376 standing at the stop in Nelson Street at Roberts Street, Wallsend signals all clear of intending passengers to the conductor in charge on the rear car who can then pull the bell cord to signal the driver to leave for Newcastle when the man behind him has boarded.

The crew of L/P 375 wait for departure time at Parnell Place on a cool misty morning on the last day of service, 10 June 1950.



Outward bound for Waratah, car 364 pauses at the waiting shed on the railway overbridge at Broadmeadow on 10 June 1950.

Final coupling at Gordon Avenue Depot Junction. L/Ps 177 and 147 formed the final 'picture show tram' on 10 June 1950. These services carried movie-goers from Newcastle city cinemas to outlying suburbs. The fellow hammering in the jumper cables was possibly the shed driver.





The last time trams will cross in Newcastle. Trams 177 and 147 cross 145 and another car at the Tighe Street loop in High Street on 10 June 1950.

The last tram at Waratah. A mixed crowd assembles in front of car 147 shortly before departure at 1.19am on 11 July 1950 from Waratah terminus for Telford Street, Newcastle. It will then run to the depot to become the last tram to carry passengers on the system. Two AETA members (later SPER members), Arthur Perry and Ken Winney, can be seen in this view. The lady gazing skyward is watching the progress of a large firework rocket.



No trams are moving at Hamilton Depot on the morning after the closure. The last tram stands in the yard where it was stabled after arriving from Newcastle. Cars L/P 145, C breakdown 126s and L/P 284 can be seen at the entrance to depot roads 2, 3 and 4.

THE AEC MATADOR RECOVERY VEHICLE OF THE SYDNEY TRAMWAY MUSEUM

Martin Pinches

The Sydney Tramway Museum's AEC recovery vehicle has been returned to service after a long absence. The vehicle was tested and re-registered in June and is now back to earning its keep. The first task undertaken, on 4 June, was the towing of 100 metres of rail weighing six tonnes – a job that was done with apparent ease.

History

Six AEC Matador recovery vehicles were purchased second-hand by the NSW Department of Government Transport in the early 1950s with a further unit being acquired in 1960. These vehicles were primarily purchased to retrieve defective or damaged buses but were also used to haul the 'Lizard' trailer that transported trams between the isolated North Sydney lines and the main system. Information about the Matadors was given in the November 2004 issue of *Trolley Wire*.

The Museum's Matador, from Brookvale bus depot, was originally registered as CT 082. Sometime after its withdrawal from government use it was privately purchased from Ruttly's Bus Service in the Wollongong area and then donated to the Sydney Tramway Museum. The vehicle arrived at Loftus on 7 August 1982, and after some bodywork attention and painting was quickly put to work. Its first job was to blaze a track through thick bush from near Sutherland towards Pitt Street, until it reached the other side of an area of scrub. It was felt advisable to abandon this method of trail blazing when visibility was reduced to a matter of centimetres!

The Matador was soon used to assist with the installation of trackwork on the Museum's new site, then being developed adjacent to Loftus station. It proved invaluable being the only mechanical equipment available for the project in the early stages.

Between 1982 and 1989, with the impending opening of the museum at the new site, all the trams had to be transferred from the National Park depot. This was achieved with an intermittent series of moves, with the Matador proving invaluable. After transfer by hired truck and trailer the trams were towed off the trailer via an unloading ramp, thus saving many dollars in crane hire.

Matador taken out of service

In mid-2010 the Matador suffered a serious engine failure and was placed in the workshop for repair. The engine was removed from the vehicle by Craig and Bill Parkinson with assistance from other members. Removal of a Matador engine is a very difficult procedure with the front end of the vehicle having to be removed first. With the engine stripped down the damage could be investigated and very quickly it was found to be extensive. Number six piston had failed and badly damaged the cylinder bore. With the engine removed the opportunity was taken to steam clean the engine bay and the underneath of the vehicle. The museum's lifting jacks were used to facilitate this work.

The Matador pulls N car 728 off the trailer which brought it across the highway from the Museum's old site on 2 December 1988.

Norman Chinn





Bill and Craig reinstall the bumper bar on 22 February after the installation of the replacement engine. The bumper is made from three old tramcar axles.

Martin Pinches

Parts for these vintage vehicles are not easily obtained so a search began for a replacement engine. Eventually an engine was located at Wellington, in the Central West of NSW and was purchased and transferred to Loftus. Unfortunately this engine also had serious problems and the decision was made to search further for a unit in better condition.

Investigations went far afield, with contact being made with the AEC Society in the United Kingdom. After some promising indications it was found that an engine that could possibly have been obtained was also found to have considerable damage.

Eventually a Matador vehicle was located on the North Coast of NSW at Mount George near Wingham. After successful negotiations were undertaken with the owner, now the late Mr Joe Fogarty, the engine,

gearbox, transfer case, winch and rear hubs and axles were acquired for the total sum of \$2000. Craig Parkinson then made a visit to Mount George and returned all the items to Loftus where work commenced on preparing the replacement engine for fitting to the Matador. This was accomplished in May 2014 but the story did not end there, with further problems being found. Just when it seemed that the work was nearly complete it was discovered that bearings on the output shaft of the rear differential were seriously worn due to a misfitted cover plate blocking an oil hole to lubricate these bearings. The bearings were replaced and a new seal fabricated. Repairs also had to be made to the fuel tank that required it to be removed from the vehicle. These repairs have been completed and the fuel tank has been re-installed. As recorded at the start of this report, the Matador is again proving its worth.

The Matador tows the length of rail on 4 June with R1 2001 alongside.

Martin Pinches



DETAILS IN A PHOTOGRAPH

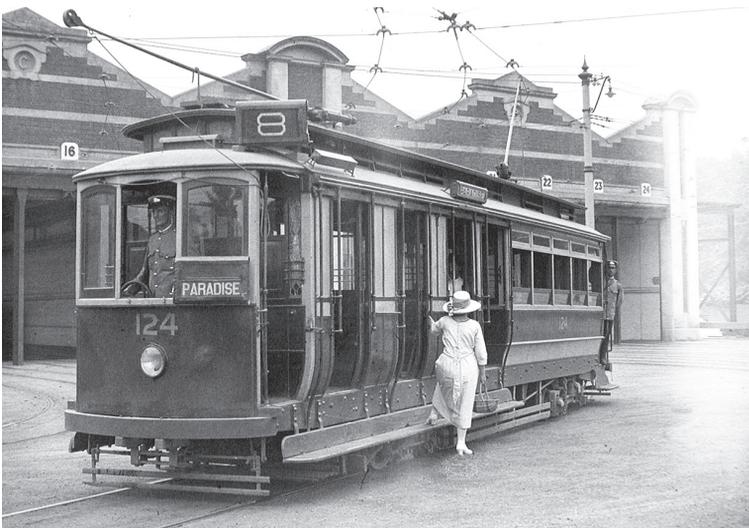
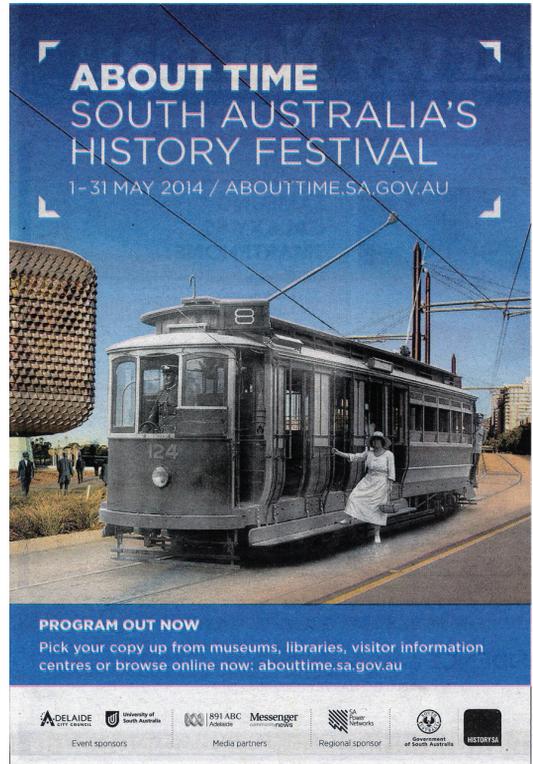
John Radcliffe

The History Trust of South Australia, now operating as History SA has for several years been holding 'History Month' with encouragement for all the state's museums to mount special displays and events. The catalogue of events for 2014 featured a cover with Adelaide D type tram 124. The artist has skillfully redrawn the background to represent current day King William Street. The left foreground includes an image of Adelaide's new SA Health and Medical Research Institute, although it looks like an old-fashioned radio station microphone, with several 'bushies' being added for good measure. The drawing is somewhat spoiled by creating an artist's licence trolley pole on the front pole-base, but unfortunately trailing to the rear when the rear trolley pole is already up.

