

TROLLEY WIRE

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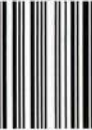
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TROLLEY WIRE

AUSTRALIA'S TRAMWAY MUSEUM
MAGAZINE

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Editor.....Bob Merchant
Sub-editing and Production.....Dale Budd
Randall Wilson
Ross Willson

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Canberra Tel: (02) 6231 2565 Mobile: 0418 620 439
email: pritch4711@velocitynet.com.au

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Photographed by a commercial photographer, Wilfred and Joan Chegwidden (later Clark) arrive at Taronga Zoo Park for a performance by the Grenadier Guards in late October 1934. In the background is a near-new R class car delivered to North Sydney only the previous month, along with an O class car in the pre-green and cream colour scheme.
Clark Family Archives

Front Cover:

Sydney O car 805 has arrived at Watsons Bay on an enthusiasts' tour on 15 November 1958, and the conductor is cleaning the track so that the tram can run into the siding. Immediately after this excursion for the AETM (now the Sydney Tramway Museum) the car was withdrawn; it next carried passengers on 26 February 2011, at Loftus.

Dale Budd

COUNTDOWN TO OBLIVION

The destruction of a once mighty tramway system

By Howard R Clark

A significant date in the history of Sydney's still extensive tramway network was 9 November 1953. This was the date when the Transport Minister, Mr. E. Wetherell announced that it was intended to replace the entire network progressively with buses. This was contrary to the trend which pervaded at that time in Melbourne and to some extent in Brisbane, where improvements to the rolling stock and infrastructure were obvious and extensions in Melbourne, including Footscray – Maribyrnong in 1954 were under way, along with preparatory work for the new Bourke Street electric lines.

For many, this was an extraordinary decision, given that just two years before a proposed departmental minute was developed, although not announced, to consolidate the network into a more compact area with a fleet of around 1,000 trams; and bearing in mind that large sections of tramway, particularly, but not entirely, in the eastern and south-eastern suburbs, operated over segregated tracks on private rights of way. Just two months earlier the last of a curtailed order of R1 cars, 2087, had been delivered to the North Sydney system.

The question to be posed is had this replacement policy been an undisclosed agenda for a number of years? In hindsight the signs were there to be seen, but at that time removal of such a large system would have been difficult for most people to comprehend.

The first hint of a major tram replacement agenda, following a trend commencing in the 1930s particularly in English speaking countries, was when buses or trolley buses began replacing trams in numerous overseas cities. Similarly, during a subsequent short lived experiment with trolley buses in the city, trolley buses were used to replace steam trams at Kogarah in 1937, rather than with electric trams. This was the first major piece of street tramway infrastructure to be removed in Sydney, although trolley buses were to play no further part in tramway replacements in Sydney.

At this time, the then non-Labor Premier, Mr. Stevens, announced 'that no more trams would be built for Sydney's services and that the present rolling stock would be gradually replaced by motor buses or trolley (sic) buses'. It was acknowledged that projected developments of the underground lines and electric suburban railways must be kept in mind, as 'it would be extremely difficult in present traffic conditions ...

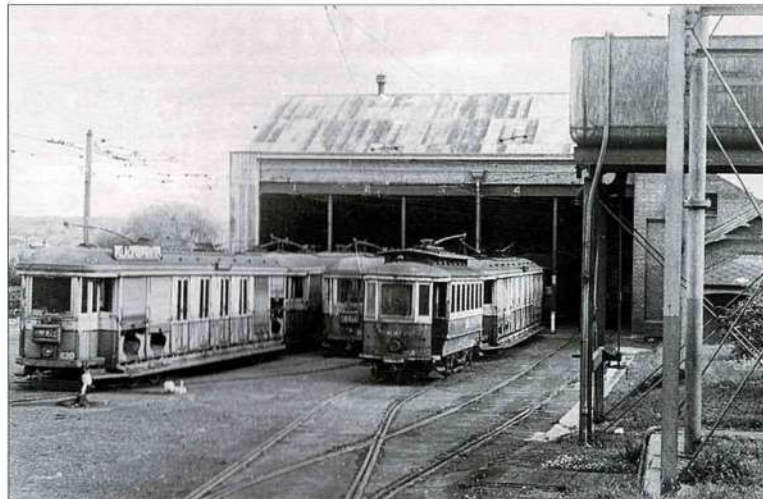
to transport by buses or trolley (sic) buses the 300,000,000 passengers carried each year on the trams without adding appreciably to the congestion in the city and its outskirts'.

