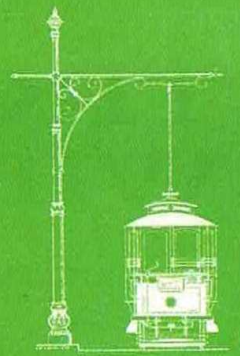


TROLLEY WIRE

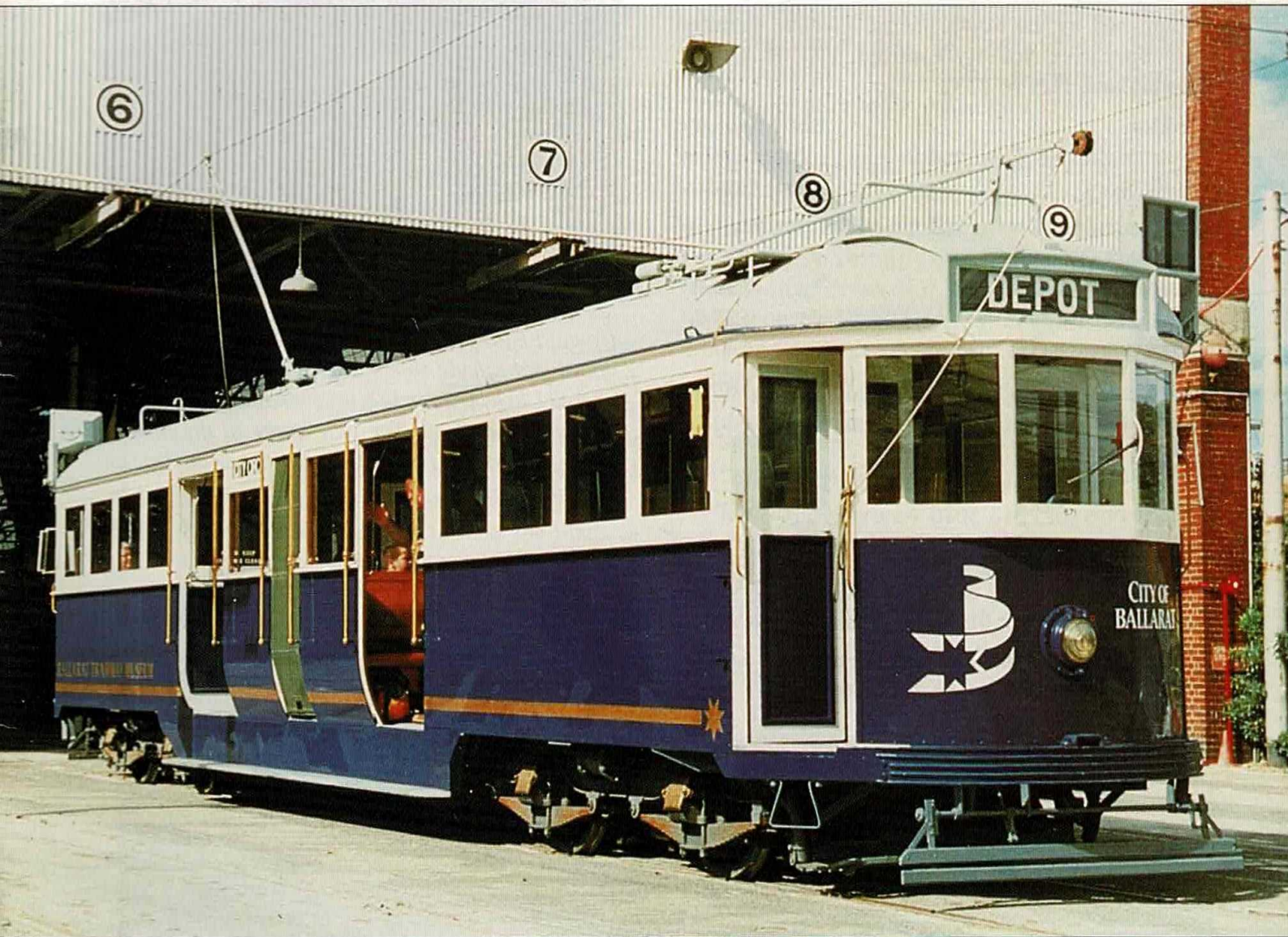


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THE TRANSITION OF 244

TROLLEY WIRE

AUSTRALIA'S TRAMWAY MUSEUM
MAGAZINE

MAY 1996

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Howard Clark on W2 class 244. The lowest of the additional offside safety bars is shown in position and the bracket for the intermediate one is just below the handrail. The new backs to the inward facing dropcentre seats can be seen in the entrance way.

An HRC Photo

Front Cover:

Ballarat Tramway Museum's W4 class 671 at South Melbourne Depot on 13 April 1996. The W4 was in Melbourne to promote Ballarat and operated on City Circle services.

Len Millar

Back Page Top:

Former Melbourne W2 class 244 after completion by the Sydney Tramway Museum of its refurbishment for Christchurch Tramways Ltd.

Bob Merchant

Back Page Bottom:

The Sydney Tramway Museum's Brisbane "Phoenix" car 548 poses for its portrait on the Royal National Park line following completion of its overhaul.

John Matts

THE TRANSITION OF 244

By Howard Clark

From earlier *Trolley Wire* articles, I was aware that the Newcastle Tramway Museum (NTM) had obtained about 1983 three early W2 cars, 244, 245 and 247. Regrettably, 247 was damaged beyond repair following an accident during lifting and was scrapped. My familiarity with operational cars in the 240 series was restricted to 243 (pop art) and 249 and until 1994 I had never seen the cars in the Newcastle collection.

The financial difficulties of NTM were subject to rumour and speculation for some time prior to a newspaper article in October 1994 which appeared under the heading, "Council may derail tram museum.". To recover a debt in the order of \$70,000 Maitland City Council announced its intention to sell the sheds and other assets. Developments from this time no doubt could form a separate story. Suffice to say that the writer received advice from Jack Nyman, one of NTM's directors, on 30 May 1995 that "the sentence had been passed on the museum" and a liquidator had been appointed to the museum the previous day. Options were being explored to raise the funds to purchase the trams which were scheduled to be auctioned on 5 July 1995.

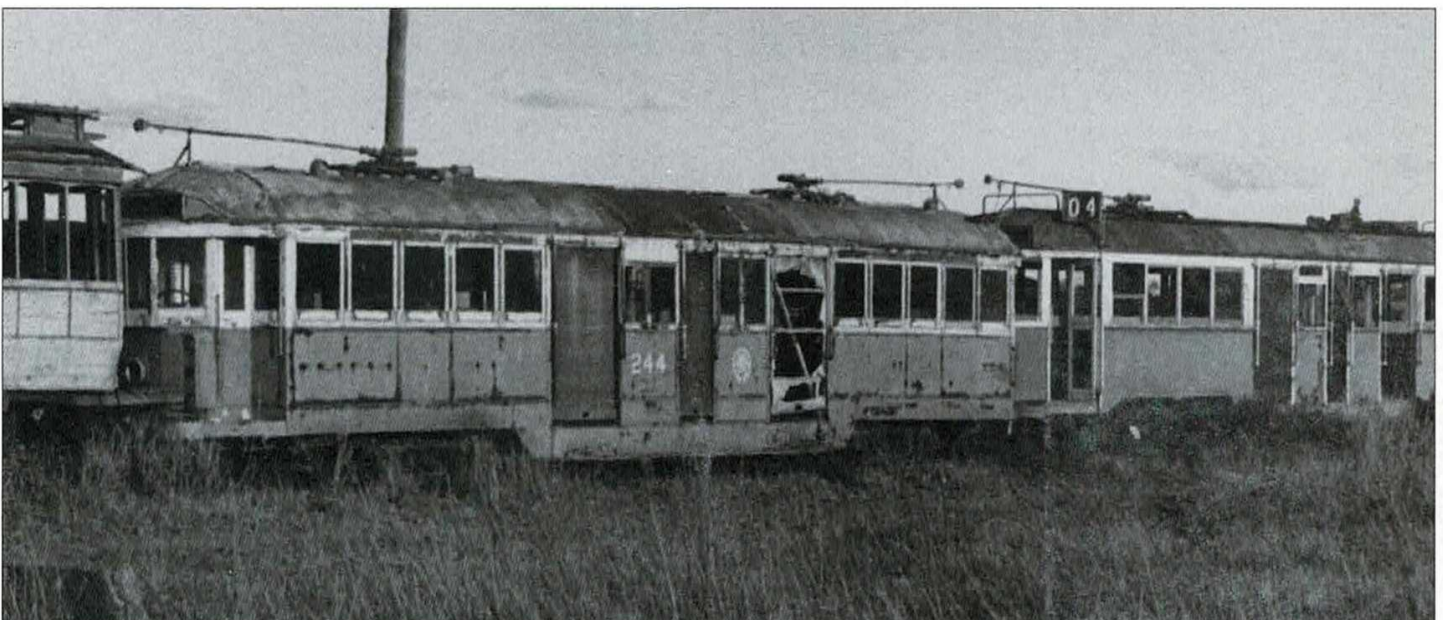
The 13 car bodies in the collection (plus steel electric railway trailer carriage T4506), including

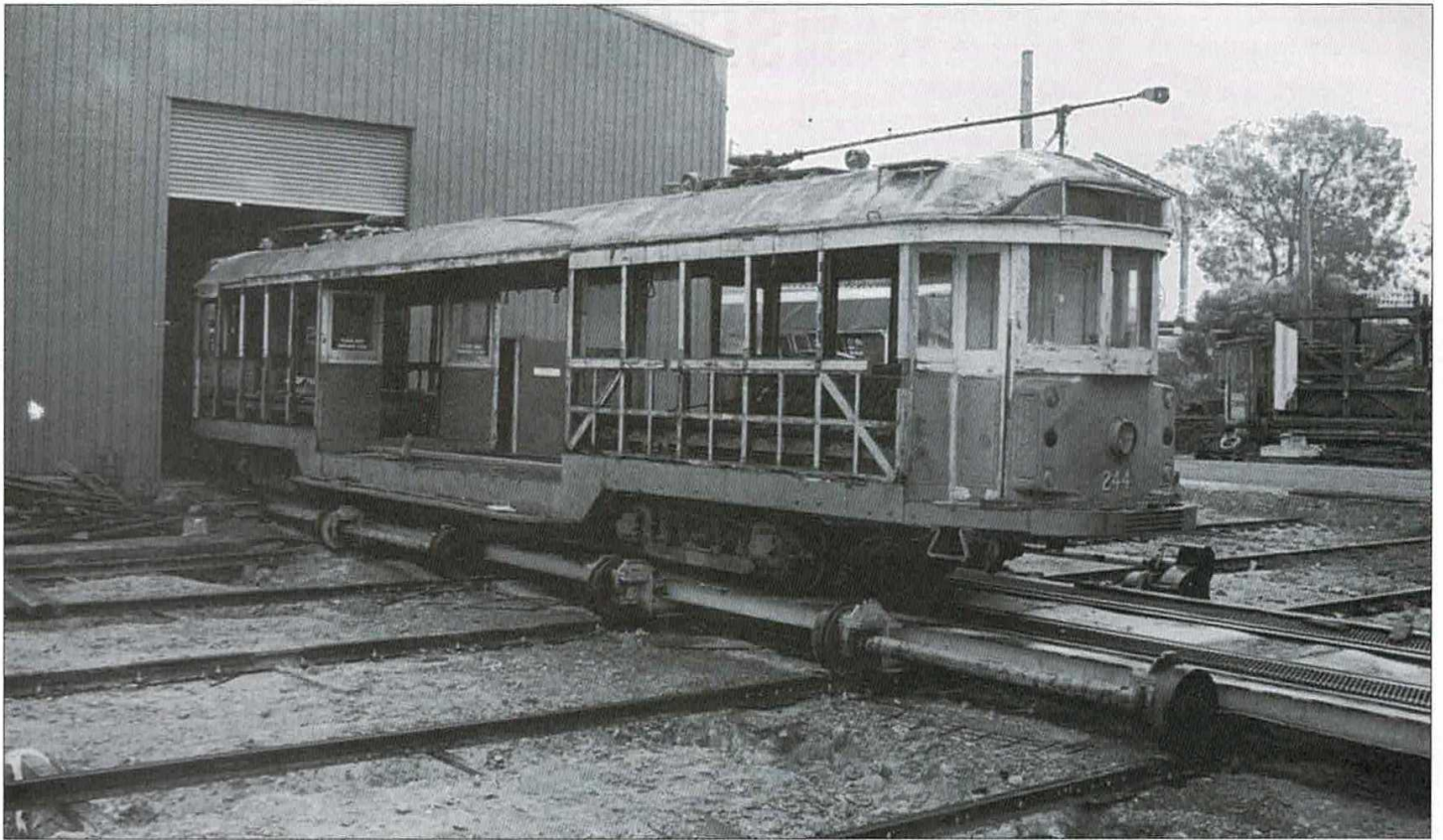
244, had been in open storage for several years and except for the best three (two at Newcastle and one at Tomago) were in storage at Rutherford on the former railway racecourse sidings where they had suffered badly at the hands of vandals as well as from the elements. To retain the integrity of the collection, two Sydney Tramway Museum members provided the funds for the STM to purchase all of the tramcar bodies from the liquidator prior to the proposed auction.

At this time a list of potential uses for the cars was prepared together with possible alternative options. Cars 244 and 245 were identified as being potentially suitable for use in Christchurch following restoration. Car 245 was located at wharf in Newcastle and, although substantially altered for use as a "cafe tram", it seemed the most likely candidate for Christchurch.

Subsequent communications with Martin Mongan, the Chief Executive of Christchurch *W2 car 244 lying derelict at Rutherford before being transferred to the Sydney Tramway Museum at Loftus for its refurbishment for Christchurch Tramways Ltd.*

Howard Clark





Tramway Limited, resulted in Martin and engineer Steve Lee visiting Loftus on 16 September 1995 to confirm our credentials and potential to carry out any restoration activity, and visits to Newcastle and Rutherford in pouring rain the next day check the cars for suitability. The rain made crawling under the cars uncomfortable to say the least, not to mention revealing them in their 'best' light with water dripping from light fittings and the driver's cabins of 245 and in the centre saloon and driver's cabins of 244.

Electrically 245 was acceptable, however three wheels on separate axles were deemed to be at or below condemning levels. The alterations to the car also rendered it unattractive and some momentary attention was given to adjacent SW2 car 432 until 244 was inspected at Rutherford.

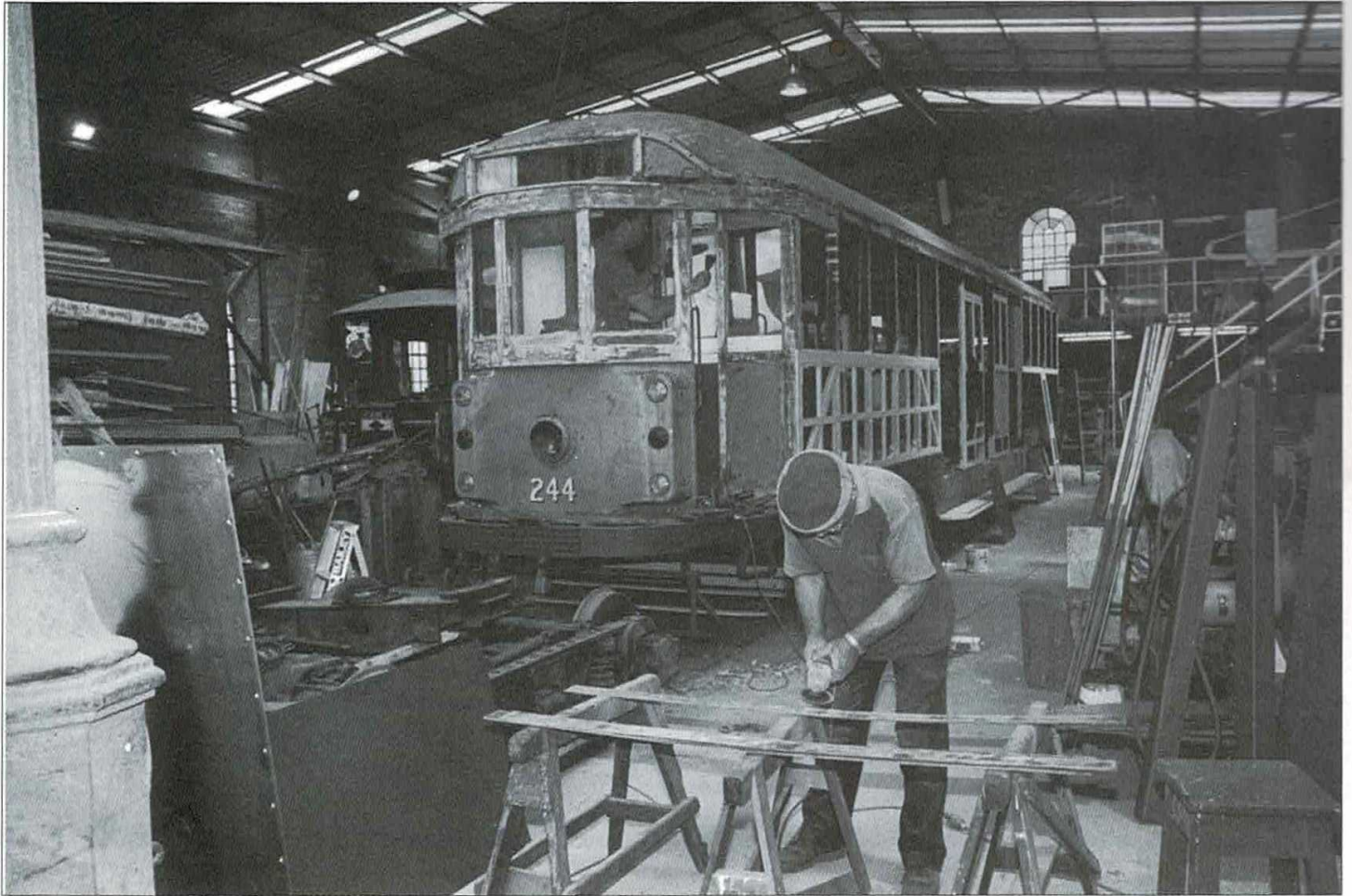
With broken windows, torn weather blinds and accident damage to the number one driver's cabin, not to mention obviously rusted side panels, badly rotted timbers, faded paintwork, rubbish piles inside, missing seats and lifeguard gear, 244 did little to sell itself on that miserably wet Sunday afternoon. Despite this, 244 had some redeeming features; it was substantially in original condition, the varnish under the dirt looked presentable, it had a lined ceiling in reasonable condition, and we didn't need to put an umbrella up in the saloons to

Car 244 has been stripped of all windows and rusted panels, and the dropcentre section has been gutted, with flooring, seats and panels removed.. The car is being moved into the workshop on 21 October 1995.

Bob Merchant

keep dry whilst Steve lifted the floor hatches to inspect the motors! The wheels passed the test, the motors were just acceptable and gradually the first impressions were set aside and, to my delight, (as it was my sentimental favourite for restoration), Martin and Steve both echoed similar sentiments. Thus 244 at 3:30pm on that wet afternoon was destined for glory once again!