The picture has an interesting history, being one of three taken in the 1920s. The first, used on the catalogue cover, shows how a lady in a long skirt should alight from a tram facing forward; the second, demonstrating that the pictures were taken on the depot fan at Hackney, shows the lady alighting facing the rear. The third shows the consequences – the 'passenger' sprawled on the ground.

A close examination of the picture also shows at the right rear the jinker trailer used to convey trams between the Hackney and Port Adelaide depots. The frame above the jinker which may have been used to lift the trams. The solid-wheeled unsprung trailer was

towed at very slow speed by a lorry, being last used in 1937 to return the Port Adelaide trams to Hackney when the Port system closed.

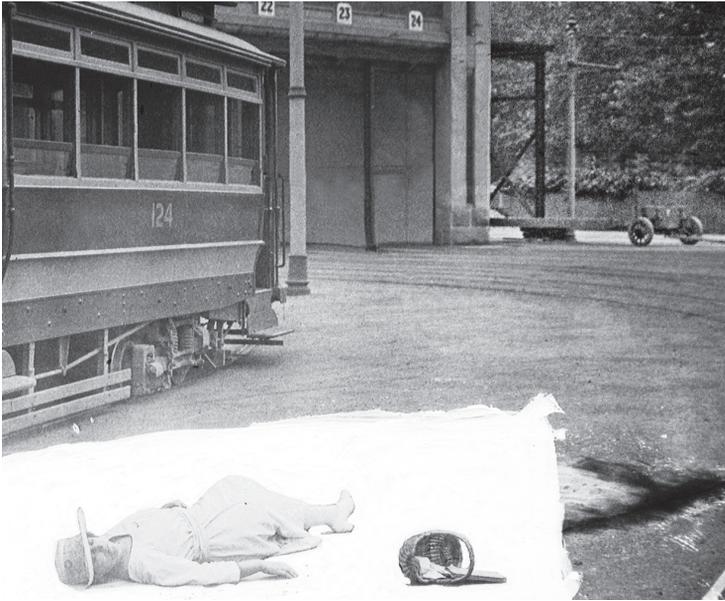


The cover of About Time, published by History SA.

History SA

Passenger alighting from D type car 124 in Hackney Depot.

Metropolitan Tramways Trust

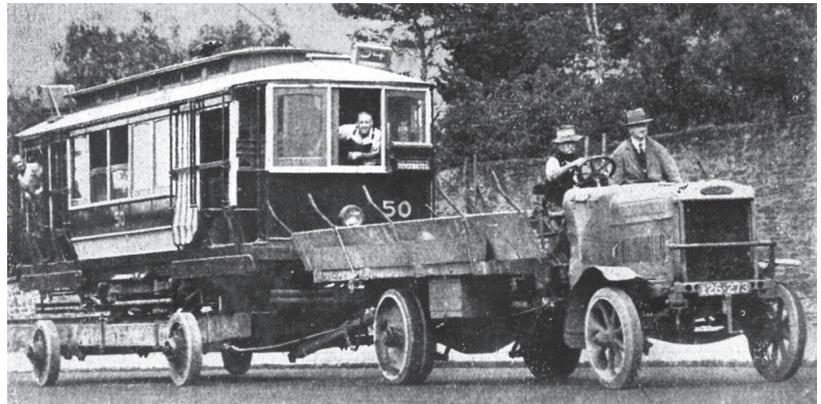


Luckless 'passenger' after falling from tram. The tram-carrying jinker is in the background.

Metropolitan Tramways Trust

A-1 type car returning to Hackney, January 1927.

The Chronicle



From the *Berrima District Press*, 19 November 1898:

TRAM ACCIDENTS

This week by the way a lady got damages to the tune of £50 against the Railway Commissioners from injuries received when alighting from a tram at Phillip-street. Accidents of course will happen, but in this case it seemed to be carelessness on the part of the guard, similar to that which one often notices when the whistle is blown as a signal to start again before a portly woman with a baby and parasol and other impedimenta has a chance to set firm foot on the roadway. By the way it is an object lesson, how not to do it, to see some women leave a tram. One would think from the way in which boys generally sling themselves in and out of the cars everyone

would know that you should alight with face towards the motor, head thrown back, and the outside leg flung forward ready for action. This is the only safe way to do it, for it is beyond all human calculation as to just when a tram will stop or start again – they are most erratic in their movements. But the average middle-aged woman always clutches the handle of the door with her wrong hand. swings around with her back to the motor, clutches with the free hand at a parcel or umbrella left on the seat, and if she is not tumbled out by the starting of the tram backs off into the roadway, taking her chance of being run over by a passing cab.

HERE AND THERE

AUSTRALIAN AND OVERSEAS NEWS

Gold Coast light rail opens

Over 80,000 people travelled on the opening day of the Gold Coast's G:link light rail system. It was a day of free travel on 20 July with the first tram departing at 5:00am from Broadbeach South with driver Giles Twemlow at the controls. It arrived at Gold Coast University Hospital at 5:35am, two minutes ahead of schedule. Each person aboard the tram received a commemorative ticket.

Queensland's Transport Minister, Scott Emerson, and Gold Coast Mayor, Tom Tate, cut the ribbon at University Hospital station at around 9:45am to officially launch the new light rail line. GoldlinkQ CEO Phil Mumford said that extra services were commissioned for the day to deal with the larger than usual crowds.

After the opening the official party travelled in car 01 from University Hospital to Broadbeach South.

By 11:30am thousands of prospective first-day tram passengers arrived at the Gold Coast with queues reported to be extremely long, many of more than several hundred metres. Broadbeach South and Cavill Avenue were the busiest stations with constant streams of people arriving to try to find a place on the G:link. By 1:00pm tram enthusiasts were reporting waits of up to 1½ hours at Broadbeach station.

Hundreds of day-trippers from northern NSW, Brisbane, the Sunshine Coast and even Sydney joined locals and tourists in supporting the tram's opening day.

During the 19 hours of operation (5:00am to midnight), 13 of the 14 trams in the fleet made 205 trips over a distance of 2768km.

On Monday 21 July, Gold Coast commuters defied expectations and took to the \$1.2 billion line in droves on its first day of regular operation. It was standing room only on several trams during the day.



Reduced size replicas of the opening banner were handed to passengers travelling on car 01 carrying the VIPs after the opening ceremony.

Matthew Geier

The crowd on the platform at Gold Coast University Hospital at 9:50am.

Matthew Geier





The route sign at Queen Street station. Graeme Ball

A patient crowd waits at Queen Street station for a chance to ride the new service. Car 13 in the background is northbound and few boarded or alighted. The crowd were waiting to ride the length of the line to Broadbeach South.