Setting the trend for the future, diesel buses replaced trams on the isolated Manly system in 1939, freeing up more than 20 O class cars for use elsewhere on the system, replacing obsolete cars, or displacing R cars for use elsewhere. The intervention of the Second World War prevented any further tramway closures, and by the end of the war in 1945, the tramways were carrying more than 400 million passengers per annum, on an increasingly run down infrastructure using aging and neglected rolling stock, which numbered almost 1,400 cars.

It is easy in retrospect to determine that replacement of trams at that time reflected a developing policy of stealth, not dissimilar to cutting the roots of a tree to hasten its demise; trusting it will not be noticed until removal becomes inevitable. Thus it was that outer sections of lines, isolated lines and short feeder lines were removed first, in the years preceding the last few fateful years of the once great Sydney tramway system.

Conspiracy theories abound that other forces were at work undermining the credibility of the tramway system which probably contributed to its ultimate demise. These include the newspapers at the time which often trumpeted photographs of trams involved in collisions with road vehicles almost as if the tram had jumped the tracks to hit the vehicle! The all powerful roads authorities and motorists' associations at the time lobbied to have the road space freed up to allow for more vehicles whilst the decaying state of investment in tram track maintenance and renewal provided excuses for replacement of trams with the modern and 'more flexible' bus. Facing these interests, it is easy to think that the Government took the short term populist approach, rather than determine a long-term view of integrated transport infrastructure renewal and investment. Expert reports were produced which predictably supported the trend to replace trams with buses.

In my early years, as a four or five year old, somehow the trolley poles on a pair of O cars flattening out almost onto the roofs heading under the Burwood railway bridge, became a focus of attention. Similarly, I clearly recall looking up the hill from West



A view of Enfield Depot in 1948.

D. M. Murray,
J. C. Richardson Collection,
STM Archives

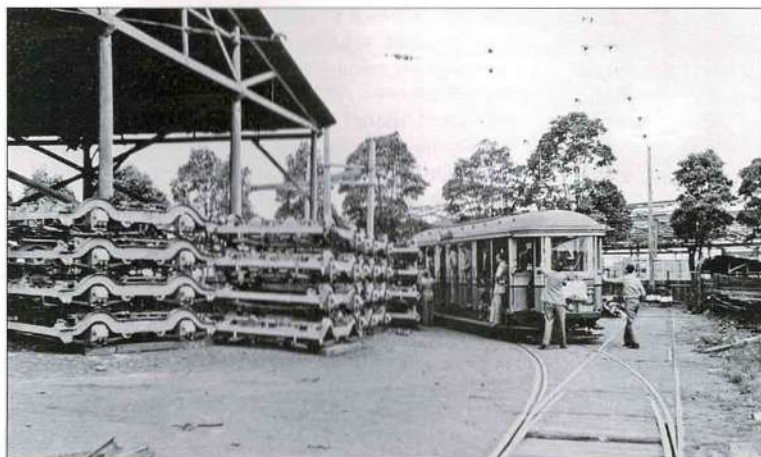
Ryde to note trams on the crest at Ryde terminus. Speaking with many others, it seems that similar experiences created an interest which remains with them today. At that time, I had great difficulty in understanding why, when it was next necessary to visit Concord, we suddenly had to catch a double-deck bus outside Murrays department store in Burwood Road, with the bus required to divert a distance east for it to go over the railway line, and return on the other side, whilst the tram tracks were still in place under the bridge, although the trams had vanished.

However, although the Enfield system was no more, the vivid memory of the trolley poles swishing under the bridge kindled a sense of fascination for me with trams from there on. It has been stated that for children to become fluent in more than one language they must be well exposed to a second language before the age of six. I am convinced the same analogy applies to rail and tram enthusiasts, exposed to some notable event in their early years. No doubt this equally applies to those

involved with other persuasions. At the Museum open day in December 2010, a five year old arrived in the workshop and confronted our coachbuilder, Geoff Spaulding, with a wide range of questions concerning restoration works on C 37 and D 117. Similar experiences have been noted in tramway museums elsewhere.

A question to be resolved is why? What is it that motivates some young children to develop this curiosity with trams into an interest which can translate into an obsession in adult life? Perhaps for me it was those trolley poles and others probably have similar experiences. Enough of the musing and back to the purpose of this account, save to say hopefully that this fascination by some five year olds today augers well for tramway museums well into the future.