The task ahead was a daunting one as the timetable stipulated by Martin was for delivery in Christchurch before Christmas, thus providing a providing a maximum and seemingly impossible time frame of 13 weeks to complete the restoration task, assuming an immediate delivery and start at Loftus! Naturally this was not possible as formal agreement from Christchurch was required, closer assessments of the task times and costs were required, and the form of the arrangement required to be finalised. After many phone calls and faxes between Sydney and Christchurch, agreement was reached and a museum team comprising Howard

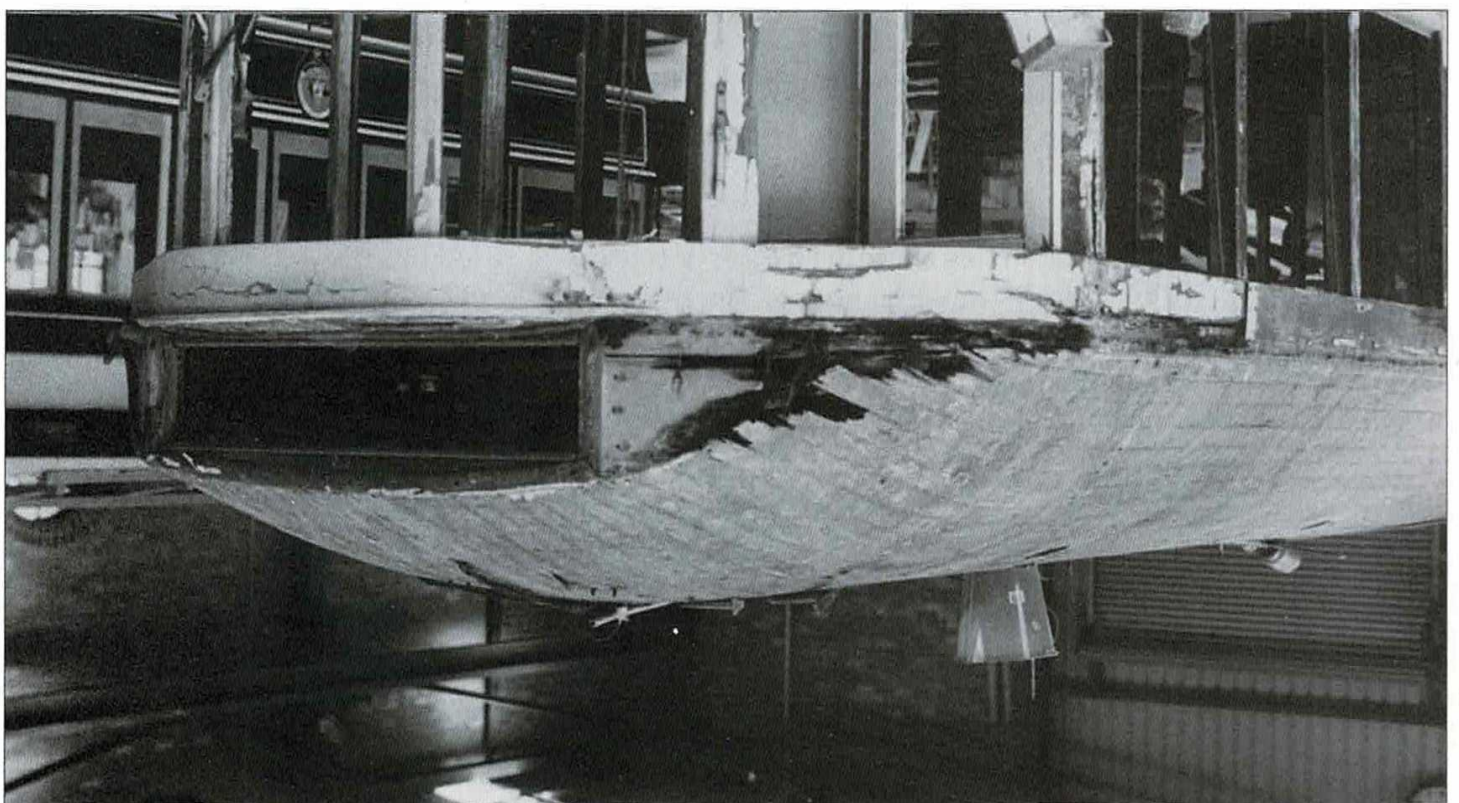


Joe Kirchburger (foreground) cleans timberwork as Mike Giddey works on the cab of 244. Metal work and sound woodwork is being primed as work progresses.

Howard Clark

The No.1 end of 244 shows minor accident damage, corrosion and rotted timberwork around the roof line.

Bob Merchant





Clark, Geoff Spaulding, Joe Kirchburger, Mal Macaulay, Wayne Armitage and Harry McKay visited Rutherford on Friday, 13 October 1995 to prepare 244 for loading and delivery to Loftus the next day. We also loaded a pair of W2 trucks for PETS and C class 33 for the journey to Sydney with 244. Joe and Geoff removed side panels from one saloon side in an effort to gain greater knowledge of the task ahead, only to dispel any optimistic notions any of us had, particularly with the now shortened time frame of nine weeks to 16 December 1995.

Given the significant uncertainties ahead of the restoration team, a five year leasing arrangement was entered into in order to permit the resultant cash flow to protect the museum from any unforeseen cost over-runs. For a token sum, the Tramway Historical Society in Christchurch were offered the ongoing interest in the car from the conclusion of the five year leasing period.

Arrival of the car on 14 October 1995 created great interest at Loftus as this car was destined to be the Museum's first commercial restoration. The project welded the membership together like no other and a veritable beehive of activity took place

A reconstruction takes shape with new window sills and new side and dropcentre panels already in place. The blocked off centre doorway can be clearly seen in this view. The cleaned bogie is being driven to its position at the No.1 end of the raised car on 2 December 1995.

Bob Merchant

that afternoon, first emptying the car of its contents from Rutherford and then stripping all rusted steel panels from the saloon sides. Those involved were too numerous to mention. Car 244 displaced O/P class 1089 from the workshop and momentary opportunity was taken to photograph that car on the traverser in its partially restored state after three years in the workshop.

Meanwhile, with the assistance of the Tramway Museum Society of Victoria, two cars then in derelict state in an abandoned school at Coburg in Melbourne (W2 class 582 and W3 class 665), which were destined to be broken up were inspected by the writer and daughter Sonia. The front end of 582 and the drop centre side panels were removed by the school staff and sent to

Sydney, also arriving on 14 October; the former being provided to replace the missing end for W2 class 411 recovered from a Maroubra hotel where it had been in use as a restaurant car. The side panels were utilised to replace the rotten side panels on 244, thus providing some welcome time savings for our hard-pressed restoration team. Other components had been collected and filled a rental vehicle for a drive back to Sydney in place of airline comfort! (The story of car 411's rescue will be related in a future issue of *Trolley Wire*.)

With rubbish removed, the dropcentre floor of 244 proved worse than initial inspection revealed and thus by 21 October 1995 the complete dropcentre section of the car had been gutted, being devoid of flooring, seats and side panels. The frame was in excellent condition. Superficial rust was cleaned and the frame primed prior to replacement of flooring.

One stipulation was that we prepare a critical path summary with a report on progress weekly to Christchurch. The tasks were listed in some detail and the schedule provided to Martin to enable him to monitor progress. In general, the tasks identified for the first three weeks fitted the list

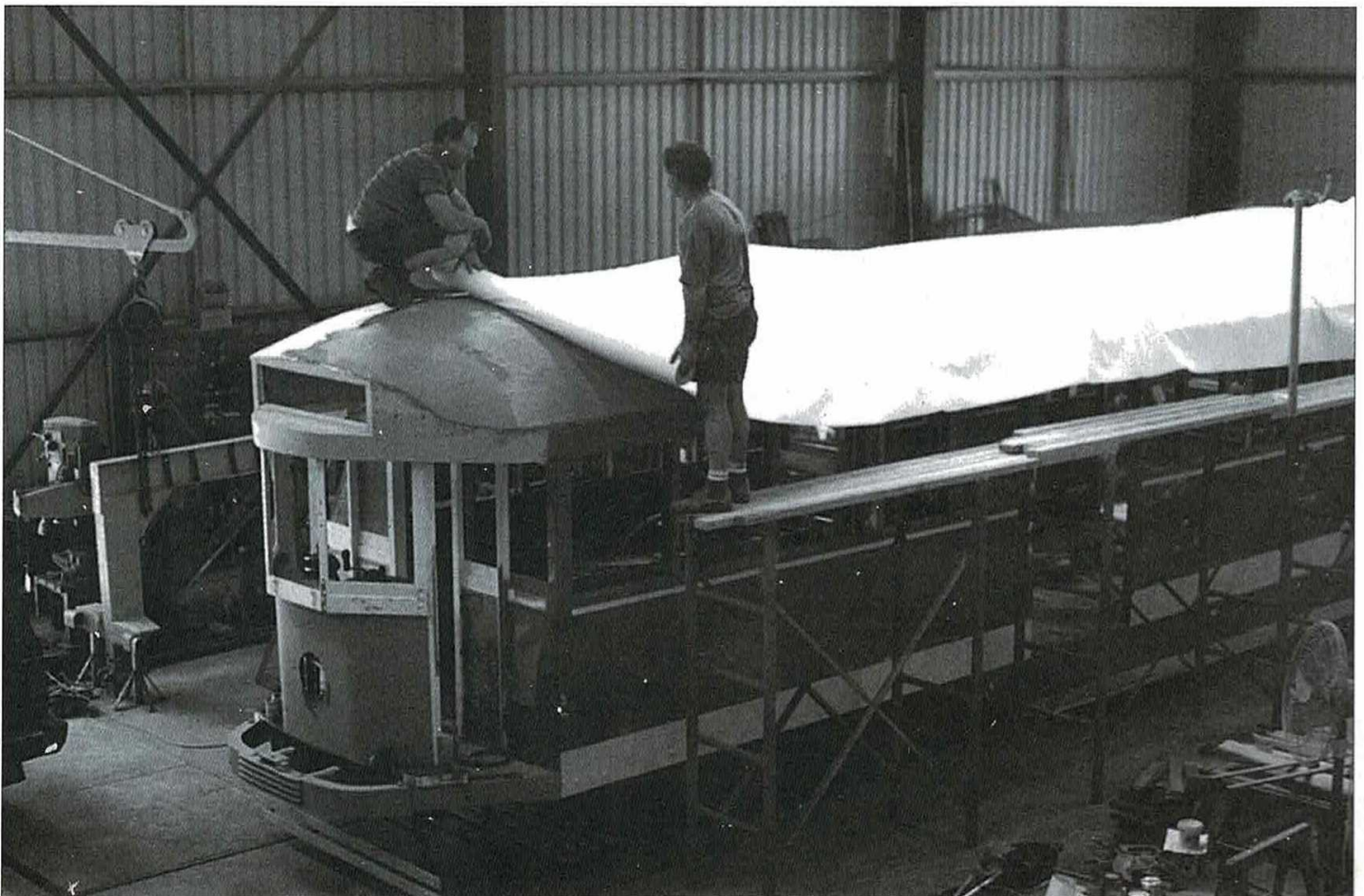
although as the team swung into full gear, or difficulties were encountered, very often tasks were accelerated or deferred to the point that the summary served only as a broad checklist. It was abandoned for purposes of providing progress reports.

During subsequent weeks each of the four end saloon frames was removed, all four window sills were replaced, three bottom rails were replaced (only #1 right could be repaired) whilst repairs were effected to window pillars and bracing as necessary. Two posts at the number one end (left side) were replaced with pillars adapted from car 582. Steel panels were added only on completion of all frame repairs.

With the time constraints placed upon us, careful planning was required to ensure that all necessary

Mike Giddey and Geoff Spaulding prepare to recanvas the roof of 244 on 9 December 1995. The replacement end from 247 has been installed and new timberwork fitted around the destination box. Some colour undercoating has also been applied to the side of the car.

Bob Merchant





materials were available for immediate use as required. The precaution had been taken before the car left Rutherford to remove samples of certain timber mouldings such as window sills to enable replacement profiles to be on hand when required. Similarly, an inventory of lifeguard equipment was taken to enable replacement steel to be on hand as required together with replacement steel side panels and horizontal handrails in the centre saloon.

New Zealand safety requirements dictated a change in the dropcentre seating layout so that no seat faced an open doorway. Accordingly, it was

On 6 January 1996, 244 was driven onto the traverser where many, but not all, of the reconstruction team posed with the finished job. All were cheerful, unlike the weather which threatened rain.

Wayne Armitage

11:00pm, 8 January 1996. After painting the floors and completing the interior varnishing, work on 244 is declared complete and the workshop falls silent.

Howard Clark





The reconstructed dropcentre section with its altered seating layout to suit New Zealand's safety requirements. A small plaque above the saloon doorway attests to the reconstruction by the museum.

Howard Clark

agreed to close off the narrow centre doorway and place inward facing single seats next to the open doors and facing a repositioned normal back-to-back seat situated adjacent to the closed off doorway on either side. The single seats with a new panelled back came from splitting back-to-back seats which had been joined in the conversion process from W to W2 class in the 1930s. Brackets were fitted to the car sides to allow for two additional safety railings across off-side doorways to meet safety requirements.

As route number boxes were not required, these were removed with a consequent addition of two additional dropcentre saloon lights to balance the circuits and providing a very bright interior.

Christchurch Tramways specified that the colour scheme be distinctive and "not be green and

cream." Once Martin inspected C class 29 in its Sydney turn of the century colours, he requested that we adopt these predominantly "burgundy and off-white" colours to 244 with varnished windows. Upon Marketing's advice the lettering "Christchurch Tramways" and the front numbers were specified to be a distinctive bright colour whilst maintaining the traditional M&MTB logo and numbers on the sides. (Fortunately the lime toning selected was short-lived and replaced before the car entered service with gold toning to match the traditional lettering and logo.)

The driver's cabin at the number one end had suffered minor accident damage, was corroded and the flooring required replacement, together with repairs to the roof. As the driver's fronts are a separate unit fastened to the floor and the roof, it was removed by an enthusiastic team and subsequently replaced by a front from the ill-fated 247. The marker light mouldings were then reattached to this front.

The roof of the car was in reasonably sound condition except as mentioned above and in a couple of other places near the number two end. All ducting and damaged drip rails were removed and replaced with new material except for the

steam-bent blackwood over the driver's roofs. Once roof boards were repaired, the roof was cleaned down and given a light sanding before application of navy dressing and muslin cloth (similar to gauze cheesecloth) which was a practice unique to Sydney not used in Melbourne. The canvas was then applied one side of the car at a time from end to end, with an overlap in the centre under the ducting. Another former Sydney touch was applied to the roof with the addition of aluminium car numbers to the roof ducts and six cast advertising bracket shoes per side. These brackets replicate the brackets used on the roofs of Sydney O type cars. Two further coats of navy dressing were applied to the roof once all other roof equipment was installed.

As mentioned earlier, the timetable was extremely tight and every day in the six day working schedule counted for our busy restoration team led by coach builder Geoff Spaulding. Illness struck down some of our volunteer labour force with both Jim Jowett and Harry McKay being hospitalised for periods. Geoff was ably assisted primarily by Derek Butler and John O'Malley whilst Joe Kirchburger was responsible for rectification of steelwork, lifeguards and panelling. Joe also filled in on other tasks to keep the timetable rolling. Of course, numerous other members played important roles during the process, particularly on Saturdays when the team grew by several more, particularly in the latter weeks. Members prepared other Sydney touches for the car – "C" (for Christchurch) depot plates and "1-L-2" and "2-R-1" plates (indicating left and right sides and numbers 1 and 2 ends of the car) were attached to the dropcentre frame.

Naturally, with a task as significant as 244 there were many who doubted our ability to meet the deadline. Shipping schedules allowed us a few days grace with loading now scheduled for 27 December 1995 and Martin paid a visit on 18 December to check on progress. Painting under the control of Keith Billington was well in hand, signwriters from Althouse & Geiger were also hard at work. However, with less than one week left, roof canvassing had only just been completed, all roof fittings and applications of navy dressing still had to be applied, dropcentre seats still to be installed, windows and glass to be fitted, electrical testing, internal varnishing and painting, and

numerous other tasks had still to be completed.

We all remained in high spirits and progress every day was more visible as more and more tasks were completed. Car 244 was brought to life and driven onto the traverser on 23 December 1995. However, with a tired crew and the Christmas break looming, the decision was reluctantly made to seek an extension of time with the tram then rescheduled for loading on the "Auckland Express" departing Port Botany on 12 January 1996. The team took a welcome break for a few days and returned recharged on 2 January to tackle the last tasks. The final week was one of feverish activity and some late nights.

Car 244 rises high above the wharf of the CTAL terminal during loading at Port Botany on 12 January 1996.

Howard Clark





8:20pm, 12 January 1996. car 244 is sitting safely on deck of the Auckland Express for its journey to Lyttelton via Melbourne.

Howard Clark

Brief time out was taken late on the final Saturday, 6 January 1996, for the car to be taken out for a test run and photographs, then it returned to the workshop to iron out a few bugs. The last day, 8 January was the longest day. The team all enjoyed a late night Chinese meal before putting the finishing touches to the floor painting and interior varnish. At 11:00pm the job was declared complete and the car was ready for loading the next day. Due to wet weather both the floor paint and interior varnish was still wet the next morning. Never-the-less, it was with some pride that the team viewed the finished product and once again the STM team proved the old saying that "the impossible we do at once — miracles take a little longer."

The story doesn't quite end there. The writer was privileged to visit the CTAL terminal at Port Botany for the loading on 12 January, scheduled for 6:00pm but due to terminal delays again revised to 8:00pm. Finally at 8:20pm in the gloom of blackening skies, the car was loaded safely without a blemish and sitting on deck. To my

surprise the ship was tiny in comparison to with the massive P&O container ship at the adjacent berth which was headed for Auckland, not Lyttelton. I was informed that in rough seas the water washed across the decks and flying fish were often found wedged amongst the cargo! Fortunately, the sea crossing was uneventful and the car was safely unloaded on 21 January 1996 at Lyttelton, having passed through its native Melbourne on the way!

The Christchurch Tramways team took over and worked against the clock on the electrical and mechanical parts to bring the car up to New Zealand operational safety standards. This included the x-ray of steelwork subject to stresses. The replacement or strengthening of parts of the brake rigging and the replacement of all steel rope under the car, as well as fitting safety shackles and chains between the bogies and the frame was required. The marker lights were refitted with a low voltage system to provide braking lights and turning indicators. Advertising boards were mounted in the brackets fitted to the roof and the car was declared ready as the star attraction at the Christchurch Tramways' first birthday celebrations on 2 February 1996. It entered service the next day and from all reports it has continued to perform well and is a popular attraction in the Christchurch Tramways fleet.

Martin Mongan sent a special letter of thanks to the team at the STM and said, "I have nothing but praise for the efforts of yourself and all those who worked on the 244 project. The workmanship and professional manner in which the complete transaction was handled shows what a terrific team you have at the museum. It would be appreciated if this could be conveyed to all those who did take part."



Car 244 in service in Christchurch. The roof advertising boards have been fitted and the additional safety bars are in place. The footboard on the off side has been temporarily removed to ensure clearance between the tram and a too-close bollard on a street corner.

Howard Clark

Christchurch Tramways General Manager Michael Mongan receives the reverser key for 244 from Howard Clark during the Tramway's first birthday celebrations on 2 February 1996.

Greg Sutherland



HERE AND THERE

NEWS ITEMS OF INTEREST FROM ALL OVER

Berlin

Trams are once again running in the former West Berlin. At 7:10 am on 30 September 1995, four axle articulated car 4571 with driver Lutz Stumpf at the controls rolled over the Bösebrücke on the 2.7km run from Bornhomer Strasse to Louise Schröder Platz in the former French district of Wedding. The line has six stops and is an extension of routes 23 (Bornholmer Str. to

Below: Car 4571 crosses the Bösebrücke on its historic journey to Louise Schröder Platz on 30 September 1995. Below: Driver Lutz Stumpf poses with his charge.

Lutz Stumpf

Warschauer Str.) and 24 (Bornholmer Str. to Welssensee, Hansastr.). It is understood that regular services over the new extension commenced on 14 October 1996.

Arrangements have been made with the Berliner Verkehrsbetriebe (BVG), the Berlin transport authorities, for the Sydney Tramway Museum to acquire one of their soon to be redundant four-wheel trams and matching trailer. The tram selected is numbered 3007, is double ended, pantograph equipped and underwent a major refurbishment in 1988.

During the partition of Berlin, West Berlin eliminated its tramway system. Following the reunification of Germany, massive upgrading of infrastructure is being undertaken, mainly in the



former East. The tramway system is being upgraded with new trackwork and new trams. As a result, the older trams are becoming redundant and our 3007 is one of those that will be withdrawn from service on 30 May 1996.