Stephen Lindburg




Both sides of the commemorative ticket issued to riders on the first tram.

Tim Boxsell

By 10:30am the trams were carrying heavy loads. The heavy loading continued all day. Matthew Geier

Car 06 waits for departing car 09 to clear the platform road at Broadbeach South around 1:40pm.

Matthew Geier



People board car 02 at Broadbeach South in mid-afternoon. The queue extended in zig-zag fashion for many hundreds of metres.

Stephen Lindburg

One of the busiest stations was Cavill Avenue. Here cars 05 and 11 try to cope with the constant stream of people arriving to take a ride on the G:link.

Matthew Geier





Sydney light rail 2112 outbound at Haymarket on its first day in revenue service, 24 July 2014. Richard Jones

Sydney light rail

Three of the new CAF Urbos 3 light rail vehicles have now entered service. The first, car 2112, began revenue operation on 24 July with 2114 following on 25 July and 2115 on 26 July.

The NSW Government has invested \$38 million on 12 new trams for the line to Dulwich Hill. Since the extension from Lilyfield to Dulwich Hill opened, more than 200,000 extra trips have been made on the line. There have been a total of 1.5 million customer trips, an increase of more than 15 per cent compared with the same period in 2013.

As more of the new trams enter service over the coming year, the four leased units acquired for the opening of the extension will be returned to Spain.

Progress on Canberra light rail

Planning and development work is continuing on Canberra's first light rail line, being marketed as Capital Metro. The 12 kilometre route extends from the city centre to the northern area of Gungahlin.

The ACT Government's budget at the beginning of June allocated \$21.3 million for further development of the project. Late in June an information centre was opened adjacent to the bus interchange heart in Civic. The first utility investigations along the route were undertaken in July, involving excavation and topographical surveys.

At the end of July the Government announced that it is planning to redevelop land along Northbourne Avenue, currently occupied by the public housing



An artist's rendition of trams at the future Civic terminus in Canberra, in Northbourne Avenue at Alinga Street.

Capital Metro

complexes known as the Northbourne Flats. This is the main entry into Canberra and will form the southern part of the initial light rail route. Commercial and residential growth along this strip will support, and be supported by, the light rail line.

Looking beyond the first route, the Government is preparing a light rail master plan for Canberra. A team of consultants to undertake the study was announced in April, and a draft master plan is to be completed by the end of 2014.

Information on the initial City to Gungahlin project is available at capitalmetro.act.gov.au

Capacity boost for Melbourne's tram system

Yarra Trams announced that capacity on several routes would be boosted with a number of significant timetable changes that came into effect on Sunday 27 July 2014.

The new simpler timetable will increase service frequencies and add capacity to routes that run through the city and inner-city growth areas.

From 27 July route 11 became a full-time route, thereby increasing capacity between Southern Cross Station and Docklands by 103,000 extra passengers per week. A new full-time route 12 has been created between St Kilda and Victoria Gardens, Richmond. This will increase capacity between St Vincents Plaza and Victoria Gardens by 90,000 extra passengers per week. With route 109, it will provide a three-minute frequency during peak periods between Richmond and Whiteman Street, South Melbourne.

Route 78 has become a full-time service from North Richmond to Prahran. Route 79 will no longer run at nights and on weekends. To make it as simple as possible to catch a tram and know where it will go, part-time routes 24, 31, 79 and 95 have been abolished.

With the new timetable, passengers travelling between Southern Cross Station and Docklands have service frequencies of three minutes during peak periods and five minutes between peak times.

Frequency adjustments on Collins Street give passengers a simpler and more consistent service, with trams arriving every minute and a half during peak periods.

As a result of the changes, an extra 45,000 passengers per week will be able to travel on Collins Street between Spring and Spencer streets, a major business and retail corridor. Overall the new tram timetable adds 471 trips per week or additional capacity of 34,000 passengers per week.

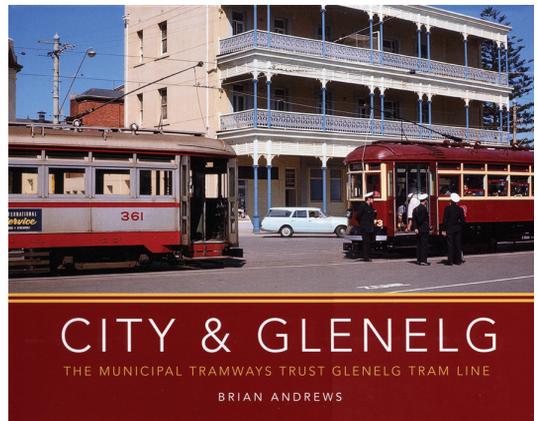
Timetables on the Melbourne network are reviewed twice a year. In January 2014 a number of extra services were added to Docklands, including redirecting route 75 along Harbour Esplanade.

An aspect of the new timetable that was not announced was the end of the running of W series trams on route 78. These cars now run only on the City Circle and on route 30 along La Trobe Street.

Book Review

City & Glenelg - The Municipal Tramways Trust Glenelg Tram Line by Brian Andrews

On Sunday 25 May 2014, this beautifully illustrated book was launched by the last General Manager of the MTT (1965-1975) and first Chief Executive of the State Transport Authority, Mr Frank Harris at a reception at the Jetty Hotel, Glenelg.



Guests were invited to assemble at Glengowrie depot to inspect H type car 351, and then to travel in it to Moseley Square where it laid up for the event. Among the guests were several other former MTT identities including Public Relations Officer Don Looker (aged 90), Chief Storekeeper Arthur Porter (aged 93) who had arrived at Glengowrie in a new car he had purchased the previous day, and City Depot Senior Officer and later Bus Operations Manager Syd Crocker, all of whom had been supportive in various ways of the establishment of the Tramway Museum at St Kilda fifty years earlier. Speakers at the event included the author, Brian Andrews, Trevor Triplow who assisted with much of the artwork, and Full Parallel Productions publisher Richard Gilbert.

The book was dedicated to the late Blair Howell, Foreman at City Depot in the 1970s and 1980s. His wife and son Blair were at the launch. Numerous members of the tramway and railway fraternity also accepted invitations to the launch.

The hardback book is in landscape format (305 mm x 240 mm) and is lavishly filled with beautifully scanned illustrations. After an introductory chapter on the preceding steam hauled railways and William Goodman's unrealised 1909 electrification proposals, there are many pictures from the early days of the late 1920s conversion period, strengthened by numerous additional views, many taken in the 'silver and carnation red' era of the 1960s. The detailed text ends at the end of the MTT era in 1975 but a short epilogue brings the reader up to date with pictures of the current day Bombardier and Citadis cars operating on the line, now extended through the city to the Hindmarsh Entertainment Centre.



Trevor Triplow, Brian Andrews and Frank Harris.

John Radcliffe

This is more than a coffee table book. It contains considerable social history surrounding Glenelg. Life in the tramways running the cars and overhauling and maintaining them, and looking after the track, is described. Significant technical information is summarised in tables and drawings including eleven appendices. Several minor errors, notably a view on page 189 of the bodies of H types 366 and 377 asserted to be at Maylands depot when they were actually in a scrap yard at Wingfield, are of little consequence in a book of 310 pages that is a credit to its authors, producers and publishers.

Recommended retail price \$70.00 – our copy from the publishers at the launch.

John Radcliffe



Authors Brian Andrews and Trevor Triplow pose with 351 at Glenelg.
John Radcliffe



Refurbished H tram 352 (formerly 367) was tested in the depot yard at Glengowrie on 7 July 2014. The two remaining H trams, No. 351 (tuscan red) and No. 352 (silver), are available for limited special event and charter use. H 352 is running in the north yard.