The policy of closing isolated tramways continued in 1948 and 1949 with the closure of the Enfield lines and the Rockdale line respectively. A total of 29 O cars

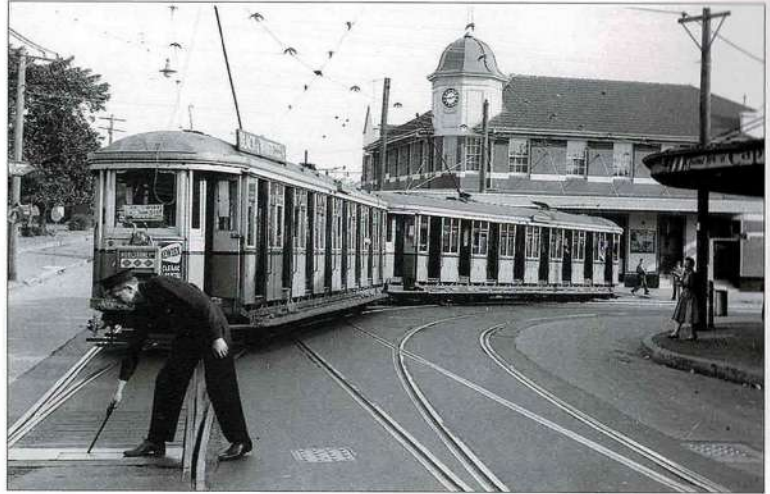


O class car 1254 visited Wollie Creek Perway Depot on an Australian Electric Traction Association tour on 19 September 1954. Beside the tram are stacks of R1 car bogies, surplus following cancellation of the last 150 of the post-war order for 250 cars.

Howard Clark

OP cars 1383 and 1451 turn from Enmore Road into Addison Road during a tour on the last day of operation on 26 May 1957. The conductor is following regulations and changing the points back to the straight even though no trams will pass this way again.

Howard Clark



from Enfield were transferred for use at other depots, but the 8 LP cars at Rockdale saw little further use, and were sold or burnt the following year with the notable exception of 154. This car was donated on 24 July 1950 for preservation by a fledgling group which grew into the Sydney Tramway Museum, representing the first electric tramcar preserved in Australia.

Some hope for the future dawned briefly when in 1947 the then Premier, Mr. J. McGirr announced a policy of having both forms of transport. This led to a contract let in 1948 to Commonwealth Engineering Company at Clyde, to build a further 250 cars of the R1 type to complement the 55 pre-war cars of this type then in use. This optimism was short lived with the order being curtailed by late 1952 at 100 cars, by which time Mr. J. J. Cahill had become Premier, supporting an anti-tram stance. The first car delivered was 1988 on 5 September 1950, with the second delivered on 14 September 1951, and the last car, 2087, being unloaded at Lane Cove for use on the North Sydney system on 17 September 1953. The delay in delivery of the early cars in the order related to steel shortages at that time.

Bogies and other components for the cancelled cars continued to be delivered after 2087 was received. These were stockpiled for eventual use when needed. Large stacks of unused bogies were to be seen in 1954 stored at Wollie Creek per way yard, and even in 1958 there appeared to be unused bogies in Randwick Workshops.

The concept of replacing outer sections of longer lines firstly with feeder buses, and later with through bus services, happened with the closure of the Gladesville to Ryde trackage one week before Christmas, 1949. The section of the Watsons Bay line beyond Dover Road had received similar treatment two

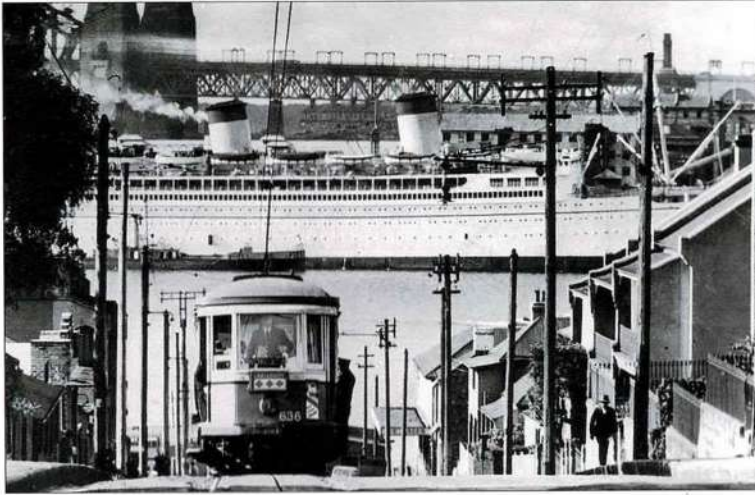
weeks earlier. In this case strong resident action eventually saw the line re-opened in late May 1950, although later that year the line was truncated at a new loop at Queens Square on the edge of the CBD and the direct connection along King Street was replaced by a somewhat circuitous feeder bus. Rail from the abandoned track in Coronation Parade, Enfield was used for re-railing the Gap Park section.