Sourcing the tram was the result of an effort by Howard Clark, Richard Youl, Michael Barry and a local tram driver, Lutz Stumpf. Howard Clark and Joe Kirchburger recently visited Berlin to select the actual tram and commence negotiations for shipping to Sydney.

Sydney Light Rail - It's Go!

A ceremony held at the western end of the Sydney Terminal Station colonnade on 25 January 1996 marked the official commencement of light rail construction for Sydney's 3.6km Central to Pyrmont light rail line. The ceremony was attended by Brian Howe MP, then Federal Minister for Housing and Regional Development and the Minister responsible for introducing the Better Cities program, Brian Langton MP, NSW Minister for Transport and for Tourism, and Frank Sartor, Lord Mayor of Sydney.

Introduced by the Sydney Light Rail Company's Managing Director, Rob Schwarzer, Mr Langton said that as the old Tramways Act had been repealed a number of years ago, new legislation would be introduced to provide for the construction of light rail lines. Mr Sartor was hoping for an announcement regarding the proposed extension of the light rail line through the city but Mr Langton advised that the feasibility study on the city extension was close to completion and an announcement would be made at that time. To mark the occasion, a two metre length of track had been prepared and was concreted in place by ABB construction staff.

Construction work commenced during January with the removal of timber sleepers from the

From left to right are Frank Sartor, Sydney Lord Mayor; Rob Schwarzer, Managing Director Sydney Light Rail Co; Brian Langton, NSW Transport Minister, and Brian Howe, former Federal Housing and Regional Development Minister. The scene in the background depicts an ABB Variotram descending the western ramp over Eddy Avenue.

Bob Merchant



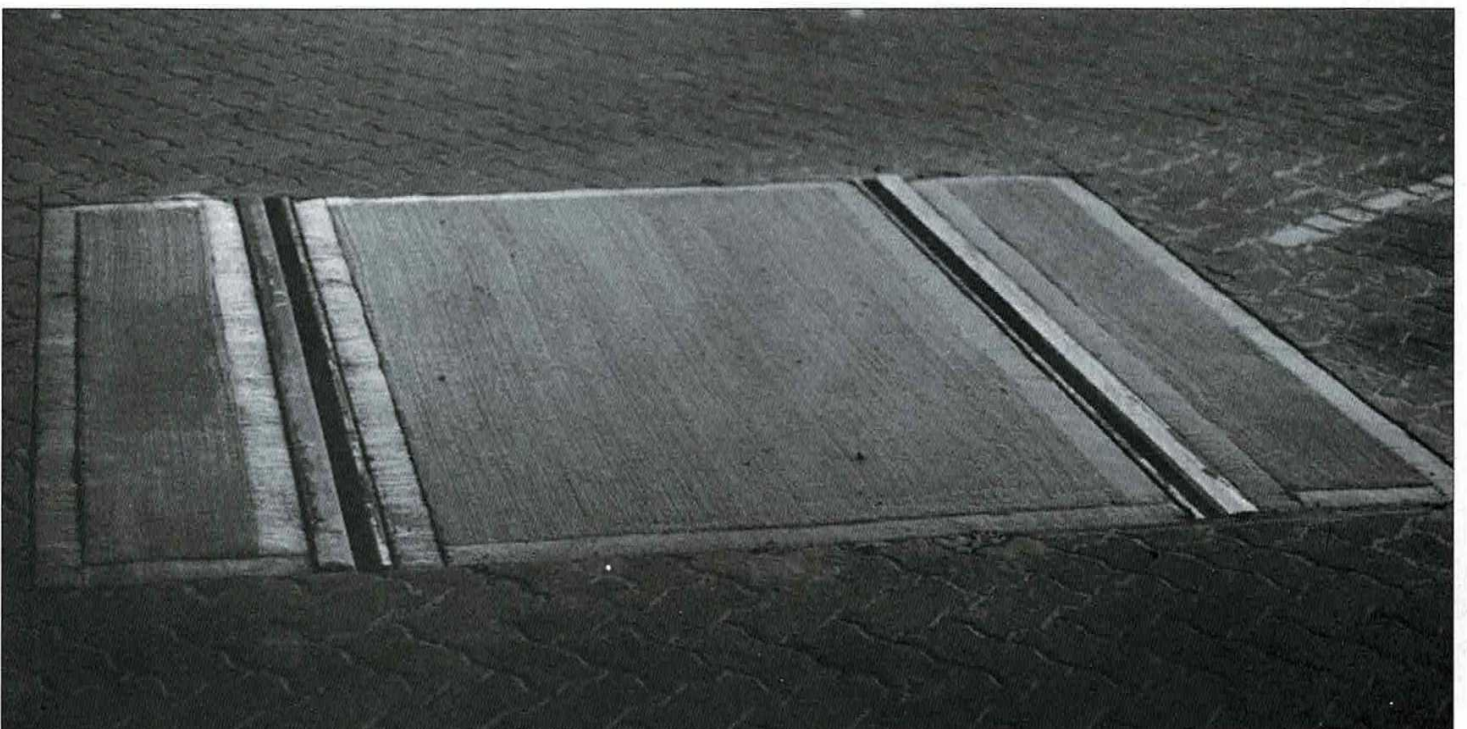


At the conclusion of the official speeches, a concrete truck rolled up. Concrete was poured and ABB construction staff concreted in the section of track to physically mark the commencement of construction.

Bob Merchant

The specially laid section of track at the western end of the Railway Colonnade. The last tram to "the Railway" ran through here on 29 September 1957.

Bob Merchant

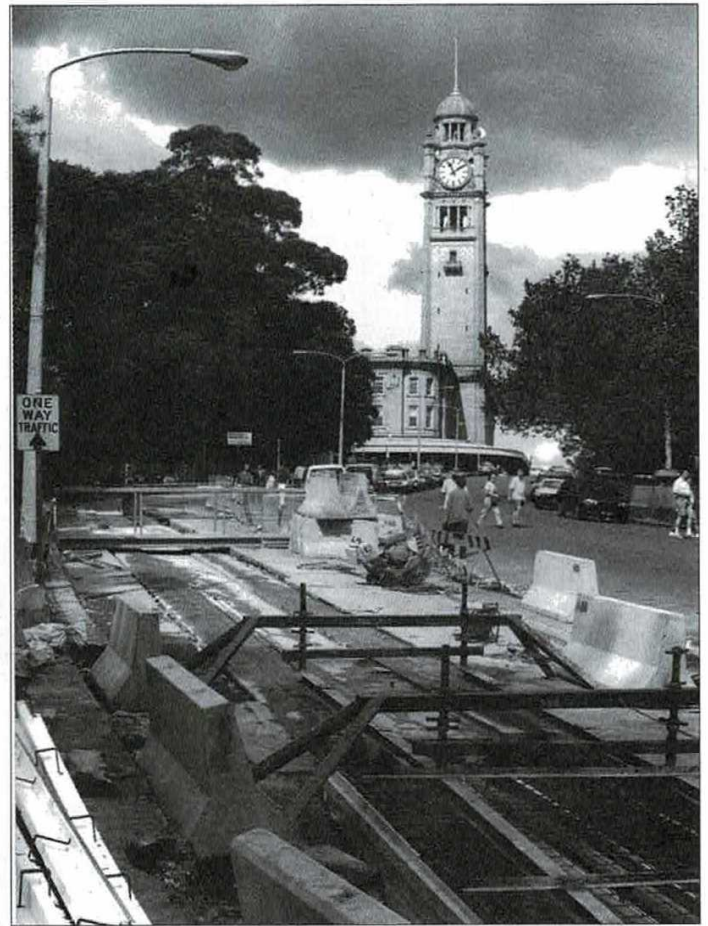


former goods railway behind Darling Harbour and from the casino site to the proposed terminus at Wattle Street. Rail in good condition will be reused when the line is relaid for the light rail service. Moving under-street services had been under way for some months prior to the commencement ceremony. Street construction commenced at the corner of Hay Street and the western ramp to Sydney Terminal early in March.

At press time, a single track concrete roadbed extends from Hay Street to Eddy Avenue along the eastern and western approach ramps to Sydney Terminal (but not onto the bridges over Eddy Avenue); and along Hay Street between Pitt and Castlereagh Streets. The connecting curves have yet to be laid. Double track roadbed is being laid along the western part of Hay Street between Quay and Dixon Streets. The curve and ramp from Hay Street to the former goods railway reservation were also being graded in preparation for track laying.

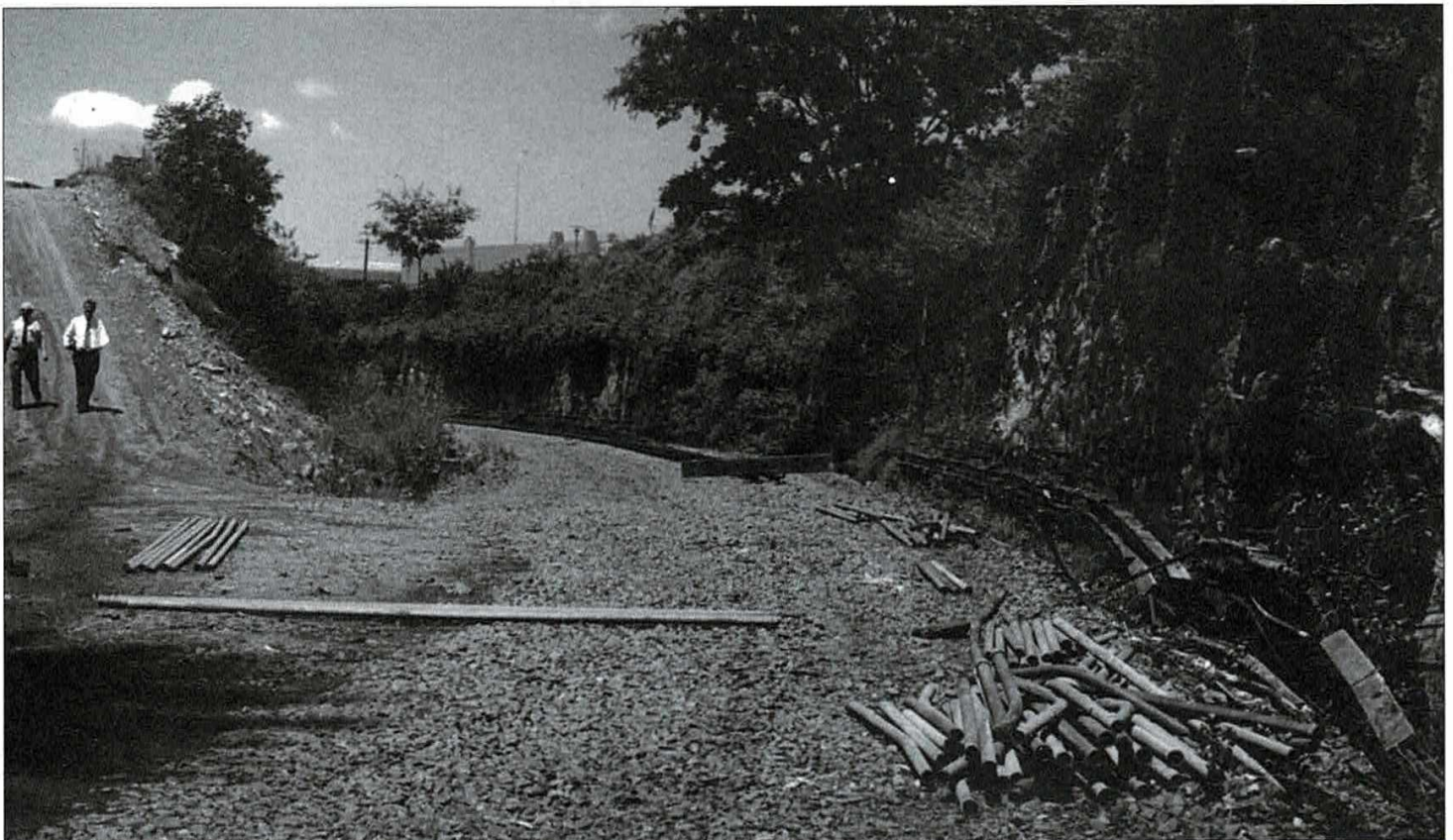
The light rail line will use the former goods railway from Quay Street, Darling Harbour to its terminus at Wattle Street. This view was taken west of the proposed Johns Street stop in late January 1996.

Bob Merchant



Roadbed construction commenced on the western ramp. This was the scene on 23 March 1996.

Bob Merchant



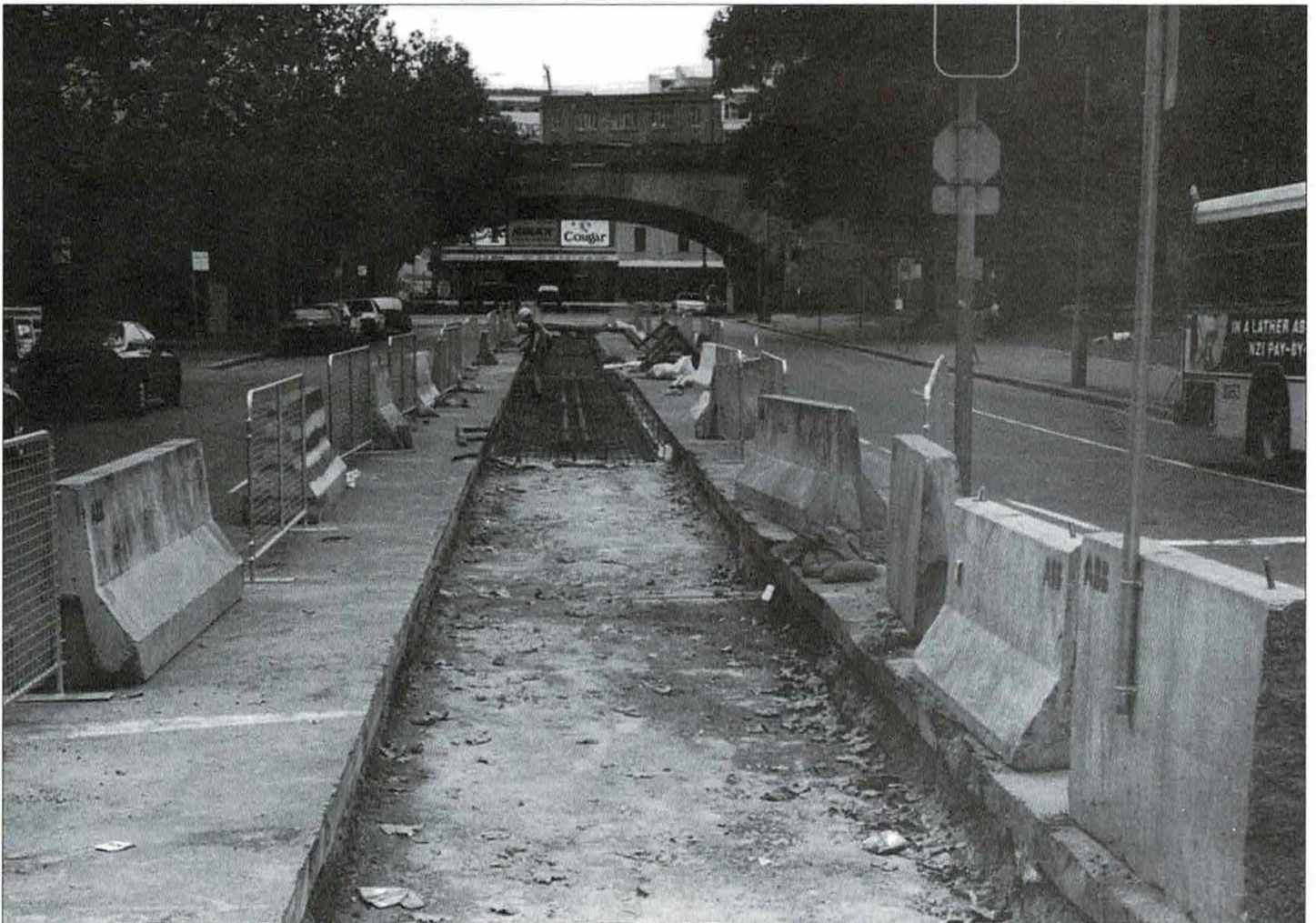


Construction of the concrete roadbed up the eastern ramp to the railway colonnade on 23 March 1996.

Bob Merchant

Tramway works in Hay Street, looking east towards the junction with Castlerreagh Street and the eastern ramp in March 1996. Elizabeth Street can be seen beneath the railway overbridge

Bob Merchant



COTMA

Council of Tramway Museums of Australia

Executive Officer, 5 Felecia Street, Mordialloc, VIC 3195

The 1996 COTMA Conference is being hosted by the Tasmanian Transport Museum Society and will be held at the Westside Hotel, Bathurst Street, Hobart from 31 August to 4 September 1996. The programme of activities is detailed below:

Saturday, 31 August

- Registration at Westside hotel;
- Bus tour of former Hobart tram and trolleybus routes;
- Harbour cruise including evening meal.

Sunday, 1 September

- Visit to Transport Museum, train rides, barbecue lunch and official welcome;
- Dinner at Westside Hotel, followed by museum reports.

Monday, 2 September

- Conference sessions during day;
- Official dinner with guest speaker Ian Cooper, tramway historian and founder member of the TTMS.

Tuesday, 3 September

- Conference sessions in morning;
- Visit to Metro workshops and depot;
- More museum reports after the evening meal.

Wednesday, 4 September

- Conference sessions;
- General meeting;
- Visit to Alpenrail;
- Dinner and night running at Transport Museum.

A number of post conference activities have been organised for those able to take advantage of their stay in Tasmania to visit other places of interest to museum members.

Thursday, 5 September

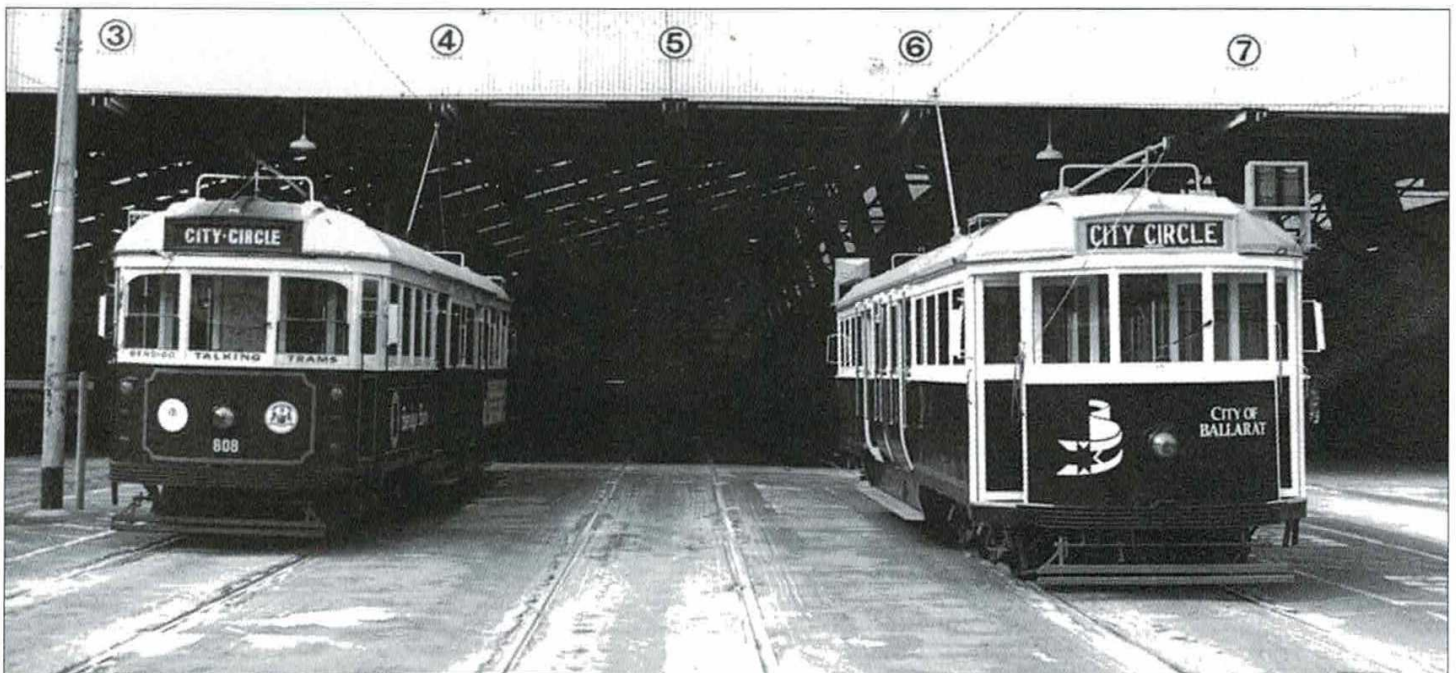
- Bus trip to Bush Mill and Port Arthur via the Bellerive-Sorell Railway. Dinner will be at Bush Mill, who will have two locomotives in steam. Night running will be provided.