Public Transport Services of South Australia

This photo shows H 352 running in the south yard at Glengowrie. Coincidentally it is next to Flexity tram No. 115, Adelaide's newest tram, which was built 83 years after No. 352.

Public Transport Services
of South Australia



LAUNCESTON

LAUNCESTON TRAMWAY MUSEUM SOCIETY

PO Box 889, Launceston, Tasmania 7250

www.ltms.org.au

From Robert Quinn

Power trailers

The Launceston Tramway Museum has upgraded its tramcar power generator. The old set was a 9.9kVA welding set. The extra cabinet on the trailer was connected to an additional 220V three phase generator output, transformed, rectified and connected in series to the welder output to provide a few extra volts. This arrangement made us operational.

The upgraded unit was commissioned last December and is a 16kW four-pole machine powered by a 6-cylinder Kubota diesel. Unfortunately, the alternator has been rewound and connected internally for 415 volts. The original plan was to run with 240 volt three phase to eliminate the 90kg isolation transformer. The rectifier is a rubber-mounted assembly fitted into a cabinet at the rear of the unit.

Although the voltage is still only 215 volts DC, it is constant, something that was not possible with the original electrical arrangement. Even with 215V, tramcar No. 29 has much more get up and go, assisted no doubt by its trucks' roller bearings. On a load test, 12.5kVA was recorded. What will she do with 550 volts?



The new generator trailer attached to car 29. A view of the old trailer appeared on page 28 of the May 2014 issue of this magazine.

Robert Quinn

For internal tram lighting, each of the three circuits is fitted with 32 volt lamps with a ballast resistor in each circuit to make it all happen.

The line breaker was sourced from Japan in November 2001 and arrived with the bogies. The Japanese trams were equipped with 24 volt DC control circuits. We installed a 24V, 18 amp/hr battery and charger to operate our system. It was a simple conversion that involved locating and disconnecting the line breaker supply from the original circuit and installing a 24 volt alternative.



Thursday, 15 May: another run under the lights at Inveresk. It was a cool clear Launceston evening with a good turn out, including some locals who had only just learned of our existence. Left: Members show visitors the work being carried out on the restoration of our trams.

Both Robert Quinn

BALLARAT

BALLARAT TRAMWAY MUSEUM

PO Box 632, Ballarat, Victoria 3353

www.btm.org.au

From Dave Macartney and Warren Doubleday

The recent recruitment drive for additional volunteers has seen staff becoming available to man the museum display area on weekends and school holidays, which removes what had been a weakness over many years. Visitor numbers to the shed now quite often exceed those travelling on the tram, and the display area has been steadily improved and augmented over the past

couple of years to provide a more memorable experience. Over the Easter break there were over 100 visitors to the shed each day, while on Anzac Day no less than 249 visitors came to the shed, compared to 103 riding the tram. Sales and donations are benefiting from these numbers.

Reconstruction work on ESCo No. 12 is progressing steadily. This photo shows the work during mid-May on the central saloon portion, which began its life as a Sydney cable tram trailer in 1891. The tramcar is temporarily mounted on two Melbourne cable tram bogies.

Alastair Reither



Another initiative this year has been our participation in the Australian Cancer Council's 'Biggest Morning Tea' promotion. No. 671 was fitted out with serving tables and, on 22 and 24 May, participants indulged themselves to their heart's (and stomach's) content, followed by a ride over the Parade in a bouncy single trucker to settle everything down. With the museum benefitting by \$200 and the Cancer Council by \$517, this could well become a fixture on the tramway calendar.

A number of grants are currently in place or pending to advance the development of the museum. At the Federal level, the Grants to Voluntary Environment Sustainability and Heritage Organisations program is providing \$2000 for general improvements – the fourth year that this amount has been forthcoming – and the Community Heritage and Icons program is providing \$10,000 towards a much needed overhaul and repaint for centenarian No. 18 and other tramcar restoration projects.

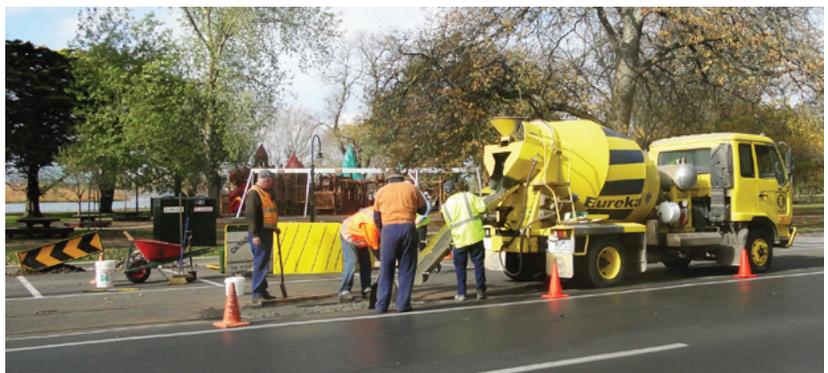
As well, the Public Record Office Victoria has provided a local history grant of \$5000 towards interpretation panels covering 'Ballarat Trams Heritage, Horse Power and Electric Power'.

From the museum's own resources the money from the bequest by the late Keith Atkinson is going towards the installation of solar panels on the depot roof, which will assist in reining in the ever increasing cost of electricity, a commodity much in demand in a tramway museum.

Funding of \$5000, received from the City of Ballarat and matched by the Museum has enabled the recommencement of reconstruction work on ESCo car No. 12. Adam Stephenson, a young carpenter from a local joinery commenced work at the depot on 13 May, and is putting in two days a week on the rebuilding of the body framing. His normal work is manufacturing kitchen units and he has risen to the challenges of restoration work, with no diagrams or plans, and

A defective joint in Wendouree Parade was replaced on 10 June. Concrete is poured into the resulting hole to complete the process.

Peter Waugh





A view of the Museum's display at the City of Ballarat's Heritage Weekend event. Pam Waugh

everything having to be worked out from a few time-expired sample pieces. The rate of progress by someone who knows what he is doing is quite astonishing. Funds from the Bill Kingsley bequest have been allocated to continue this work.

Another job started before the onset of winter was the first stage of a substation upgrade. Traction power was disconnected for three days from Wednesday 11 June, the electrical equipment was removed and a new concrete floor laid, so that the equipment will be above any possible flood level. By the Friday the concrete had still not sufficiently cured, so the re-installation of the electrical gear had to be held over until the Saturday morning. Eventually power was restored just as the Traffic crew arrived to sign on, and the service ran out on time. It was a close run thing.

Ballarat enjoyed a late autumn, but when passenger numbers fall to single figures you know that winter has arrived! Wintry conditions put a great strain on the older sections of track in Wendouree Parade. A number of joints had contracted and needed to be welded. With the rails at the southern half of the line having been in place since 1905, replacement is edging ever closer. The City of Ballarat announced in its recent budget for 2014-15, a sum of \$100,000 to 'repair heritage tram tracks at Lake Wendouree'. To prolong the track life, a defective joint was fixed during mid-June; this involved cutting out the joint and welding in a new section of rail. To make the process faster, the resulting hole was filled with concrete.

The City of Ballarat holds an annual Heritage Festival, on Mother's Day weekend. This year the

BTM had a display at the very grand Ballarat Mechanics Institute in Sturt Street. Photographs from our archives were featured in the festival brochure and in some of the heritage information boards. We had on display a large collection of historic photos, three video screens featuring old film footage of the tramways and various historical items. Our display also included 'Missy' modelling the uniforms, a kids activity area and a large collection of items from our shop. The two days were highly successful and provided the opportunity to meet other sections of the Ballarat community.

In the June 2014 issue of *Fares Please!* is a great item written by Ken Prato who worked as a conductor on the Ballarat Tramways for a few years in early 1960s. His reminiscences cover the working day including shift work, draughty tramcars, the pubs, the two 'bottle boxes' (conductor's tins which just happened to fit two bottles of beer) and the culture of the trams at the time. The article can be viewed at News – Fares Please! on the BTM website www.btm.org.au

Another project being undertaken by Peter Waugh and Alan Bradley is research into Ballarat Trammies and their involvement with the First World War. This includes those who worked on the trams in Ballarat, either before, during or after the war. We have found a few great stories. It took quite some time to track down one man who worked as a Motorman before he joined up in 1916 and sadly was killed in action. We thought we knew his name, but it turned out we were mistaken. With the assistance of the Ballarat RSL we eventually tracked him down.

BENDIGO

BENDIGO TRAMWAYS

1 Tramways Avenue, Bendigo, Victoria 3550

www.bendigotramways.com

From Bendigo Tramways

A twenty-first birthday party with a difference

On 23 May ABC Central Victoria celebrated its twenty-first birthday on tram No. 44. The choice of venue was deliberate, given that 21 years ago Bendigo Tramways was also part of the opening festivities of the radio station. It was a nice touch to include Bendigo Tramways a generation later.

Darren Wright, the supervisor of the Joss House (close to our North Bendigo terminus) is an avid long-term listener to ABC Local Radio and was invited to celebrate with the team. He recounts the experience:

“Boarding No. 44 at the Lake Weeroona stop near the ABC’s studios on a wet grey day, the celebrants proceeded to the Charing Cross stop to pick up more passengers and guests before heading back to Nolan Street. The mobile birthday party then pulled into the tram depot, and concluded its journey at the Central Deborah Gold Mine terminus.

A live broadcast went to air over the course of the two hours and the passengers (and listeners) were treated to interviews, live musical interludes, and of course, the obligatory birthday cake. A most unusual birthday party, but a thoroughly enjoyable affair by all accounts.

Presenters past and present were in attendance, as well as a couple of past local politicians who submitted to ‘mobile’ interviews, namely Bruce Reid and Steve Gibbons. Leon and Mike were our conductor and driver extraordinaire, and performed their duties admirably despite the inclement weather.”

Bendigo Tramways recognised on TripAdvisor

In May, Bendigo Tramways received an important and well-deserved award. We won a TripAdvisor 2014 Certificate of Excellence for consistently earning top ratings from visitors. This is the best kind of award a tourist attraction can receive, because it is based on visitor reviews of the site rather than, say, a decision from a panel of judges.

Reviews by TripAdvisor tell the true story about the quality of a tourist operation, so this is a wonderful compliment from our customers. They show how the great job done by our drivers and conductors, cleaners and depot guides, and our workshop team have made the tramways an asset to Bendigo. TripAdvisor comments praise the staff in the shop and on the trams saying they are ‘friendly, chatty and flexible’. They noticed the depot tour guide’s passion and recognised

ABC Radio’s 21st birthday. Guests included hosts Jonathan Ridnell and Fiona Parker, and the tram crew, Mike and Leon.

Bendigo Tramways





The almost complete trackwork in Caledonia Street.

Bendigo Tramways

that people genuinely loved their jobs at Bendigo Tramways. The comments tell us that it is our people who have made the tramways successful – something we have recognised for many years.

Congratulations to all our volunteers and staff for helping Bendigo Tramways to obtain this prestigious award. We are looking to do well in the 2014 RACV Victorian Tourism Awards.

Taking our Depot Tour to the next level

It is hard to believe that tours of our depot and workshop have been taking place for two years. With that in mind, we are reviewing the tour format to see how it can be improved.

Under the leadership of Darcy Van Dillen, our Visitor Services Supervisor, our depot tour guides met in May to share their ideas. The guides offered many helpful suggestions and a number have already been put into practice.

The main focus of the meeting was to bring the tour script up to date. A book of frequently asked questions is available for guides to share answers with each other, and we are working on information sheets and labelled equipment photos for training purposes. Two new depot guides have also been recruited. Laurie and Tam, who were formerly guides at the Central Deborah Gold Mine, have been welcomed into their new roles as depot and workshop tour guides.



Mike Campbell working on the structural components of No. 7's cab floor.

Bendigo Tramways

Trackwork update

The North Bendigo end of our route was closed for several weeks to enable the City Council to resurface Caledonia Street. The resurfacing was done in conjunction with work that Bendigo Tramways was undertaking on a short section of the line where the track base and tie bars were replaced; the new track being encased in concrete with an asphalt layer on top. The works, which were carried out by Council's contractors and our workshop team, ran smoothly and efficiently. It is a great addition to our track network and will no doubt provide many years of trouble-free operation.

Workshop projects

The contract to complete the refurbishment and upgrading of Melbourne City Circle car SW6 957 has been signed, and work re-commenced in earnest at the end of May.

Materials have been ordered and Mike and Luke, members of our workshop team, are eager to get under way. We expect the project will herald the start of the busiest six months in the history of Bendigo's tramway workshop during which SW6 957 and Sydney R1 class 2050 will be the focus of attention. As well, we will continue working on our own No. 7 and Launceston No. 14.

Work on No. 7 is proceeding slowly. Mike and his team, well-supported by volunteers, are currently installing the structural components of the cab floors, with the next step being the refitting of the tram's cabs.

In other developments, Schaller Tram No. 880 has had some work done to reduce the rocking of the body which has been evident since its bogie change earlier this year.

Minor final work is proceeding on Melbourne Y1 class 611 for the Sydney Tramway Museum, and the tram is expected to be transported to Sydney by mid-September.

Work has started on R1 2050 to convert it to a dining/club/restaurant car for a Sydney developer. Luke and his team will be installing new pillars prior to their commencing major work on the roof.

Bill Jolly retires

Occasional Sydneysider and regular Bendigo driver, Bill Jolly, has decided to retire from Bendigo Tramways after spending lengthy periods with us over the past twelve years.

Bill started as a volunteer in our workshop in 2003 where his electrical and electronic experience was of great assistance in the maintenance and restoration of trams both for Bendigo Tramways and other organisations. He qualified as a driver, not only of our service trams but also the scrubber, Adelaide H 369 and Melbourne Z1 car 74.

Bill was especially proud of his contribution to the rebuilding and restoration of Sydney tramcar J 675. He was heavily involved in its rewiring and, in recognition, he drove the tram during trials and its first public outing in Bendigo. We thank Bill very much for his years of service to Bendigo Tramways.



Bill Jolly at the controls of Sydney J 675 in Tramways Avenue when the car was being tested.

Bendigo Tramways

HADDON

MELBOURNE TRAMCAR PRESERVATION ASSOCIATION

324 Sago Hill Road, Haddon, Victoria 3351

www.mtpa.com.au

From Kym Smith

Track and overhead

On Sunday 15 June W2 357 successfully made the first journey over the south-west curve and mainline to the Lower Terminus.

This significant event in the Association's history was preceded by works to replace four lineside poles; two at the Lower Terminus which will allow removal of existing poles for the construction of the Tram

Storage Shed, and two near the south west curve to replace poor condition poles. In very inclement weather the spans were transferred to the new poles, and after final inspection the testing of the track and overhead commenced.

W2 357 was chosen to be the first tram for a number of reasons, including the sentimentality of it having been originally the first tram to be powered at Haddon, but also from a practical perspective as the No. 1 trucks

Left: Kym Smith aligns the tower truck platform before transferring spans to the replacement poles. Anthony Smith assists as ground crew. Jacqui Smith



Below: W2 357, as viewed from the members room at Haddon. Kym Smith



Anthony Smith cautiously creeps W2 357 around the south-west curve under the watchful eye of Kym Smith on its first trip to the Lower Terminus. Jacqui Smith



W3 663 glows in the sunlight on its first journey to the Lower Terminus.
Kym Smith

under a W2 and the 26-inch wheels provide a good base from which to conduct the initial testing. After being carefully inched around the south-west curve, 357 proceeded to the current limit of operations adjacent to the newly installed poles.