Friday, 6 September

- Bus to Launceston with tour of former tram and trolleybus routes.

Bendigo's SW5 class 808 stands beside Ballarat's W4 class 671 at South Melbourne Depot on 13 April 1996. Both cars worked the City Circle service during their visit to Melbourne.

Len Millar



- drinks in the Great Northern Hotel's Tram Bar;
- Visit Launceston tram project;
- Visit Penny Royal for tram ride.

Delegates have the option of leaving this tour in Launceston. But there is a further option:

Saturday, 7 September

- Visit the Don River Railway at Devonport or, alternatively,
- Bus trip to visit the Ida Bay Railway at Lune River.

Registration forms for the conference can be obtained from your Museum Secretary or direct from COTMA Convenor David Verrier, TTMS, GPO Box 867J, Hobart 7001, Facsimile (002) 20 5946.

But, like 1994, there's more!

A number of museums and potential delegates have asked if some exciting activities can be provided in Melbourne, sort of post-post-conference activities over 2 days. This will enable participants to spend further days free in Melbourne afterwards should they wish to do so.

Sunday, 8 September

Commencing after lunch to give folk the chance to depart Devonport on the Saturday evening "Spirit of Tasmania" ferry arriving in Melbourne Sunday Morning, or to fly from Devonport to

Melbourne on the Sunday Morning 7:45am Qantas flight arriving Tullamarine 8:55am, and book into accommodation in Melbourne.

- Board our ElecRail special restored train to tour some of the suburban railway lines. Evening meal at the restored Lilydale Railway Refreshment Rooms, followed by one of Richard Gilbert's inimitable slide shows. Late evening nostalgic express return to Melbourne through the darkness.

Monday, 9 September

- All day tram charter tripping around the suburbs with driver Carolyn Dean and lots of photo opportunities. It is intended to use a pantograph Z3 for a large part of the day to get to some places that Zs normally do not venture to, including the light rail lines, the old route 12 to Sth Melb. And St Kilda Beach, and the newest extension to Bundoora-RMIT.

Tuesday, 10 September

- Morning bus to Nyora to join our own railcar on the South Gippsland Railway through the Strzelecki Ranges to Korumburra and Leongatha with barbecue and lots of photo opportunities.

Post-post-conference tour details are being handled by Bill Kingsley, 51 Lenna Street, East Burwood, Vic 3151. Details can also be obtained from your Museum Secretary.

PARRAMATTA

Steam Tram & Railway Preservation Society
PO Box 3179, Parramatta, NSW 2124

From Bruce Irwin, Cliff Currall, David Lewis and Craig Connelly

Grant

The Society has been the fortunate recipient of a \$35,000 grant from the Slade Foundation to go towards the restoration of an N class tramcar as a steam trailer. This has been a great boost to our morale and will enable us to field a trailer car

hopefully this year, when steam motor 103A is restored, also this year.

Negotiations with the Foundation have been proceeding since shortly after the fire and concluded in the decision that a restored N car was the most appropriate subject for funding. The principle member of the Foundation has fond memories of the Arncliffe-Bexley steam trams, hence the interest in our project.

Whilst we have sustained disappointments during 1995, we have had much encouragement, including the acquisition of two N class tram cars and the grant from the Slade foundation. 1996 will see the Stephenson and steam motor 103A restored, which will give a lot of heart to our members.

Annual General Meeting

At the Annual General Meeting of the Society held at Parramatta on 4 November 1996, the ballot for the vacant positions on the Board of Directors resulted in Craig Connelly, Peter Stock and Paul De Vries being elected.

Park Management Plan

The long awaited Plan of Management for Parramatta Park was to have been released on 8 November 1995, but was deferred on instructions of the Minister for the Environment. Subsequently, information was leaked as to the content of the draft plan which caused a furore in the community. The *Parramatta Advertiser* featured articles which alluded to the eviction of the Swimming Centre, Golf Club, RSL and Leagues Clubs, and our Tramway from the Park.

The Premier of NSW, Bob Carr visited Parramatta and assured the community that the major facilities would not be removed. The Society then wrote to the Premier to ascertain if we were included as a major facility. Our letter was referred by the Cabinet Office to the Minister for the Environment.

New Park Trust

The new Parramatta Park Trust was formally established on 8 December 1995. The Trust met briefly on 12 December and the matter of the tram received a mention. The Society wrote to the Trust requesting that the approval to continue to operate within the park, granted by the former managers, Parramatta City Council, be reaffirmed. This matter was considered by the Trust at its meeting on 3 February 1996, and whilst the Society has not yet (at end of February) received official notification, we understand that the Trust has given approval to continue to operate, but not on the present location.

Three of our four-wheeled railway vehicles are still on site in the park. They are an S class open wagon, a shunters truck which is used as a dummy truck between railway vehicles and the steam motor, and an LV class louvre van.

Steam Tram Shed

The Society has been invited to register an expression of interest in the former steam tram shed at Northmead. A letter has been sent to the Trust to seek their views on re-erecting the shed in the park to house our collection and retain another part of Parramatta's heritage. The agent has advised that the owner of the building, which has a heritage listing, is prepared to assist with the dismantling and re-erection of the structure, but details have still to be finalised. A reply is still awaited from the Trust.

Many hours have been spent by a small band of regulars at Thirlmere and elsewhere, working on 103A and the Stephenson, painting, taking bits and pieces to the sandblasters, and much more. A few members have been scouring the backblocks of New South Wales in an effort to locate an end-platform railway carriage or two for our eventual use.

Steam Motor 103A

The vacuum brake ejector has been overhauled and polished ready for refitting and the ejector muffler has been repaired with a new outer cylinder. The vacuum gauge has been restored with all new internals and the safety valve muffler has a new brass cylinder. A new front footplate has been fabricated and steps, safety chains and other miscellaneous parts have been sandblasted and painted ready for fitting.

103A passed a boiler examination in January, and will be available for use as soon as other restoration work is complete. The only component missing is the whistle. Frank Millier, Frank Moag and Craig Connelly visited the Powerhouse Museum on 15 January to measure and photograph the whistle on steam motor 1A, so that a new one can be manufactured for 103A.

N Class Cars

N class cars 619 and 685 were removed from Avoca, near Fitzroy Falls, to Thirlmere on 30 January. Car 685 is to be restored by Stan Martyn (of 103A cab fame) for the Society. A work party attacked 685 on 17 February, removing the remaining linoleum from the floor, fibro from the windows and generally cleaning up. The drivers cab extensions have been removed, and removal of some of the floor boards revealed that the frame is in OK condition.

The Stephenson

Work progresses apace at Thirlmere. The footplate has been rivetted in place and the frame and wheels painted. The axleboxes have been reconditioned, new spring hangers and pins have

been ordered and, when they arrive, the locomotive can be placed back on the crank axle. Several boiler stays have been replaced and the newly cast cylinder head has been machined ready for refitting. As with 103A, piston and valve rods have been hard chromed and ground, ready for refitting. Repairs and alterations to the cab have been completed. The boiler cladding has been repaired and is ready for refitting.

We are desperately trying to get the Stephenson finished by the end of March to allow the Society to receive the final grant payment. The locomotive passed a hydrostatic boiler test at 163 pounds per square inch on Monday, 19 February and has been certificated for a working pressure of 130 pounds per square inch.

ST KILDA

Australian Electric Transport Museum

GPO Box 2012, Adelaide, SA 5001

From Colin Seymour

LEAP Scheme

The AETM is hosting a Land and Environment Action Program (LEAP), providing training for the long term unemployed. The Program commenced on the first week of March 1996 and runs for 26 weeks. Twelve to fifteen trainees will be involved on several projects around the Museum, including:

- * Concreting the floor of the tractor shed;
- * Concreting the playground curve;
- * Assisting with pole replacement, re-erecting overhead and trackwork between the playground and the beach terminus;
- * Concreting the Shell Street curve;
- * Erection of the signal cabin on the north side of the yard;

- * Concreting the sill around the tram storage shed;
- * Construction of a Museum office in part of the Members' "Lounge".

The AETM's commitment to the project is to supply work and materials. The bulk of the funding for the materials comes from the Salisbury Council grant of \$21,000 for trackwork. LEAP provides for all costs associated with the trainees.

When working down the line, the St Kilda Community Hall is used as a base camp and classroom. When working at the Museum, the tractor shed is used as the base camp and classroom.

By week 6 of the program the tractor shed floor had been concreted, the front door concrete sills of the new tram storage shed had been completed and

a start had been made on relaying 90 metres of track from the playground stop towards the terminus in concrete. The existing rails were despiked, the sleepers removed and replacement clean 40lb rail positioned alongside the track. A contract earth mover had dug out the trench for the new track. Works car W2 354 provided welding current while Ballarat 34 was used to deliver the replacement rail to the site.

AETM members are preparing materials each weekend for use during the following week and providing mid week assistance where possible. Chris Steele has located the original survey markers to assist with track alignment for the new concrete track sections, although two markers could not be found, PVC piping for the council playground area indicating what happened to them!

Credit for getting the program up and running belongs to General Manager Chris Dunbar who has also been wearing his TAFE hat.

Tram Overhauls

The repaint of dropcentre car 264 is almost complete. Further dismantling of the "toastrack"

end of car 118 has occurred and had revealed that the side pillars were modified significantly during its reconstruction to the E1 style so they will need to be replaced.

The part of the wooden chassis of car 111 where the 22E maximum traction trucks bear is being strengthened by Ian Seymour. Ian has fabricated 6in. by 6in. angle which is bolted to the chassis to distribute the load of the wearing strips on which the truck rests. The wearing strips have been compressed into the timber and have worn unevenly, while the diagonal timbers which take the load of the trucks when cornering are either loose or shattered, causing the body to sit unevenly.

The 6in. by 6in. angle is 52in. long and replaces a small section angle of only 20in. used to spread the load. Another piece of 6in. by 6in. is bolted against this to replace the diagonal timber and is oxy-cut where required for wheel clearance and gusseted to stop flexing. New wearing strips are

C type 186 returns to the Museum from the St Kilda playground. The car has just crossed Mangrove Street.

Paul Shillabeer





H1 381 crosses Mangrove Street on a return journey from the St Kilda playground.

Paul Shillabeer

tram (2 x 40hp compared with 2 x 50hp when built and 2 x 65hp when remotored in 1918-19). It is anticipated that power will be sufficient for museum operations.

then rivetted to the wearing strip holder which is then bolted with countersunk head bolts to allow for full truck swing.

Some of the transverse timbers in the region of the truck may also need strengthening with steel. The chassis weakness near the trucks seems to be a problem with all our maximum traction cars.

Mobile Gantry Crane

A 13ft high x 11ft long x 6ft wide mobile gantry crane of two tons capacity has been purchased to aid in the assembly of the Metropolitan Vickers motors from our W3 truck into the 22E maximum traction trucks for car 118. The crane will also be used to lower Birney 303's compressor into the pit when it returns from rewinding. Many other chores in the future will be made easier with the crane.

The W3 motors will be kept with their respective wheelsets (with some modifications to the axle ends) as this will keep the gear centre distances correct, although it will produce an underpowered

Other News

Christopher Steele has continued with his site clean-up. He has constructed a new entrance driveway from the public car park to the members' parking area with assistance from Colin Seymour. The driveway runs between the wheel lathe and welding sheds and is much more direct than the previous route. It also provides better access for trucks entering the rear yard and avoids tricky three-point turns for them to get out. Access to the roadway is closed during public opening hours.

Four business card-size fridge magnets have been added to our range of souvenirs. Tram photos appearing on these magnets are 42, 186, 282 and 264, and 381 — the same photos used for our last four postcards introduced last year.

The kitchen attached to the members' lounge has been cleared of furniture to make way for the new office. Although the old fridge and stove were evicted, a new bar-size fridge and microwave oven have been purchased and are located in the members' lounge.

The AETM now has a fax machine. The number is 08 280 8528 (the Museum phone number is 08

280 81880). It has already proved very handy with the administration LEAP.

BALLARAT

Ballarat Tramway Museum

PO Box 632, Ballarat, Vic 3353

From Dave Macartney

March and Begonias

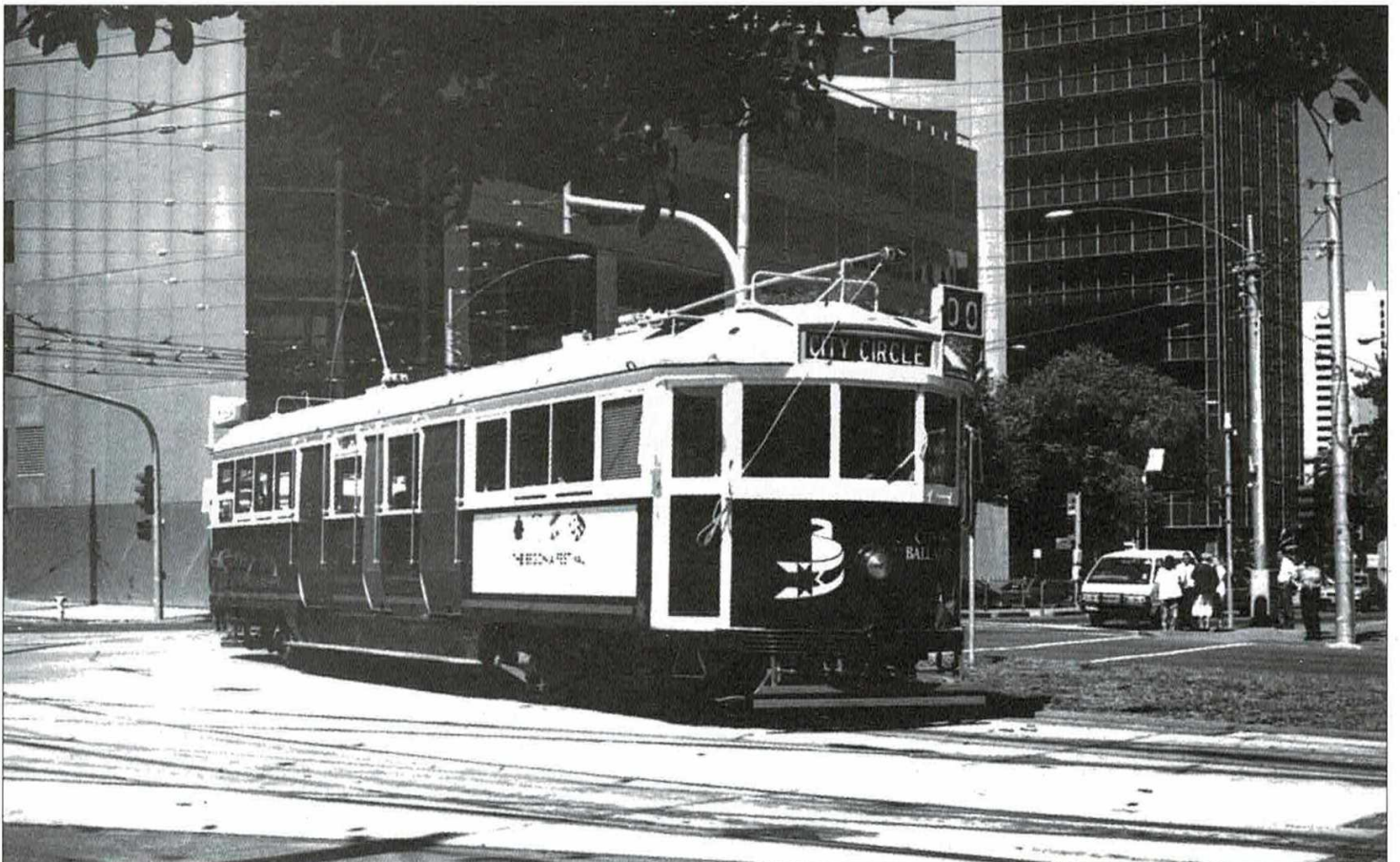
The month of March is always the busiest in Ballarat, and this year saw new records set! The arrangements which see motor traffic barred from the Gardens on weekends are now well established, and the tramway is increasingly being seen as an integral part of the operation. The two Saturdays were down on previous years, but the Sundays were up, and on Sunday 10th 1718 passengers were carried, easily beating the previous one day record total of 1455 set on Monday, 10 March 1975. The holiday Monday following the record saw 1320 carried, an excellent figure at any other time. The total for the long weekend was 4030. With the Grand Prix

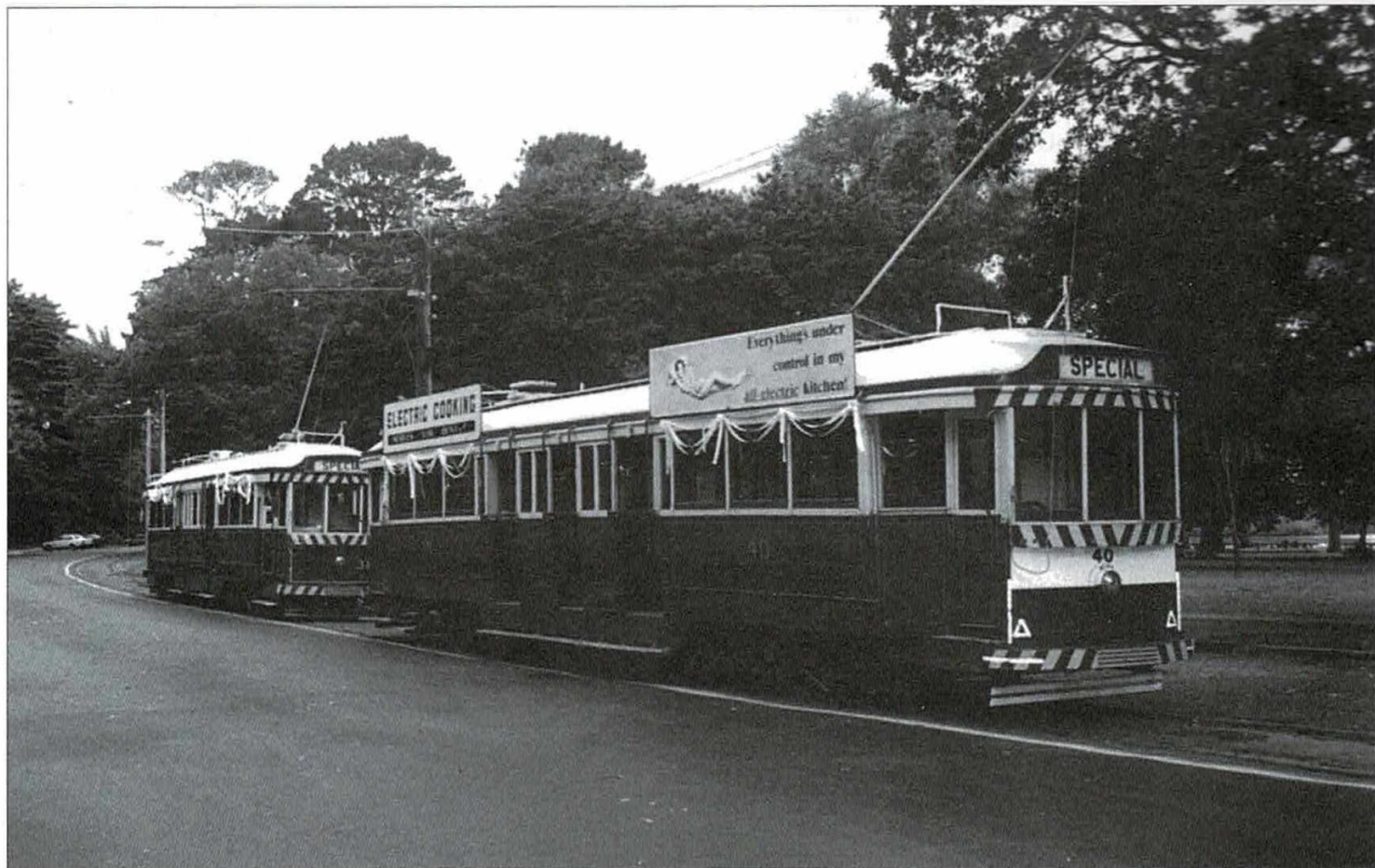
being held in Melbourne, and a number of our PTC employed volunteers subsequently unavailable, the prophets of doom were predicting that the tramway would fold under the strain — the response was to break all the records!