No. 357 completed two runs over the new track before W3 663 was brought out to test the 33-inch wheeled No. 9 trucks over the track, followed by VR 41 trialling the 28-inch wheeled 77E trucks. All trams traversed the section with no problems noted, and once the remaining fleet have been tested on the track it will be opened for public operations.

Tram storage shed project

Work on the construction of the new Tram Storage Shed has been delayed due to some unforeseen problems in getting the necessary local government approvals for construction. Despite having sought information from Council prior to submitting the application, additional requirements have now been



Anthony Smith guides in one of the replacement poles at the Lower Terminus.
Jacqui Smith



W2 357 at the Lower Terminus, viewed under telephoto zoom from the south-west curve.
Kym Smith



VR 41 looks right at home against the pleasant backdrop of the surrounding scenery at Haddon.
Jacqui Smith

identified as being needed as part of the approval process. It is hoped that construction will be completed by September so that W5 792 can be relocated and placed under cover.

Donations to assist this project are still being sought. Please contact Anthony Smith if you can assist, or send your donation directly to the Treasurer at the MTPA's address.

Depot maintenance

The gutters on the Truckshop and the caravan annex were replaced during May. Further tidying of the former Lower Terminus area has been undertaken as well as some additional drainage work in preparation for the new Tram Storage Shed.



Daniel Edwards assists with the replacement of the gutters on the Truckshop.

Anthony Smith



After a successful test run, VR 41 powers around the south-west curve on its return journey to the Upper Terminus before being stabled.

Jacqui Smith

ST KILDA

AUSTRALIAN ELECTRIC TRANSPORT MUSEUM (SA) INC

PO Box 213, Salisbury, South Australia 5108

www.trammuseumadelaide.com.au

From Kym Smith

AGM

The Museum's Annual General Meeting was held on the afternoon and evening of 24 May 2014. Elected to the Executive Committee this year are the following members:

President	Kym Smith
Vice President:	Chris Andrews
Secretary:	Mark Jordan
Treasurer:	Julie Lench
Rolling Stock Manager:	William Adams
Site & Safety Manager:	Jack Pennack
Trustee:	Ron Jenkins

We especially welcome Julie Lench to the Committee in the role of Treasurer. Julie will make a valuable addition to the Committee and it is also great to have Ron Jenkins back after a number of years absence. The Committee still has three vacancies – General Manager, Operations Manager, and Track & Overhead Manager – which we are actively trying to recruit members to fill.

Unfortunately the Financial Report for the 2013-14 year was not completed in sufficient time for the external auditor to undertake the audit, thus preventing the completion of the Annual Report before the meeting. Once the audit has been completed and the Annual Report finalised, a Special General Meeting will be called for the Financial Report, Annual Report and previous AGM minutes to be approved.



With the lights from suburban Adelaide as the backdrop, H type tram 360 pauses near the Mangrove loop for a photo stop. The run with 360 followed the AETM AGM on 24 May 2014.
Arnold Krueger

Track maintenance is an on-going project. Some of the gang of ten members prepare to replace 15 sleepers on the track day held on 21 June.
Michael Pretty





New painted ceiling panels fitted to A 14. The painted ceiling (as opposed to the varnished ceiling on A 15) is to represent a wartime repair.
William Adams

Bruce Lock fitting a D moulding to one of the new footboards for the Bib and Bub set.

William Adams

Trackwork

Two well-attended trackwork days have been held recently, with fifteen sleepers replaced by ten members on 21 June followed by a further fourteen sleepers replaced by seven members on 5 July. It is pleasing to see a number of new faces on the track gang, all of whom are enjoying the camaraderie and the exercise that is a part of the fun of trackwork.

Site security and maintenance

Through the generous support of a History SA grant, improvements have been made to the Museum's security including installing security beams around the site in addition to the security within buildings. All buildings on site now have either external or internal security, which together with the presence of our motor home friends hopefully will continue to result in the reduction of vandalism and thefts from the Museum site.

A recent program has also seen some significant work undertaken to commence a tidy up of the stores areas to the rear of the main buildings. Scrap metal is being collected together pending removal for sale, and other rubbish disposed of. Weed poisoning around buildings and stores is also having a positive effect, resulting in a much tidier appearance of the external stores.

Tram Depot and Workshop building

Materials have been purchased and work has commenced on the construction of the trolley troughing for Road 5 of the Tram Depot and Workshop building. Shelving also continues to be installed so that spares and stores can be sorted and stacked.



Bib & Bub set

Restoration work has continued as time has permitted on trams 14 and 15, mainly concentrating on the installation of the steps and their kickboards. The ceiling panels have been installed in tram 14, these being replacement panels that have been painted white to replicate the wartime repairs that were carried out to some of these trams as part of re-activating them into service.

VALLEY HEIGHTS

STEAM TRAM AND RAILWAY PRESERVATION SOCIETY

PO Box 571, Springwood, NSW 2777

From Peter Stock

Steam shuttles to Valley Heights

On Sunday 22 June Transport Heritage NSW promoted a series of steam train shuttles with passengers boarding the train at Penrith for a return trip to Valley Heights. Those participating could catch a glimpse of the steam tram standing near the Valley Heights signal box before returning to Penrith. Promotional museum entry vouchers were distributed on the train throughout the day by Valley Heights museum members, and many of these were redeemed later in the day.

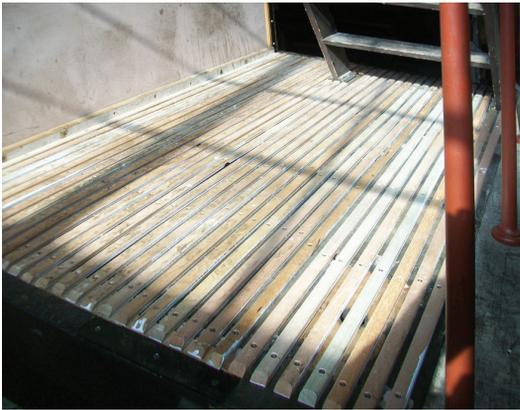
Progress on car 72B

Further work has been carried out on the stabilisation of tramcar 72B. New timber uprights for both sides of the car have been manufactured and are now in position. The roof was jacked up and secured safely

into position to allow the uprights to be installed on both sides. On one side the uprights have been fitted and secured top and bottom. However on the other side, the uprights have only fitted at the bottom. It was found that the full length of timber between the roof and the uprights was in need of replacement. When the new timber has been received the old timber will be replaced and the uprights then secured. Seatback frames components have been prepared and await installation.

Double-deck tramcar

Work continues on this vehicle. Both end platforms were recently prepared for the placement of slats. These are now in place. Seat back frames and the associated transverse seat rodding have been prepared.



The new slats installed on the apron of the double-deck car.
Peter Stock



Uprights in place top and bottom on tramcar 72B. Note the new sill.
Peter Stock

Bruce Irwin photographs the arrival at Valley Heights station of the last steam shuttle of the day.

Peter Stock



LOFTUS

SOUTH PACIFIC ELECTRIC RAILWAY CO-OP SOCIETY

PO Box 103, Sutherland, NSW 1499

www.sydneytramwaymuseum.com.au

From SPER News

Princes Highway crossing

The major task over the last couple of months has been the organisation and carrying out of repairs to the overhead wiring at the Princes Highway level crossing.