The day starts around 8:00am in order to have all the traffic control gear in place, and doesn't finish

Car 671 in the corporate colours of the City of Ballarat rounds the curve from Nicholson Street into Victoria Street, Melbourne on the City Circle service. The car ran from time to time between early march and Easter 1996 advertising Ballarat's Begonia Festival and Opera Festival.

William F Scott





Cars 38 and 40 run out onto Wendouree Parade on 30 March 1996 to pick up a wedding party from the local Catholic Church near Carlton Street, for a tram ride and then a feast at the newly improved Lake Pavilion. It is the first time in over five years that our two SECV bogie cars have operated together.

Len Millar

until the bookwork is complete and cars cleaned around 9:00pm. For the first time, a loud hailer was used to tout for business among arriving hordes near Depot Junction. What next? Equip the junior members with sandwich boards and have them circulate, perhaps. As well as the Begonia Festival traffic, March saw a larger than usual number of charters, including a visit by a Swedish tramway museum group, and a wedding which saw both 38 and 40 out together for the first time in a number of years.

Melbourne Sojourn for 671

Car 671 left on 23 February for a couple of months running on the City Circle service in Melbourne. The transfer was not without incident

at the Preston end, where the facilities for unloading tram bodies are certainly not what they once were. However, the car was eventually off-loaded, utilising a set of No.15 trucks along the way. Transfer to South Melbourne took place on 28 February, and the car entered City Circle service on 3 March.

A loose motor mounting bracket and worn motor suspension bearing were detected on 8 March, necessitating a visit to Preston for repairs. For its Melbourne operation, composition brake blocks were required. Extensive inquiries failed to find anything suitable for a W4 "off the shelf", and to have a set made up was out of the question on financial grounds, so all the brake hangers had to be modified, and a set of 28 inch blocks reprofiled with a grinder to suit a 33 inch wheel. The final result, after a great deal of time consuming work, is a car which now brakes 17% better than it did in its cast iron days.

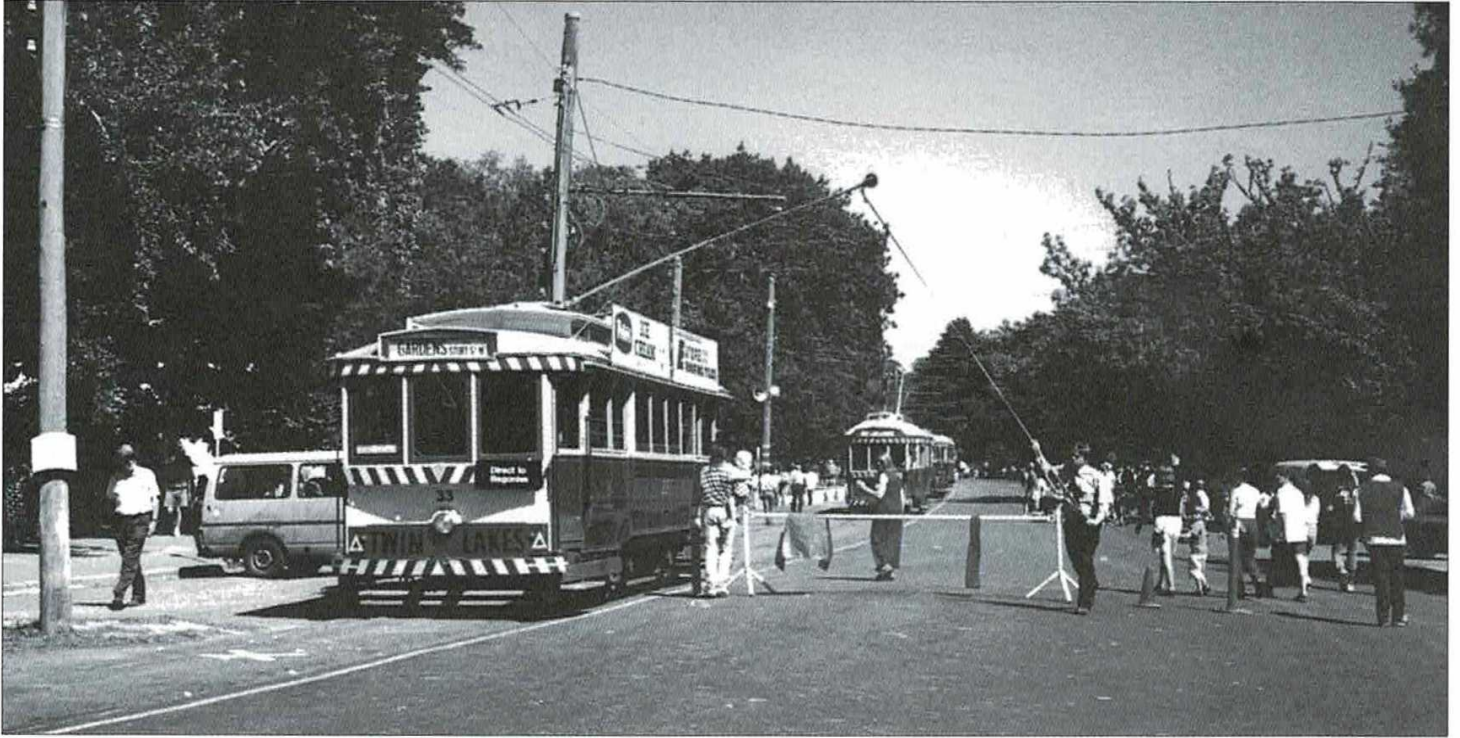
Downtown Tramway

The proposal for a new tramway in downtown Ballarat has now moved to the stage of setting up a feasibility study group to look at the various

proposals in some depth. The Museum is represented by Richard Gilbert, Warren Doubleday and Len Millar, while tramway regular Frank Puls also gets a run representing the Victorian Trades Hall Council. The first task is to set up a Statement of Philosophy. A weighty report has been received from Dave Hinman of Christchurch, detailing that city's return to trams, which will prove invaluable.

Changing ends on car 33 immediately north of the loop before proceeding to Depot Junction on the car park shuttle. The barrier excludes general traffic from the central Festival area but necessitates a long walk for the conductor turning the pole. Car 38 is in the loop and car 661 can just be seen leaving for Carlton Street.

William F Scott



WHITEMAN PARK

Perth Electric Tramway Society
PO Box 257, Mount Lawley, WA 6050

From Michael Stukely

Classic Car Show

This major event on the Park's calendar took place on Sunday 17 March in ideal conditions. This year, unlike previous years, no provision was made in the entry fee to the Show for tram or train travel. Instead, as an experiment, both PETS and the WA Light Railway Preservation Association offered tickets to the public at a reduced rate. The likely pattern of demand through the day was unknown.

The car show, with over 1000 vehicles on display, was based at Mussel Pool and visitors parked in the Bennett Brook-Stockmans Crossing area as well as at the Village. At the Show, visitors

were encouraged to travel to the village via the transport services — tram, train or bus.

Tickets were sold primarily by conductors based at Mussel pool and Village tram stops, and conductors on the trams checked tickets and monitored passenger safety. The first car (W2 class 329) entered service between Mussel Pool and Village Junction at 10:00am, and a second (W2 class 368) was required shortly after. With demand increasing rapidly, W4 class 674 and SW2 class 426 were in service by 11:00am, forming two tandem pairs of cars. To speed up the turnaround at the Village end, cars then terminated at the Village stop and Fremantle 29 operated a very popular free shuttle between Village and Village Junction for the rest of the day.

The operation was a great success overall, with a total of 2889 ticketed passengers being carried on the four Melbourne cars, plus those who chose only to ride FMT 29, giving a total well in excess of 3000 for the day. The loadings were spread more evenly through the day than in previous years, which was better for the crews and passengers alike. The new Stockmans Loop was used for the first time (see below), and it was a delight for tram crews to be able to cross the two pairs of cars without the need to do a time-consuming shunt around the triangle as in previous years!

Classic Car show day, 17 March 1996, saw the new passing loop north of Stockmans Crossing used for the first time. Here, W2 class 368 swings from the loop to the main line heading for the Village, followed by W4 class 674, while SW2 class 426 (left) and W2 class 329 move off for Mussel Pool.

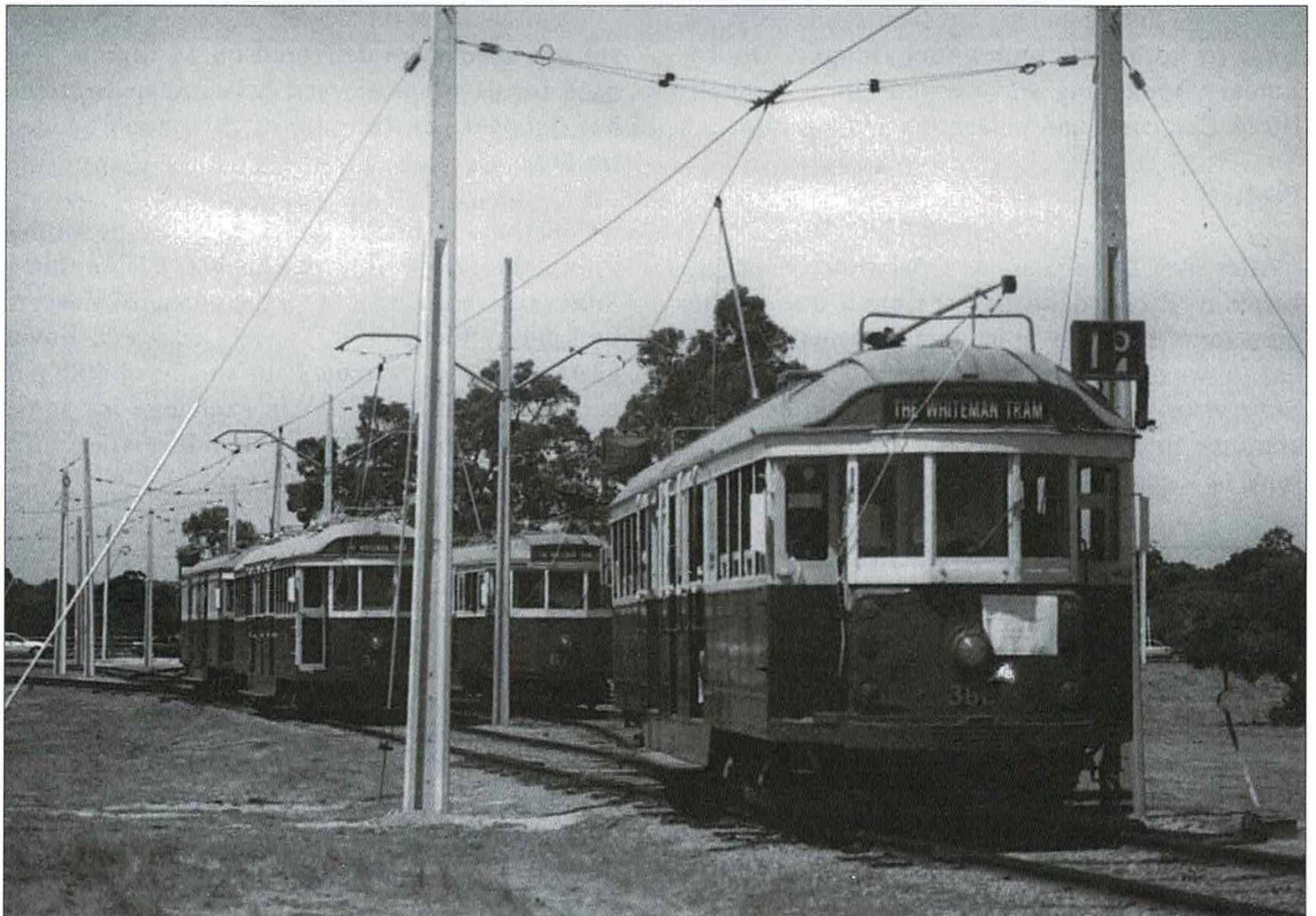
Terry Verney

Overhead and Track

The main achievement has been the completion of work on Stockmans Loop in time for the Classic Car Show.

Backstays were installed on the concrete "bearer" poles at the ends of the loop in January-February. The opportunity was also taken to adjust bracket arms and the height of the running wire between Stockmans North and Red Dam. Bracket arms for the two centre-poles located inside the loop had to be specially modified as they are shorter than those used on the main line.

There followed an intense period of activity with two new cast-brass frogs installed for the loop along with two new bracket arms on 18 February after a 6:00am start. (The first 16 days of the month had produced a record heat wave — fortunately on this day, conditions were ideal!) The second pair of bracket arms were put up on 24 February. The new copper running wire for the loop was run out and attached on 9 March, along with another brass frog at Stockmans North to



replace the old steel pan type.

Also on 9 March, two "Little David" points levers were installed on the loop points (which had been locked in position for main-line-only operation since the track was laid). Welding of rail bonds then followed.

With the completion of the overhead work on 9 March, the long-awaited test run took place using W2 class 329, followed by FMT 29. Everything worked faultlessly, and the loop was commissioned. The next day, W2 class 329 became the first car to use the loop in regular traffic. Great credit is due to the team involved in this work — Ray Blackmore, Trevor Dennhardt, Duncan McVicar, Lindsay Richardson, John Mitchell, Terry Verney and Scott Parker.

While all this was going on, the usual maintenance was also continuing — track work was done between Stockmans and Village Junction; and special track days on 6 January and 24 February saw significant improvement made to the Bennett Brook-Horse Swamp section. Regular applications of grease to the curves have resulted in a much quieter and smoother ride, and reduced wear to both rails and wheel flanges. On 14 January, regauging was carried out at Bennett Brook East curve and Village Junction curve.

Projects

After over three years as Operations Manager, Lindsay Richardson has resigned due to the pressure of his many other commitments. Lindsay has, however, agreed to take on the position of Supervisor, Projects and Museum Site, and will continue to coordinate several ongoing projects (plus new ones!).

In view of the high level of interest shown by members of the public in Ballarat 31 when she made a rare appearance for the 10th Anniversary on 3 December (TW Feb 1996), a special project has commenced on this car. The aim is to remove the severely worn wheels for reprofiling, and overhaul other components as necessary, so that 31 can then be used in regular service.

No. 31 was relocated from the rear of road 2 in the Oketon Geddes Car barn to road 6 in the

Lindsay Richardson Car barn on 14 January, with Kalgoorlie 25 taking its place. Work was started by Frank Edwards and Duncan McVicar soon after.

Visible progress can at least be seen on the construction of the maintenance pit in the Engineering Shed. A 2m-deep trench was dug along what will be the north side of the pit using a mini-excavator on 18 January. Seven metres of sheet piling (consisting of panels of Brownbuilt metal decking) was then lowered into the trench to stabilise the soft sand which is prone to cave-ins. Additional sheet piling has been assembled by Ray Webster and Brent Luscombe. On 27 March a bobcat was hired to excavate more sand from the pit prior to the installation of the sheet piling on the south side.

Work has continued on the installation of the fire prevention system. By mid-March, Lindsay Richardson and Terry Verney had dug the trench and laid the water line to the western wall of the engineering shed, where a spur was fitted for a future overhead feed.

Materials components for the new spare parts storage shed were delivered on 14 March. The need for development and building applications has delayed construction of this much needed facility.

Construction of the new bogie storage siding along the south side of the WP Pennenburg Workshops has started with the laying of sleepers by Lindsay Richardson, Trevor Dennhardt, Kevin Clarke and Terry Verney. Four lengths of 60lb rail acquired from WALRPA in exchange for some 45lb rail will be used here. This siding will form a westward extension of the pit road.

Ray Webster and Charlie Bite have started removing fittings and salvaging cabling (in quite good condition) from 6W, which was purchased some years ago from Melbourne for spare parts.

The new diesel fuel tank has been mounted on concrete bearers and secured by Vic Sweetlove and Mal Haines. It has been painted and a new hose was fitted. Arrangements for the first fuel deliveries were being finalised at the end of March.



The successful testing of the new Stockmans Loop on 9 March was cause for great celebration. Here, W2 class 329 heads back down the main line after becoming the first car through the loop under power, as Fremantle 29 travels northwards through the loop for the first time.

Michael Stukely

Work on the perway and overhead materials hardstand storage area east of the Lindsay Richardson Car barn has progressed with the spreading of 20 tonnes of limestone late in March.

Motor Vehicles

The mobile crane, which was purchased in 1995 by the Oketon Geddes Trust, was presented to the Society, along with a set of hydraulic jacks and power pack, by the Trustee, Lindsay Richardson, in January.

As part of the general review of our procedures and operating rules, it was decided to obtain

restricted registration and third party insurance for all our motor vehicles. This proved to be a lengthy saga, but Kevin Clarke was finally able to arrange for a Department of Transport inspection, weighing and test of all vehicles. The formalities are now complete; all vehicles have registration plates and third party cover, and can be used safely on the public roads within Whiteman Park. The assistance of Eric Charlton, Minister for Transport, and Tony Middleton, Director of Transport, is gratefully acknowledged.

General

The overhaul of the no. 1 truck continues. Noel Blackmore reports that the problems with the



Excavation and levelling of the site for the spare parts storage shed, November 1995.

Lindsay Richardson

motor-to-axle suspension bearings have now been solved.

Two ex-WAGT Westinghouse compressors (minus motors and mounted on an old Vanguard utility) have been donated to the Society by Dennis Bros.

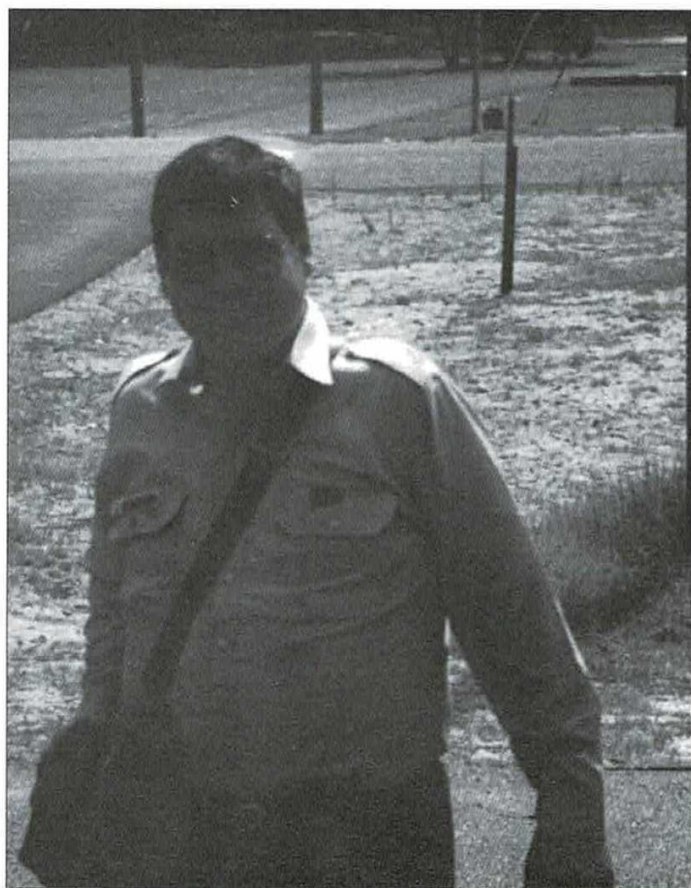
Kevin Clarke has been successful in obtaining sponsorship from City Motors, a major Holden car dealer in Perth, in return for advertising in our trams. This was linked to the fact that our W2 class 329 was built by Holden's Body Builders (in 1925 as a W class).