The overhead trolley wire was brought down on 17 January this year by an over-height truck. This resulted in a tram being stranded at the Park platform and its passengers being brought back to the museum by private car. The tram was retrieved later in the day. Unfortunately there was insufficient evidence to prosecute the truck driver.

When the incident occurred Greg Sutherland contacted the Independent Transport Safety Regulator in an effort to identify accredited repairers. With the help of industry contacts he was able to obtain the assistance of John Holland Rail (JHR) which generously offered to undertake the work without charge when an opportunity arose in the company's works program. However it was to be some time before this occurred. We are grateful that JHR management did all they could to minimise the waiting period.

In the meantime, Glenn Killham repaired any salvaged overhead fittings that were to be reused in the course of the repairs. New cross spans and hangers were also made to replace those damaged.

JHR arranged for the delivery of specialised equipment including a hi-rail scissors elevating work platform (EWP), an all terrain/rail mobile tower platform, support vehicles and portable floodlighting. In addition to JHR's plant department providing the machines on the night, G&S Crane Services provided the transport for their hi-rail EWP, and Allcott Hire provided the light towers. This equipment and a well thought out plan of operation ensured that the JHR works were successfully completed with minimum disruption to traffic on the Princes Highway. Lack Group was engaged by the Museum to provide traffic management to ensure the personnel who were working across the Princes Highway could work in a safe environment.

Work on site commenced at 7.30pm on Tuesday, 10 June. Traffic management involved the placement of early warning signs and temporary electronic banner signs, and four marshals with flashing red wands to direct traffic throughout the working period.

For those wishing to know how to erect tramway trolley wire across a four-lane highway, this is how it was done. The work started at about 8.30pm, using the hi-rail scissor lift truck to pay out the wire from our drum. This vehicle was assisted by a hi-rail boom lift

The museum's fork lift is used to load the cable drum onto JHR's scissor lift truck.

Matthew Geier



with articulated boom for reaching the upper catenary and pole fixing points.

As the wire on our drum was not long enough to reach from pole to pole, the new wire was spliced to the existing section of the trolley wire that was anchored to the pole on the western side of the crossing, fed through the changeover pan, across the road, through the other crossover pan and was long enough to be anchored directly to the pole on the eastern side.

A replacement span wire made by Glenn Killham was installed on the National Park side while the contact wire was being attached on the Loftus side. At

the right time the boom lift ran across the road placing the temporary droppers with rollers ready to take the contact wire. The truck then crossed the road rolling out the wire, which was then tensioned at the new anchor point, then proceeded to return across the road attaching the ears and hanging the permanent droppers to the planned height. When this was completed another pass across the road was done to tidy up the installation.

JHR provided an excellent team who liaised with Museum personnel at the work site as required. They demonstrated a high level of competence and dedication as they worked in cold and sometimes rainy conditions.



JHR's hi-rail scissor lift truck in use at the highway crossing. Matthew Geier



The mobile tower platform is used to make the final adjustments around 3:00am.

Matthew Geier

At ground level, with the National Park line out of service for a number of months the weed growth had been dramatic, in some places getting to near one metre in height between the rails. A concerted effort saw this mainly cleared prior to the re-opening of the line, and the tractor was used to clear and slash much of the area alongside the track.

As a result of all these efforts, ballast motor 42s crossed the Princes Highway on Wednesday, 11 June and passenger services on the line resumed on the following weekend.

Special visitors

Through the initiative of Glenn Killham we hosted a number of important visitors to the Museum on Sunday 6 July. The CEO of Sydney Trains, Howard

Collins and the CEO of NSW TrainLink, Rob Mason and his wife Sallie, attended.

Also invited by Dale Budd was Maria Gomez, Business Development Manager, Australia and New Zealand, of CAF Rail Australia Pty Limited, suppliers of Sydney's new light rail vehicles. Another guest was our good friend Bill Killinger, AM and his wife Linda. Bill was responsible for co-ordinating the sleeper upgrade on the National Park line a couple of years ago. Families representing the John Holland group, who were responsible for restoring the overhead across the Princes Highway level crossing, were also in attendance.

The group was given a behind the scenes tour of our workshop and display hall. The restoration work on C car 37 by Rod Burland was particularly admired. Our



Our visitors with J 675 at The Royal National Park platform. Howard Collins is in front of the tram at left, Rob Mason and his wife Sallie are on the tram at left, with Maria Gomez in the centre. Bill Killinger is on the car footboard and his wife Linda is at the front right.

Matthew Geier

Up they come. The rails of the eastern track at the front gate being lifted on 17 May prior to it being rebuilt and concreted to match the western track at this location.

Martin Pinches



The same area on 19 July. Three cubic metres of surplus concrete being put to good use.

Martin Pinches



At the North terminus about two cubic metres of surplus concrete was placed around the steel sleepers on 10 June to anchor the track.

Martin Pinches

visitors then enjoyed a trip to National Park on J 675. Upon our return a light lunch prepared by our friends at the Natural Café, Sutherland, and refreshments were provided at the Railway Square Waiting Shed.

Sydney trams

R 1740 has been transferred to the temporary paint shop at the rear of Road 8. The repainting will mainly concentrate on the car's exterior where there has been noticeable wear and tear since its last repaint some 22 years ago. Necessary preparation and rust removal have been undertaken.

As Geoff Spaulding has moved to the south coast, his availability to work on P 1729 has lessened. His last two visits have focussed on fitting two metal cover plates adjacent to the drivers' footboards and fitting the



footboards. One of these plates was missing when the car came from Canberra, and the opposite end one was removed for an engineering company to make a replica.

The side destination boxes have received attention. One had to be removed for broken glass to be replaced and then re-assembled and installed. The other was found to have a seized and corroded chain with a missing link. The seized chain could only be freed by being heated to red hot. We have discovered there are three different widths of Sydney side destination rolls, and the two that have been fitted to 1729 are marginally shorter than a P car roll, so a search is on to locate and fit correct width rolls.

Rod Burland has drilled and fitted replacement cover strips at waist rail level on one side of **C car 37** where the original was missing. Rod shaped and fitted timber 'C' section moulding to cover the canvas on the clerestory roof edges, and repaired and re-fitted the aluminium strips around the clerestory roof ends. All four lower end corner metal cover plates have been repaired or re-made as necessary, with welding assistance from our Wednesday team.

Melbourne trams

The top of the clerestory roof of **cable grip car 322** has been canvassed and painted, and short side roof ribs have been fitted to the lower part of the roof. Due to a cramped working space the roof framing has been placed onto a heavy duty rail trolley once used at Randwick Workshops. Appropriately this vehicle has Sydney cable tram wheel sets. This allows the roof frame to be wheeled out into the open area to be worked on. Curved bows for the roof ends are now being attended to. The seats are eagerly awaited from the joiner.

External work on **Y1 611**, being undertaken in Bendigo, was completed recently with the lining out and application of numbers and MMTB decals. Internally, the car is complete with a full complement of reupholstered seats. An additional pair of door release valves has been overhauled to enable doors on either side to be opened from each driving position (rather than only left hand doors as at present). Bell cords and internal bells remain to be fitted and the roof will require a further coat of navy dressing once the car arrives at Loftus.

YMCA building

We recently had a visit from our contract consulting engineer, Alan Wright. Alan has examined the structure as it currently stands, and will shortly prepare a scope of works report for assessment by prospective building contractors.

Alan is also looking into sourcing a small passenger lift for access to all floors. He has recommended against seeking a lift with larger carrying capacity, due to the expense involved and the likelihood that most use by visitors will be from the ground floor to the first floor.

CSO bricklayers have erected an external wall on the northern (Pitt Street) end of the first floor of the building.

General news

Scott Curnow has supplied two maps for the board at the entrance to the display hall, following the removal some time ago of the very faded large map that could not be replaced. The new maps are printed on material which should not deteriorate like the previous map.