W4 class 647 has had a new set of running boards fitted thanks to the efforts of Bill Gilbert, Martin Grant and Scott Parker.

Caught at the Bennett Brook tram stop in Whiteman Park — SPER member David Critchley put his skills as a conductor to good use on Classic Car Show day, 17 March 1996.

Terry Verney

A load of 12 ex-tramway steel span poles, removed from Hay Street East (near Bennett Street) by Western Power on 17 March, were delivered to the Park that morning. It is believed that most of these may be of the original type used by the Perth tramways, dating from 1899. The Perth City Council has retained in Hay Street two poles complete with fluted bases and finials as



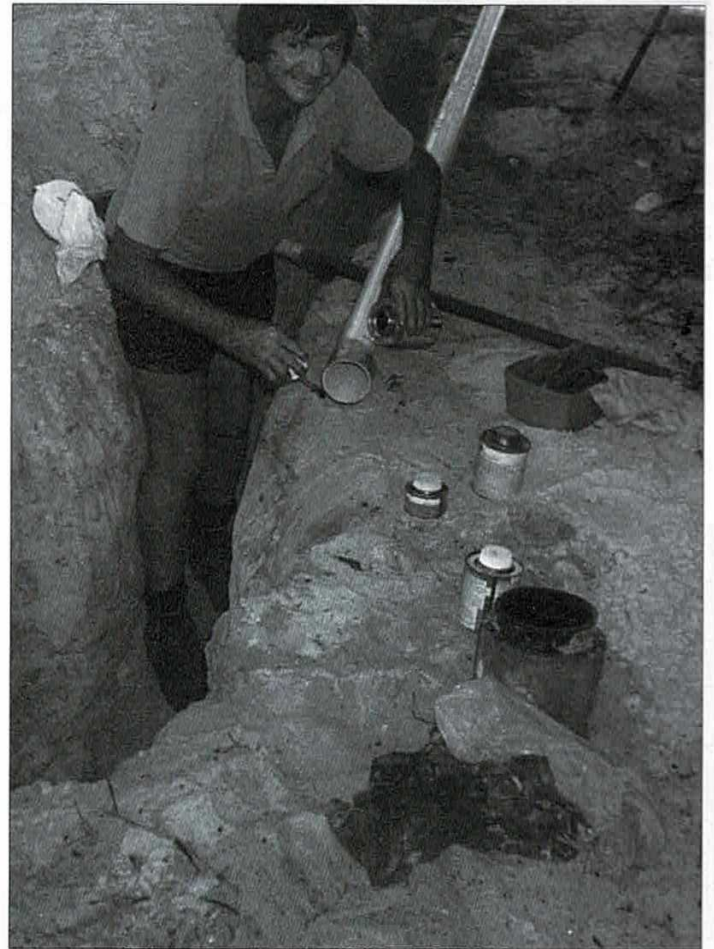


heritage items. They are the only poles of this type remaining in the streets.

The ex-Commonwealth Railways ballast hopper wagon which lay beside the tramline east of our complex for many years has been donated by PETS to the Australian Railway Historical Society (WA Division). It was removed to the Rail

Transport Museum at Bassendean on 13 March. It is believed to have been used in the construction of the Trans Australian Railway, which opened in 1917. This wagon will complement other recent acquisitions of the ARHS from the original TAR consist — XE1 (ex BRPF) sleeping car, XD20 (ex D) dining car and AF/NAF26 lounge car.

A great deal of work is achieved in a variety of areas by the "Wednesday Group" which consists of a regular band of retired members and shift workers, plus others who are available on occasions.



Top: Noel Blackmore, Vic Sweetlove and Bill Gilbert discuss the mounting of the wire drum for the wiring of Stockmans Loop, 6 March 1996.

Centre: Terry Verney installing the water line for the fire prevention system in the Oketon Geddes Carbarn late in 1995.

Bottom: Martin Grant painting one of the new running boards for W4 class 674 on 6 March 1996.



All: Lindsay Richardson

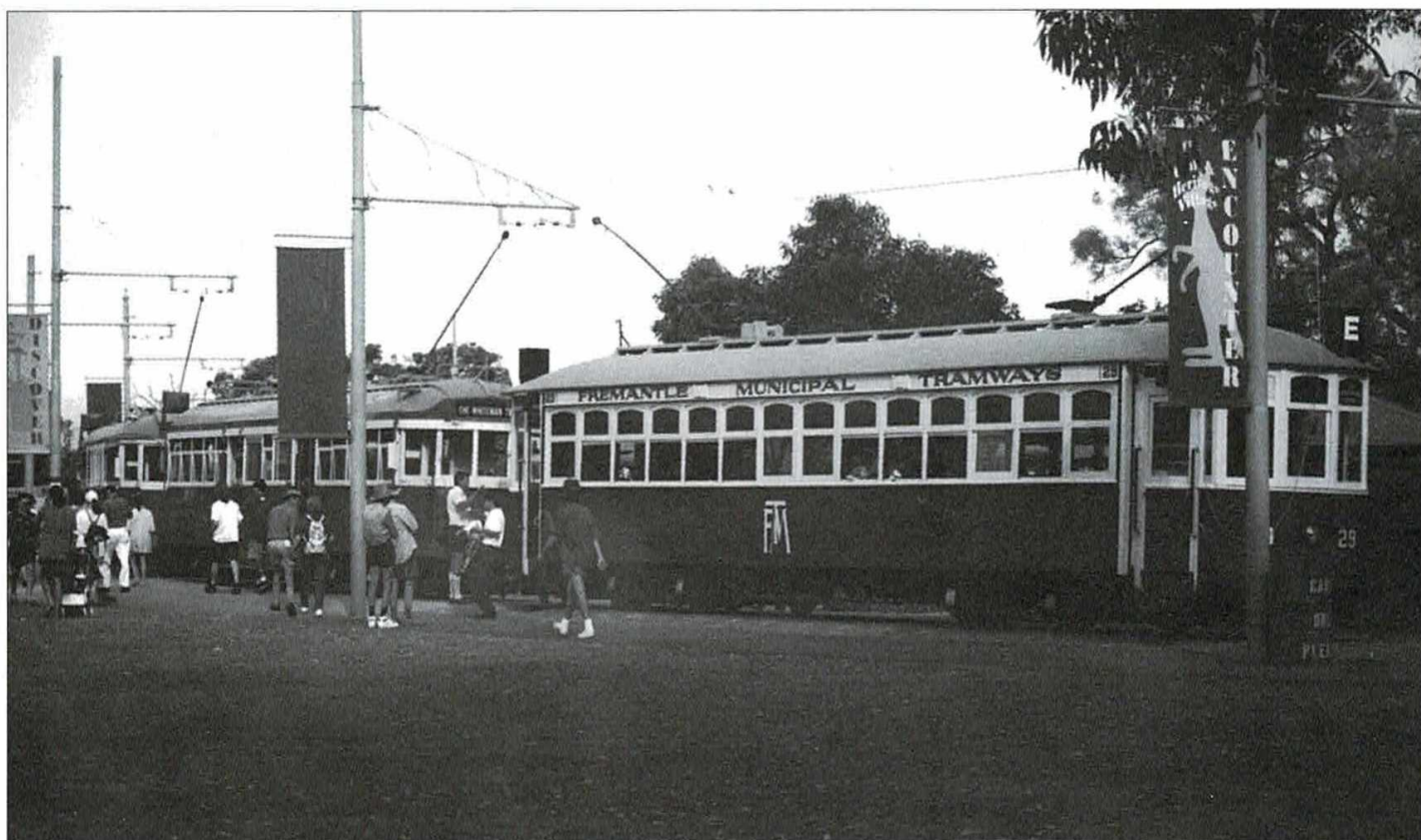


Poles are being changed for Fremantle 29 to make another short run from Village to Village Junction, while W4 class 674 (left) and Sw2 class 426 load passengers for Mussel Pool on Classic Car Show day, 17 March 1996.

Terry Verney

Lindsay Richardson (left), Ray Blackburn, Terry Verney, Trevor Dennhardt (behind) and Scott Parker installing the "Little David" points lever at the southern end of Stockmans Loop on 9 March 1996.

Michael Stukely



FERNY GROVE

Brisbane Tramway Museum Society
PO Box 94, Ferny Hills, Qld 4055

From John Lambert

Electrical

The overhead in the terminus area was cut over to the new span poles during the first of several weekend work parties this year. The overhead in this area was simultaneously retensioned and slightly rearranged with the removal of two section insulators that were no longer required. During this work the opportunity was taken to install overhead above the new shunt as mentioned below.

The Society has purchased two "Little Mule" winches for use in work on the traction overhead. These winches have a number of additional features as well as being safety rated in accordance with Australian Standards. They are identical to those used in the electricity supply industry throughout Australia. The old autoshop type winches have now been relegated to a storage

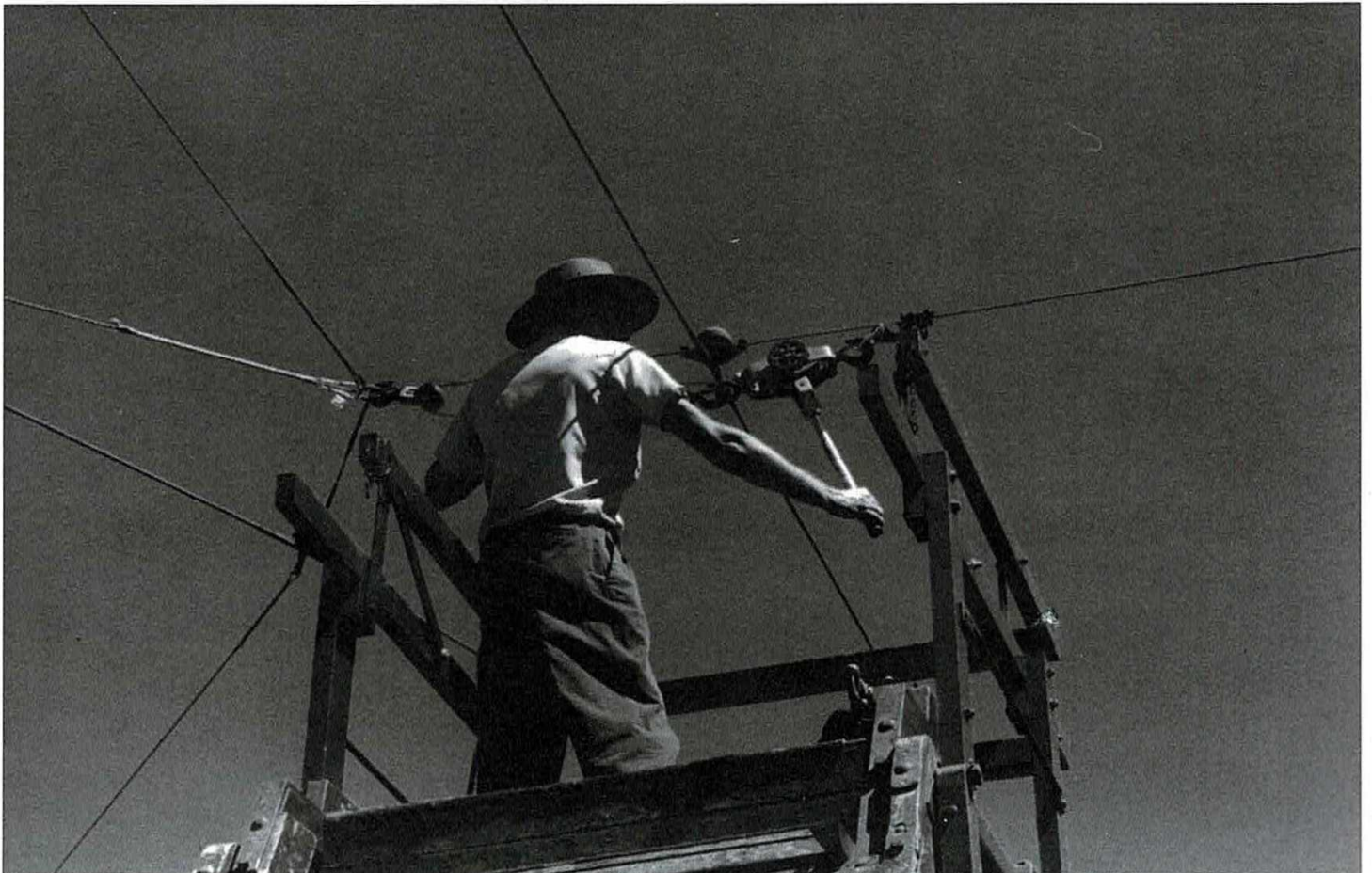
box in the construction store as they are not safety rated.

The overhead in the area outside the two depots and the substation is next to be rearranged and retensioned. The Society's *Traction System Operating Procedures* has been revised and reissued to reflect changes to the Queensland Electricity Act and Regulations which control our electrical operations at the museum. Issue 2 of these procedures was approved by the Museum Council on 31 March 1996.

During March, the Society was donated two sets of 48 volt 200 ampere hour PABX batteries which

Mick Topp tensions a cross span in the terminus area using one of the "Little Mule" winches.

John Lambert



are in very good condition. The batteries were removed from their existing location and transferred to the museum where the younger set was installed in the substation to replace the ailing set presently in use for the substation protection and supervisory control equipment. The other set has been split and installed in the workshop as two 24 volt batteries suitable for a variety of uses with the buses and ancillary vehicles. All the unwanted batteries which accumulated in the workshop area over the past few months have been scrapped.

Engineering

The southern or right hand side (when viewed from the Museum's bookshop) track of the double track terminus at the front of the museum has been extended straight ahead to the Armco railing adjacent to the entrance of the Ferny Grove Recreation Reserve, a distance of approximately 25 metres. This level section of track is to become a future shunt in which it will be possible to stable one or two trams during traffic operations. The track is at present on timber blocks awaiting final alignment, sleepers, tie bars and concreting.

Design work has commenced on the proposed construction of a 600 metre single track tramline from the museum (located in Tramway Street) to parkland near the Ferny Grove railway station. The extension will involve one road crossing of Tramway Street, one crossing of Cedar Creek, and one crossing of the large open stormwater drain opposite number 29 Arbour Street. The tramline will be constructed in parkland owned and controlled by the Brisbane City Council. The proposed terminus will be located in the parkland on the eastern side of Arbour Street and opposite Conavalla Street, near the railway level crossing behind the BP service station. The Society has also commenced negotiations with the multitude of City Council departments and sections which will be involved in the construction of the tramway.

Acquisitions

Just after Christmas, Alan Marment from the Brisbane City Council's Transport Department contacted John Lambert yet again to inform him that they were having another clean-up at the Bus Workshops and wanted to know if the Museum was interested in an old "Jim Crow", which was

actually the trolley pole straightener from Milton Tramway Workshops. Transport was immediately arranged with one of the Museum's "preferred suppliers" and Archy Gould and his crane truck soon delivered the Jim Crow to the museum where it now resides in the workshops building. It dates from 1901, weighs 850 kilograms and was used to straighten bent trolley poles and bus bumper bars. The society will have many uses for it as it is basically a very large screw press.

Through Phil Ross, Superintendent of the BCC Works Department's main workshops, the Society has received a 1901 tramway concrete mixer (same age as our tram 47) which was undergoing restoration by Works Department apprentices. Unfortunately, funding for the project ceased after the kerosine engine had been restored to operational condition, and it looked as though the entire mixer was to be disposed of as scrap. The remainder of the mixer is complete but requires considerable restoration. However, it is another piece of interesting tramway history. It is self-loading, an interesting fact considering the cheap labour available at the time it was originally built.



John Lambert measures the fall (slope) of the road surface at the proposed level crossing in Tramway Street outside the museum.

Wayne Chaseling

HADDON

Melbourne Tramcar Preservation Association

PO Box 324, Prahran, Vic 3181

From Craig Tooke

A number of major projects have been consolidated at Haddon over the past few months and the results are starting to take shape.

Overhead

Following erection of the catenary cable and all necessary span wires, the trolley wire, which had previously been rolled out into position and suspended off hooks, has now been tensioned. Because the length of the run is quite long and there being a number of curves which the wire had to be run around, the tensioning was carried out in stages, each stage being anchored with special anchor ears as work proceeded.

The work proceeded very smoothly. The trolley wire is now attached to the trolley ears and connected to the existing system using a splice ear. This work is now complete. We have only to run the trolley wire over road 2 at the lower terminus to complete the erection of all trolley wire at the museum.

As we are using a light weight catenary construction we have had to fabricate droppers to

connect the catenary and trolley wire. We devised a new type of dropper using material obtained from the PTC a number of years ago whilst the rehabilitation of the suburban rail network overhead was being carried out. The design uses stranded stainless steel wire for the dropper wire and it has proven very simple to make and install. To date, 87 droppers have been made. These will be used on the recently erected mainline overhead, after which additional new style droppers will be made and fitted over the entire network to standardise construction methods.

Tony Smith has been responsible for much of the overhead fabrication and erection work and we thank him for his fine efforts.

The vast variation in weather conditions at Haddon takes a great toll on our overhead poles. To arrest corrosion, it is necessary to repaint our overhead poles on a regular basis. All 14 poles

John Withers wires the level crossing light assembly as car 663 stands on the level crossing.

Tony Smith





erected when the overhead was first installed have been repainted in the existing grey colour with black bands. This not only helps to arrest corrosion but improves the appearance of the museum.

Signalling and Automatic Points

On 27 January the level crossing lights were installed on the previously erected poles and wired into service. John Withers, Noel Gipps and Richard Gipps are working on the control panels and other associated equipment which will activate the crossing lights when a tram approaches the crossing.

As mentioned previously, we have installed a special overhead line contactor to trigger the lower terminus points as a tram approaches on the main line. As this line contactor is of a unique design, a second unit has been constructed in case the one in use becomes damaged. It is hoped we will never have to use the replacement contactor!

Rolling Stock

Work has been focused on the restoration of L class 103 over the past few months. When 103 was received, the Brill 77E trucks under the tram were motorless. The PTC removed the GE247

Frank Schroeders steam cleans a pair of no. 1 trucks prior to their stripping down. The motors and wheels are to be used in the pair of Brill 77E trucks for L class car 103. The partially complete trailer-mounted DC welder can be seen in the background.

Tony Smith

motors fitted to the trucks and retained them as spares for the Melbourne tram fleet.

This presented us with an interesting engineering challenge which we are now overcoming. The Brill 77E trucks have been stripped down, sand blasted and primed.

We intend to fit MV101 traction motors into the Brill trucks and work is well advance on stripping down a pair of no. 1 trucks to provide motors, wheel sets and other various components. Frank Schroeders steam cleaned the no. 1 trucks prior to their being disassembled on 11 March. Craig Tooke carried out insulation resistance tests on the motors to ensure they are electrically sound.

Modifying the Brill 77E truck frames to accommodate the MV101 traction motors will begin shortly. This work should reach a very advanced stage over the next few months.