Sydney P car 1497 has returned to service, and is resplendent in its new coat of paint.

Martin Pinches



WHITEMAN PARK

PERTH ELECTRIC TRAMWAY SOCIETY (INC)

PO Box 257, Mount Lawley, Western Australia 6929

www.pets.org.au

From Michael Stukely

Traffic operations and service cars

Fine and mild conditions during most of March and April led to good levels of patronage on the trams. As usual, services ran seven days per week throughout the April school holidays. We especially thank Hayden Holmes who again travelled from Sydney to drive our trams over the full Easter break, when traffic was heaviest and two cars were used. In March, one day was lost due to high fire danger. May, however, was very different, with extended wet periods and unusually low ticket sales.

In March and May, W2 329 was the main service car, while in April W7 1017 was used for school holiday

traffic with W2 441 and 329 also in service. Fremantle 29 ran on occasions in all months.

Tram refurbishments

Work on the body of Adelaide H 371, undertaken principally by Graham Bedells and Brian Hossack, has progressed well. Weather-proofing of the roof, which had been badly cracked prior to arrival in Perth, is nearly complete. Most major electrical and mechanical work has been done.

Assessment of SW6 891 for its return to passenger service has been carried out, and work is in progress.

Fraser Douglas and Bryan Adcock re-canvassing the southern side of the roof of W7 1023 on 23 May.

Lindsay Richardson



A late afternoon view looking north from the main line in June 2014 shows the partly cleared site for the new three-road carbarn.
David Brown

Significant repairs are needed to the roof and motors, and a wheel-set exchange may be necessary. No. 891 arrived at Whiteman Park from Bendigo in June 2013, having been acquired with W7 1023 from VicTrack through COTMA in 2010. W7 1023, which was to have been fully stripped for parts, will now have a new operational life in Whiteman Park as a works car. Plans were completed, and Bryan Adcock and his team are making good progress in constructing a work platform mounted above the car's roof, for overhead maintenance.

General

Progress can now be seen on the site of the planned new car barn in the north-east corner of our workshops precinct, directly across the main line from the Lindsay Richardson car barn. The three-road car barn will have the capacity to hold nine bogie trams. Park staff have arranged the removal of a number of exotic trees, and we will soon arrange for the removal of the remaining vegetation and stumps from the building site. Surveying and site preparation can then proceed. We have received approval from Park Management for the construction of the new car barn, and the necessary approvals are being finalised with the City of Swan.

The new running wire was installed over the Pit Road from the steel traction pole at the west end of the Oketon Geddes Spare Parts Shed road through the Noel Blackmore Tram Service Centre to the new section insulator adjacent to those on Roads 1-4 on the car barn fan. A parallel running wire connection will be added alongside Road 4.

Bryan Liversidge (left) and John Azzaro erecting the new trolley wire at the west end of the Pit Road on 18 March.
Lindsay Richardson



The Mercedes Benz tray-top truck as delivered on 14 May. The cherry-picker will be mounted on the tray for overhead maintenance.
Lindsay Richardson

A major power supply upgrade is being carried out by the Park in the workshops precinct – including the facilities of PETS, Bennett Brook Railway, Bus Preservation Society, and the Park's own workshops.

A second-hand Mercedes Benz tray-top truck was purchased in May, thanks to Pat Ward's endeavours, for mounting the cherry-picker for overhead maintenance. It is equipped with a crane manufactured



by Hiab. Servicing and repair work is being carried out before the cherry picker is installed.

The heavy-duty electric body-lifting jacks that we obtained some years ago from Dampier have been removed from the rear compound and provided to Rail Heritage WA at Bassendean. This equipment was no longer required as we now have a new set of hoists for our tram maintenance needs.

Sleeper replacement on the main line using steel sleepers to replace old timbers has continued, with a focus on the section eastwards from the Bennett Brook North road crossing and through the Mussel Pool East tram stop. Here the line runs through grassed picnic areas which are irrigated in summer. As a consequence,

there has been a rapid deterioration of timber sleepers in that vicinity. A total of 31 steel sleepers were installed on the 24 May and 5 July work days. On 8 March, 100 metres of track at the former Lord Street terminus were removed by the track team. The long-disused Lord Street Branch has been physically disconnected from the system, just to the east of Stockmans Triangle. However the Triangle itself is still used regularly for turning the trams.

Our annual rail safety compliance audit by the Regulator took place on 24 April, and we again passed well with no major issues being raised. At the request of the Regulator, we then hosted a familiarisation visit by two of their new WA-based inspectors on 11 June. They were given a tour of our Car barn and Workshop facilities and the tram collection. This provided an excellent opportunity for us to speak to them about particular aspects of our tramway operation and various rail safety accreditation matters and concerns. A tour of the system was done on W7 1017, with stops at several points of interest.

The annual exhibition of the Australian Model Railway Association (AMRA) was held at Claremont Showgrounds over the June long weekend and, as usual, the PETS stand was manned for the three days by Tony Kelly and his team. Sales were good, and the stand attracted a lot of interest. Special thanks go to Graham Lees for again donating the painting he made at the show, and which was auctioned there for the Society. We also thank Laurie Ahearn for displaying his outstanding operational model Perth tram and trolleybus layout in operation at the AMRA show.



Our resident tram painter, Graham Lees, at work at the recent AMRA exhibition recreating Fremantle tram No. 5 as it might have appeared in its early days.

Tony Kelly

Left:

Trevor Dennhardt, assisted by Nick Tsiaglis, re-secures the points lever stand at the southern end of the passing loop on 25 May.

Lindsay Richardson

Laurie Ahearn with his model Perth tram and trolleybus layout in operation at the AMRA show.

Graham Lees





No. 40, the Ballarat Tramway Museum's centenarian bogie car, waits for departure time at the Carlton Street terminus on 7 July.

Peter Bruce



The Sydney Tramway Museum's Adelaide H type car 368 pauses on the Royal National Park line during a crew training run on 10 July.

Richard Jones

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; 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

Reduce frequency to three or two issues per year, with the number of pages increased to compensate. News would be less current; an electronic newsletter could be emailed at (say) two-monthly intervals.

- Strongly support Don't care
 No, we should look at another option

Would a modest increase in the price of *Trolley Wire*, to enable it to continue to be published as a quarterly printed magazine, be acceptable?

- Yes No, I would consider ending my readership of the magazine

Do you have any other comments about the frequency or method of publication – printed or on-line?

FINALLY, A FEW QUESTIONS ABOUT YOU ...

How long have you been a reader of *Trolley Wire*?

- 1-5 years 5-10 years
 more than 10 years

How do you buy *Trolley Wire*?

- By subscription
 By buying copies from a museum
 Other – please give details

Do you keep each copy of the magazine?

- Yes No

Are you a member or friend or associate of a tramway museum?

- Yes No

What is your age?

- Less than 25 years 25-40
 40-60 more than 60 years

Do you use a computer regularly?

- Yes No

Do you use email?

- Yes No

Do you browse the World Wide Web?

- Yes No

Do you read publications online?

- Yes No

Which other transport or tramway magazines do you read regularly?

- Transit Australia*
 Tramways and Urban Transit
 Other, including museum publications, printed or electronic – please give details

Are you a member of the internet chat group *TramsDownUnder (TDU)*?

- Yes No

If no, do you look at the TDU archives?

- Yes No

Your name (optional)

Your address or email

THANK YOU FOR COMPLETING OUR SURVEY

WE WANT YOU TO LOOK FORWARD TO RECEIVING *TROLLEY WIRE*
AND TO ENJOY READING ITS COVERAGE OF AUSTRALIAN TRAMWAY
HISTORY AND MUSEUM NEWS FROM AROUND THE COUNTRY.