General

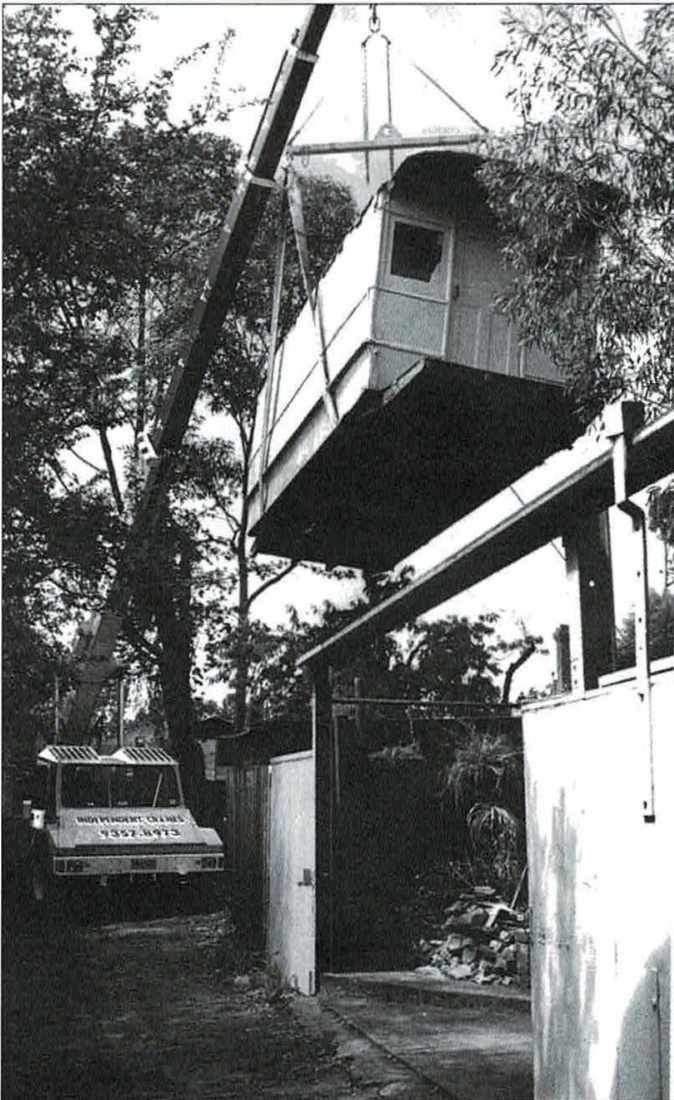
As mentioned previously, the Association obtained three DC welder through Tony Smith. The disassembly and overhaul of the first welder is well advanced. The armature and field coils have been baked and dipped, and the commutator turned. A trailer has been acquired and one of the welders will be mounted on it to make it portable. The second welder, which is now being overhauled, will be installed on the rear of the bucket truck.

The floor of the substation has been repainted and the floor tiles in the entrance to the substation, which have not been satisfactory, are to be

BYLANDS

Tramway Museum Society of Victoria
PO Box 27, Malvern, Vic 3144

From David White



replaced.

The new PVC water main has been connected into service. This replaces a corroding galvanised pipe main.

Additional filling has been obtained and spread around the terminus and drive areas.

We have had a busy few months outdoors with much achieved. The onset of winter will once again cause us to venture indoors again. However, as with all tramway museum, there is much to occupy our time and we will be as busy as ever over the next few months.

Trams

The body of Melbourne cable tram trailer 336 has been kindly donated to the Society by Mrs Freeland of Armadale. This vehicle has been resident in the backyard of Mrs Freeland's house as a sleep-out and shed since its withdrawal from service in 1938. The car is in reasonable condition as it had been placed on brick piers and the roof covered with malthoid. The car has also been painted on a regular basis. It was recovered over two Saturdays by a team of society workers.

The extraction commenced on Saturday, 27 January and required the body to be jacked up from the brick piers, then manhandled across the backyard on rollers. The second Saturday saw the removal of the car by a 16 tonne walking crane from Independent Cranes. After gaining permission from neighbours, a double gate and part of the back fence were removed to allow

Cable trailer 336 swings over the back fence and into the narrow lane on Saturday, 3 February 1996.

David White



sufficient room for the crane to lift the cable tram trailer out of the yard and into the narrow laneway. Once the tram was lifted out of the yard, it was moved down the lane (which was only nine feet wide and a very tight fit) and into an adjacent street. Here it was placed on the Society's tri-axle cable tram road trailer for transport to Bylands. The fence and gate were then replaced in their original positions.

The whole operation was carried out in a very smooth and efficient manner by our recovery team while providing much entertainment for the neighbours.

In a joint effort between the TMSV and the Sydney Tramway Museum, the bodies of W3 class 665 and Victorian Railways 35 have been recovered from around Melbourne and placed in temporary storage at Bylands. These trams have been purchased for eventual restoration at Loftus. This is an excellent example of how two museums can work together in the interests of tram preservation.

Cable trailer 336 is lowered carefully on to the road trailer for transport to Bylands.

David White

Buildings and Grounds

A considerable amount of work has been done on the former (railway) Departmental Residence at Bylands since Ted and Karen Chapman moved in last October as museum site caretakers. The improvement in general appearance around the house has been noticed by our regular workers.

Extensive sleeper replacement and general track maintenance took place during February and March on the section of track between the depot points and the gate. This included further work in disconnecting the former railway siding from the main line and maintenance on a drain under the track. Several sleepers have also been replaced in

road 5 of the new shed due to ground water seepage.

The Society has been able to obtain a substantial quantity of redgum roadway blocks dating back to the cable tram era, as well as several good sleepers and steel cable tram yokes from Queensbridge Street in South Melbourne during the renewal and realignment of this stretch of tramway as part of the permanent casino project. The redgum blocks will be used for the floor in the cable tram shed at Bylands as a part of our planned display on the Melbourne cable tram system.

Work on erecting the vehicle storage shed has begun. The northern end wall was erected on Sunday, 31 March. Progress will continue on this high priority project in the coming months.

Buses and Motor Vehicles

The Society has purchased a J series Bedford tray truck as a source of spare parts for our Bedford

tower truck which is also a J series model. The engine is in fair condition and the cab is complete with all original fittings.

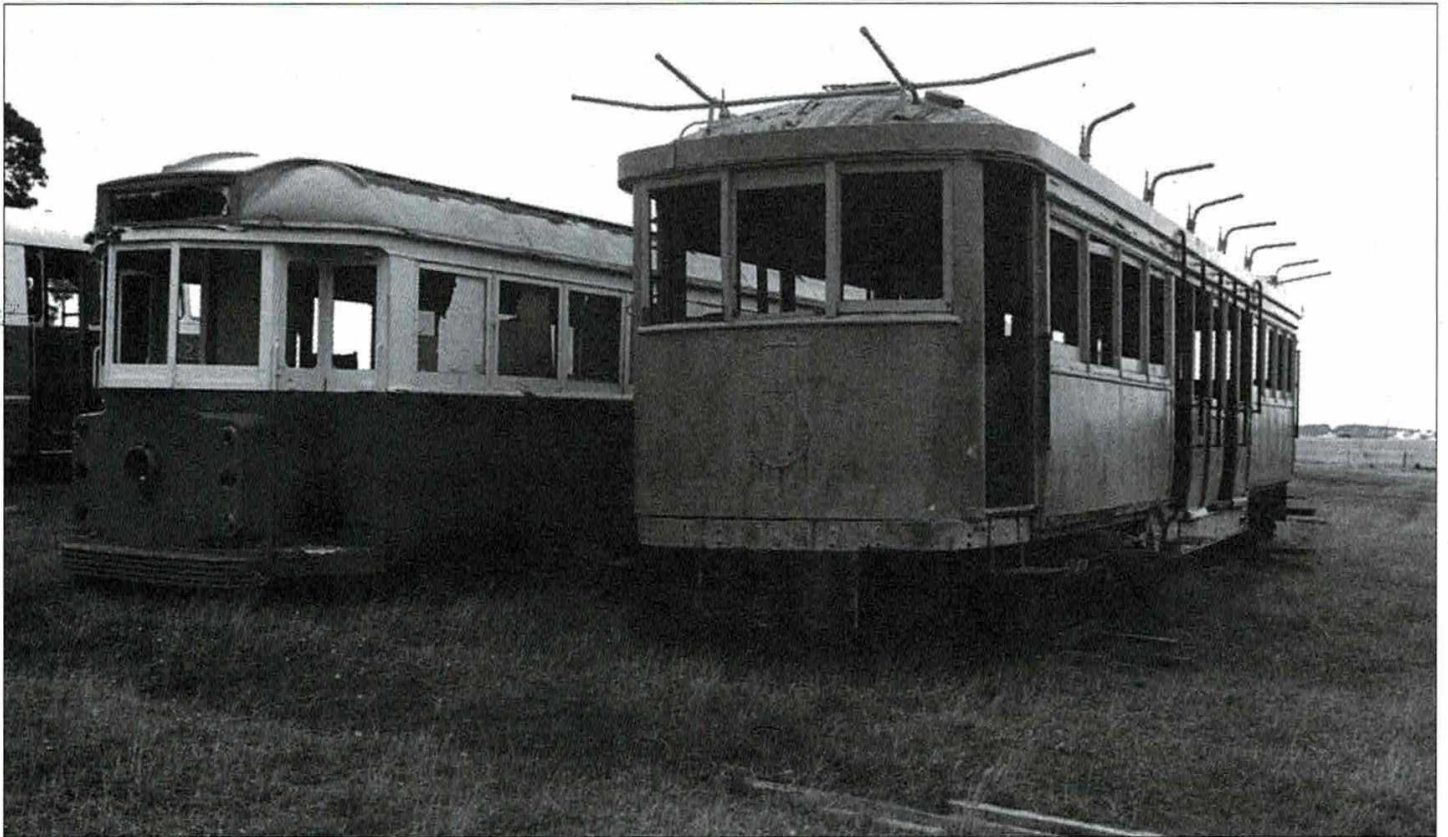
Motor vehicles obtained as a source of spare parts for our truck and bus fleet are being moved to a location away from the public areas under the cypress trees behind the house. A former AEC meal bus and the Bedford tray truck were placed in this location during March.

Vehicle maintenance has continued on a regular basis with our Bedford tower truck and AEC Regal Mk IV 624 being serviced recently. Work has begun on putting our other Mk IV, number 622, back in service after several years of languishing in the bus shed.

A number of good work parties were required to carry out the extensive sleeper replacement on the main line at Bylands During February and March.

David White





Public Events

Once again the Society has been represented at several public events. These are:

Australia Day Display

The Royal Automobile Club of Victoria and the Australia Day Committee (Victoria) held an historic vehicle display in the Treasury Gardens on Australia Day, 26 January. The Premier of Victoria, Jeff Kennett officially opened the show and presented prizes to the owners of several winning vehicles.

The Society was represented by AEC Regals Mk III 537 and Mk IV 624. The event started at 8:30am at Northland shopping centre where a convoy of historic vehicles, including our buses, travelled to the city. The buses were displayed in Landsdowne Street together with several other historical buses during the day.

Hanging Rock Picnic Display

On Sunday 11 February, the Macedon Ranges and District Motor Club held their ninth annual picnic at Hanging Rock. This event was attended by our AEC Regal Mk IV 624 as part of a display of over 900 historical and unusual vehicles. Despite the cold weather, there was a large crowd

Ex-Melbourne W3 class 665 and Victorian Railways 35 in storage at Bylands pending future transfer to Sydney.

David White

prepared to face the elements and see the displays.

Victoria on Show

The Society was represented at the 'Victoria on Show' exhibition at the new Melbourne Exhibition Centre from 15 to 18 February as part of the Shire of Mitchell exhibit. A photographic session was held at Bylands and Kilmore two weeks prior to the event with participation from local children and their parents to provide poster sized displays for the exhibit. A large number of brochures were printed for distribution to people attending the exhibition. Thanks must go to the Shire's new Tourism Development Officer, Ms Kay Blandthorn for arranging our participation in this event.

AOMC British and European Day at Flemington

This event was held on Sunday, 31 March and was attended again this year by the Society with AEC Regal Mk IV 624 as its representative. The Society's bus was part of a display of twelve buses and many historic motor vehicles. As with other events attended by the Society, a quantity of the Society's promotional material was distributed to the public.

BENDIGO

The Bendigo Trust

1 tramways Avenue, Bendigo, Vic 3550

From Len Millar

Swedish Visitors

After visiting Bylands on the previous day, a group of Swedish tram buffs called in on the Bendigo Tramway on the morning of 13 March. They were looked after by Keith Kings and enjoyed rides on bogie car 44 and 'trucker' 21.

They then set out for Ballarat and enjoyed rides on chartered trams alongside Lake Wendouree during the afternoon.

It is understood that some (or all) were members of the Svenska Spärvägssällskapet. Apparently this museum operates on historic route 7 along some of Stockholm's streets, and that makes it a true

Our overhead crew after the second kilometre length of new trolley wire had been strung up. From left to right are: Bill Winn, John Bullen, Ted Bowles, Justin Leech and Karl Penrose.

Dennis Bell

kindred body to the Bendigo and Ballarat operations. We hope you enjoyed your visit, folks!

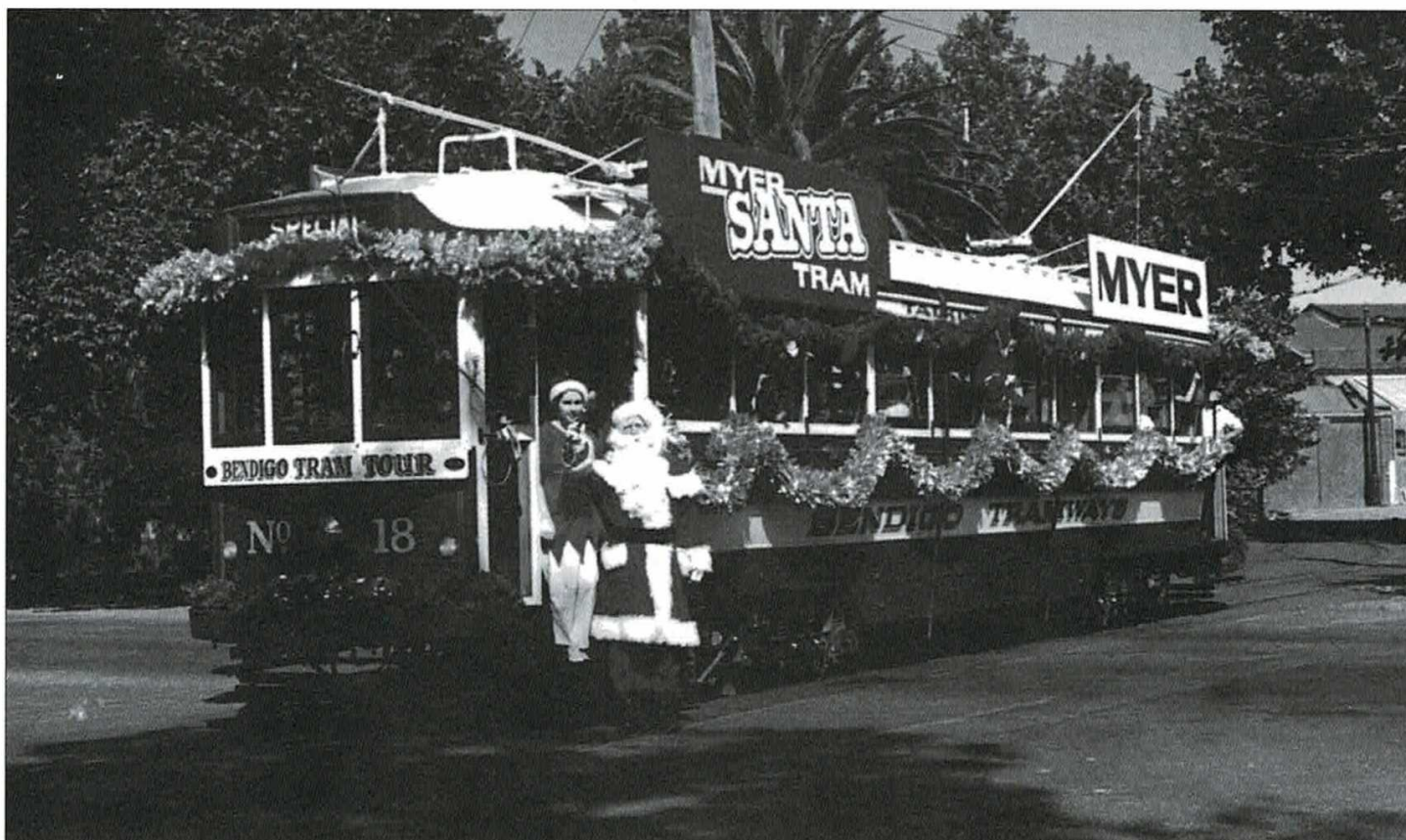
Over the Pits

Birney 302 has been causing drivers (and some passengers) concern for a while, because of its compressor's persistent habit of 'smoking'! It is a bit disconcerting when you are in the middle of your speil to you passengers upon arrival at the depot, when a passenger sidles up quietly and says in a stage whisper, "I don't want you to worry but I think your tram is on fire!" After disassembly, replacement of an oil ring, reseating of the valves and correct re-assembly, the compressor has given up its bad habit and all is well.

Carbon Skid Shoes

The Tramway Committee of the Trust has looked into the matter of skid shoes for our trams' trolley poles. We have now replaced most of the trolley wire along the route, and in order to maximise the life of the wire, the Committee has decided to replace the familiar six inch diameter brass trolley wheels with the Met's carbon insert skid shoes.





All bogie cars have now been fitted, and no longer do we hear the familiar squeal of the wheel on the wire. Our drivers are being reminded that skid shoe-equipped poles will not 'spear', so bogie cars are driven right into the depot, the rear pole lowered and the leading pole then raised – ready for the next tour of duty. With wheels on the trolley poles, drivers changed poles before entering the depot and then moved down the road slowly. No more.

Vale Ken Hesse

With sadness we record the passing of Bendigo Tramway stalwart, Ken Hesse, who passed away on 30 January. Ken was actively involved in the early days of tramway preservation moves in Bendigo, even before the SECV system closed in 1972.

Ken was involved with lobbying the State Government to preserve the trams and he was first Chairman of the Bendigo Trust's Tramway Committee. He ran his own electrical shop and on retirement from there he became our electrical consultant. He spent many, many hours keeping the trams running over the years.

The new tram terminal building at the Central

Car 18 as Myer's Santa Tram in Tramway Avenue in December 1995.

Dennis Bell

Deborah Gold mine was named in his honour when it was opened a year ago.

Ken will be sadly missed by us all, and we extend our sympathies to his family and friends at the loss of a fine gentleman.

Overhead Progress

At the time of writing, all but 400 metres of our street overhead has been replaced. The last section of old wire is in Pall Mall and is, of course, above the double track in bracket arm territory.

Rail and Points

A large portion of our route has the rails set in mass concrete, being in the middle of VicRoads' Midland Highway. Along Pall Mall, however, the aforesaid double track is set in granite setts, and in a few sections there is serious deterioration of the foundations and / or of the rail head. The Tramway Committee is looking into this problem, which will be costly and troublesome to rectify.

Some of the old Hadfield points (which have quite short blades) are also giving us some concern, especially at the triangular junction of McCrae Street and Tramway Avenue. Options include partial reconstruction or total replacement. Ah well, it's only money!

Depot Foreman

Following the retirement of Depot foreman Harold McCarthy in December last, the Tramway committee appointed John Bullen to replace him. John comes to us with State electricity Commission experience, and already he has made his mark.

An innovation welcomed by volunteers and paid staff alike is a whiteboard in the meal room which shows details of all tram servicing / repair and

Julie Cain repainting one of car 18's steps. The newly fitted carbon insert skid shoes have already been fitted to cars 18 and 470.

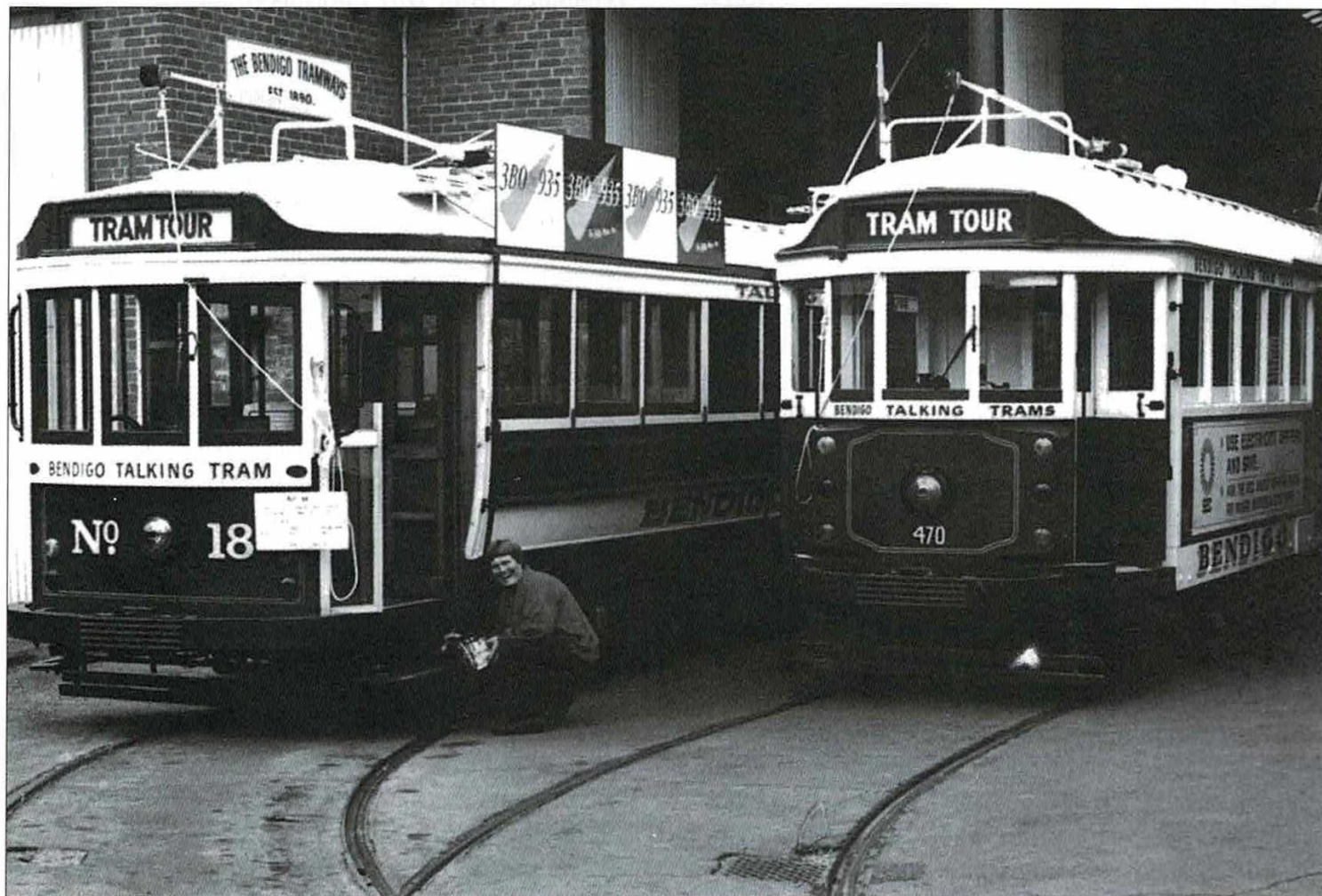
Dennis Bell

general tasks that are planned, are in progress or have been completed.

The Myer Santa Tram

From mid-November to early January, Car 18 was festooned with Christmas decorations and ran under charter to the local Myer Emporium for Santa and his adoring young fans. On Thursday, Friday and Saturday evenings, car 18 ran from Charing Cross fountain up to the depot with a load of excited children. At the depot, who should appear but the white-bearded gent himself. Then amidst the sounds of a tram-load of children singing Christmas carols, 18 trundled back to the Myer store just near the fountain. I believe cotton-wool ear-plugs were offered to the rostered tram drivers – but it was all great fun!

And of course there has been plenty of precedent, hasn't there! The old M&MTB and SECV provided trams in Melbourne, Ballarat and Bendigo for Santa in years gone by. Usually total repaints, special signage and various styles of decoration were the go, so we thought we'd better do up 18 in style.



Volunteers to the Fore!

Ashley Perrett continues, in his genial way, to welcome visitors to the depot if they arrive by car and not on the trams. He makes sure they understand when the tour tram is next due at the depot, whereupon the usual descriptive talk will be given by the driver. Ashley also seems to spend a lot of time answering the phone, minding the kiosk, carrying out errands, and generally being

Really Useful. No museum can function without an Ashley!

Then there's Julie Cain! Julie spends many hours each week doing those many odd jobs around the museum that *have* to be done by someone. Recently she painted car 17's floor ready for the Easter onslaught. A mop and bucket, a screwdriver, a duster or a paint brush are her tools of trade. Many thanks, Julie!

LOFTUS

South Pacific Electric Railway Co-op Society
PO Box 103, Sutherland, NSW 2232

From Michael Berry, Greg Sutherland and Peter Kahn.

Works Report

Track work has been undertaken at the second curve from the highway on the Royal National Park line. Completion of resleepering and tamping on 10 February enabled the lifting of a speed restriction on this section of track.

Tom Tramby, Mike Giddey and Wayne Armitage have been hard at work with our trusty forklifts undertaking a major restacking of rail and other steel items stockpiled in front of the third shed during its construction. Material is being sorted into good rail for retention and a 'for disposal' scrap heap. To date some 19 tonnes of scrap iron and steel has been disposed of. This work is the first stage of the construction of the second depot yard fanwork and its connection to the depot main track.

Overhanging trees and bushes along the depot main track have been trimmed back to provide clear access along this track. The breaking of the drought has seen a surge in the growth of grass and bushes and a concerted effort is being put into trimming and clearing as required on the museum site and along the main lines to maintain a clear track and adequate sight lines for tram drivers. Both lines were subject to extensive undergrowth

clearing using an electric pressure pump with weed killer in a tank mounted on a trolley pushed by our D scrubber 134s.

Thanks to Tom Tramby and Chris Olsen, with assistance from Bill Parkinson and other helpers, the small forklift has undergone a major overhaul. Carburettor services have also been carried out on the two Bedford tower wagons.

Urgent repairs were undertaken on an underground point mechanism which failed due to the point rodding succumbing to being immersed in water for lengthy periods and rusting through. The failure was quickly repaired and operations were not affected.

Conduits and pitwork are being installed at the rear of the substation where backfilling is continuing. It will soon be possible to pour the concrete for a footpath at the eastern end of the traverser pit. Construction of this path will allow the installation of stairs to the office above the substation and its utilisation as a traffic and operations control centre.

Relocation of R1 class 1933 from Cross Street has enabled excavation by our CSO workers of the temporary track. When the excavation is completed the track will be levelled, superelevated where appropriate and check railed prior to mass



Geoff Spaulding primes the platform bearers at the No.1 end of C class 290.

Bob Merchant

concreting. Completion of this work will enable our trams to be turned end for end which cannot be done over our existing tracks. It will also provide much greater flexibility for traffic operations as it will enable trams to be stabled clear of the depot main without interfering with traffic cars

Car News

Departure of 244 and the full availability of the traverser meant that a major relocation of cars would be possible to meet future work and traffic requirements. The bookshop car, R1 class 1933 has been moved from its position in Cross Street and relocated into the main display hall. It was given a superficial facelift by Norm Chinn and it has been externally repainted in an eye-catching red and cream livery. These colours distinguish the tram from those on proper exhibit in the display hall. A small sign has been attached to the car indicating its current use whilst awaiting restoration. Since being relocated, customer

attendance has improved so it would appear that the move was the right decision.

The removal of the scrap, mentioned above, has enabled the body of C class 33 to be placed under cover. This will ensure that this historic vehicle, one of only two electric trams in Sydney to carry at one time an upper deck, is not subject to further deterioration in outside storage.

C class 290 has been moved onto the body building road in the workshop to be prepared for its 100th birthday and restoration back to a passenger car. Work is progressing well under the supervision of Geoff Spaulding. To date the compressor has been removed from the interior where it has been located since 290 was converted to breakdown duties in 1914 and the greasy plank benches have been removed. Ian Hansen is supervising the removal of the old varnish from the interior timberwork which is being laboriously cleaned back ready for revarnishing. Jim Jowett has removed all paint from the exterior and is working on the underside of the canopies. New side panels have been installed to replace the makeshift Masonite ones fitted at the old site many years ago.

The limited work proposed for 99U has resulted in major surgery on one end following a detailed examination of its condition. The No. 2 (southern end) cab has been removed and deteriorated steelwork cut out. Joe Kirchburger has been hard at work replacing the structural members, repairing rusted and damaged steelwork and welding up a new end. A new bumper has been made and attached to the No. 1 end. The bogies and electrical gear are receiving their first real overhaul in 80 years. Also to receive attention is the tower as this is the vehicle from which our overhead, most of which is over open ballast track, is maintained. The work is to ensure that this essential vehicle is available for future and effective safe use.

Freight car 24S, which has resided in the workshop in partly dismantled condition for some time, suddenly acquired new cab flooring, cab and repaired roof end on the southern, No. 2 end courtesy of our car builder Geoff Spaulding. The other end is to receive the same treatment once the car has been moved clear of the workshop door. It is not intended to remove the dents and scrapes from its body, which is of solid construction and in generally sound condition, as these were acquired during its service as a freight car. The interior is to be cleaned out but not repainted. A mechanical or

electrical overhaul will not be undertaken at this time. The car is to be repainted externally and placed on show in the display hall to free up much needed space in the workshop.

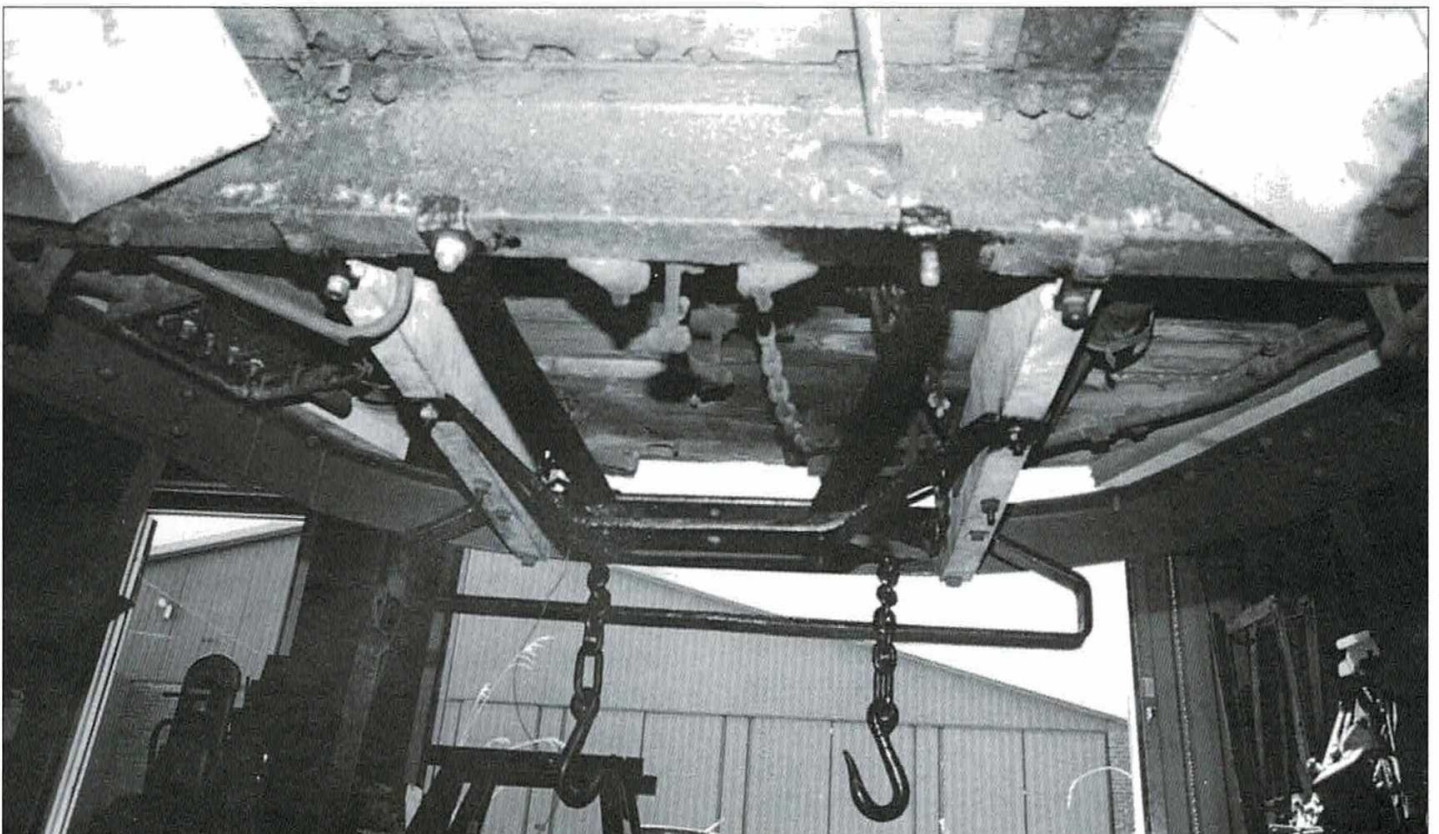
Rutherford Notes

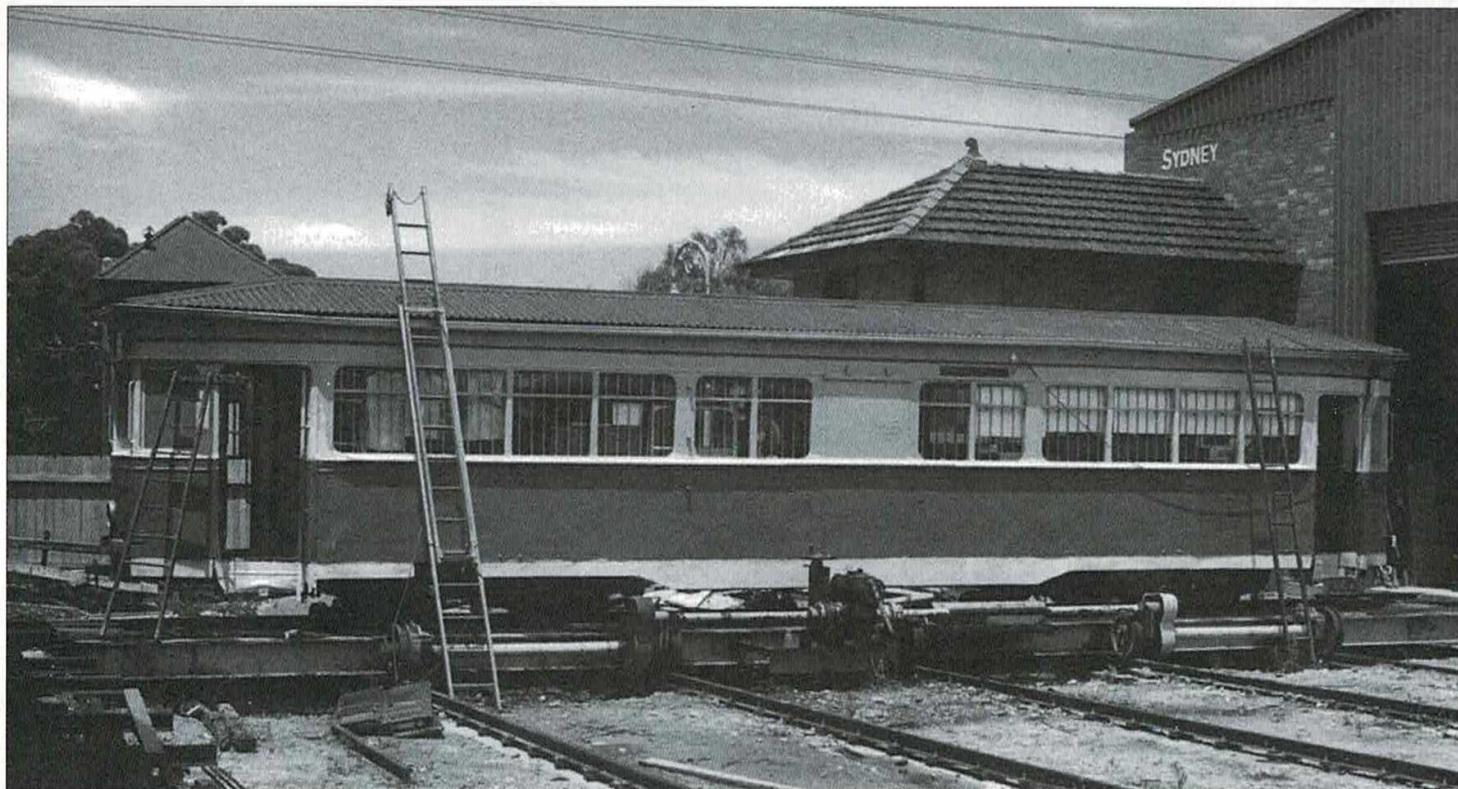
Maitland City Council requested that the Rutherford "fleet" be moved a short distance as the group of tramcar bodies was blocking planned road construction. A group of members attended at Rutherford on 1 April 1996 to make the necessary moves with Wayne Armitage's 4WD being most useful in making the shuffles of those trams still on wheels and rails. The body of the R class car has been realigned on chocks and straightened. There are no immediate plans for this and the three W cars although preservation is the ultimate intention for each tram body and component.

The body of Brisbane 550 has been moved from Rutherford to Loftus. Also moved were two bare R class bogies and two motored W2 bogies. Brisbane 550, however, is to go to the Perth

A view of the underside of the No. 1 (northern) end of 99U showing new and repaired steelwork.

Howard Clark





Bookshop car R1 class 1933 during repainting and transfer to its new location in the display hall.

Bob Merchant

Electric Tramway Society at Whiteman Park. PETS have kindly agreed to swap this body for that of Kalgoorlie 22 and the across nation transfer will take place in the near future. Also likely to go to PETS is the body of O class 824 still at Rutherford. Some work will be done on both these bodies prior to their removal to Western Australia and the extent of this work is now under discussion between our two museums.

Annual Special Day

Sunday 10 March was our annual special day on which we would celebrate the commencement of our operations in March 1965. This year 10 March was also recognised as Grandparents Day in some calendars so we proposed that grandparents make a special effort to attend.

Peter Kahn and Ken Butt made a special effort with the publicity, resulting in good radio and local newspaper coverage. On the day the weather was against us with showers forecast but fingers were kept crossed that crowds would eventuate. The first journey to the Royal National Park at 9:15am ran with a small load but by 10:00am visitor numbers were building and multiple trams

were running in convoy on both lines.

The weather did turn against us with rain and squalls so the barbecue was relocated to the shelter of the Railway Square waiting shed which became the centre of social activity hosted by the Cowing family. In the meantime, the Australian Ex-Military Vehicle Collectors Society set up their display at the Army Depot up the Sutherland line, which proved to be an interesting stop-off as the day progressed.

As promised by our Traffic Manager, we ran every serviceable car that we could manoeuvre out onto the running lines. This included trips by N 728, scrubber 134s, L/P 154, and our O class cars 1111 and 141s. Indeed a highlight of the afternoon was the first trip by our coupled O cars onto the Royal National Park line. No doubt some motorists must have wondered at the sight of our pair of coupled and crowded footboard cars crossing the Princes Highway. Later in the afternoon, PCC 1014 ventured down into the Park but, due to its high power consumption, nothing else could move on our system at the same time. Notwithstanding, it was quite an experience as the car literally glided along the track.

No doubt due to the inclement weather, attendances were down, but the day ran smoothly and was a success.