Further cutbacks on the Ryde line to Gladesville Bridge, then finally Drummoyne followed in the period to June 1953, when services beyond Darling Street and via Ultimo and Glebe Island Bridge were abandoned in favour of buses.

The principle of 'death by a thousand cuts' continued in June 1952 (linked to the acquisition of a local private bus operator) with the Matraville line cut back to a new terminus at Chelmsford Avenue, Botany. On these occasions, swift action was taken to remove overhead and cover tram tracks as soon as possible after the last tram ran. The experimental Town Hall to Wylde Street Trolley bus route was also abandoned in that year.

The outer end of the busy Abbotsford line was cut back first to Five Dock shops in August 1954 but was soon re-opened to Lyons Road, again causing the unpopular transfer between buses and trams, and further cut back to Haberfield in December 1956, where trams continued to run in peak hours only.

Another strategy employed from 1954 was the substitution of trams with buses on a number of routes on Saturday afternoons and on Sundays and Public holidays. This was also a feature for some sporting fixtures when from 1948 buses were used for most services from Central Railway to and from the Cricket Ground, although trams continued to operate Circular



N class 636 climbs the grade from Darling Street Wharf with the Mariposa or Monterey in the background, in about 1939.

Photographer unknown,
STM Archives

Quay services. Trams returned to all these services from 1952, and were used for these services until the Rugby League Grand Final on 21 September 1957, a week before the Newtown lines were abandoned.

By the end of 1954, a number of other lines were abandoned in favour of buses, including the pioneer Randwick to Waverley extension line, the Bondi via Bellevue Hill line from Ocean Street, the cross country Canterbury to Darling Street Wharf service, with tracks cut back to Dulwich Hill and from Petersham to Leichhardt. Buses also replaced trams on the Balmain to Birchgrove line and on the Tempe to Marrickville service, although these latter tracks remained in use for Newtown depot workings. Despite these cutbacks and abandonments, the nucleus of the system continued to exist and just over 1,050 trams remained on the books, including some 451 O and OP cars and 250 P cars, although a number of the former would have been

stored awaiting disposal. Patronage figures for trams were not published after 1950-51, when 256 million passengers were carried.

Despite the intended abandonment, not all seemed doom and gloom and some improvements, probably through necessity, were still to be seen. Track reconstruction works continued in mass concrete in a number of areas up to about 1956, including Glebe Point Road, sections of Oxford Street, Bondi Junction and sections of the Watsons Bay line, including track re-alignments due to road widening. This also featured on sections of the Botany line, which was relaid in mass concrete from Redfern almost to the cut back terminus at Chelmsford Avenue from around 1952 to 1955. These events gave rise to wishful thinking, short lived, that perhaps key sections of the system may survive after all.



D scrubber 137s, still with an open front, is passed by P 1689 during track relaying work in Broadway in 1950.

B. J. Parle, STM Archives

A K class tram stands on the terminus wharf at Neutral Bay in about 1954. The wharf was later condemned, and trams terminated on the grade.

J.C. Richardson Collection,
STM Archives



Overhauls of trams continued at Randwick Workshops until early 1959, when the last two cars in the program, R1 cars 1953 and 2083 were returned to Rushcutters Bay and Dowling Street depots respectively. Even in 1956, records reveal that O car 805, now in the collection of the Powerhouse Museum, entered Randwick workshops for collision repairs on 10 May 1956 and was released to traffic on 30 May 1956, at a time when more than 300 of the class had been scrapped. One could speculate, that as one of the oldest O type cars that its repair may have been linked to its eventual retention. P cars were still being repaired for all except serious collision damage until 1958.

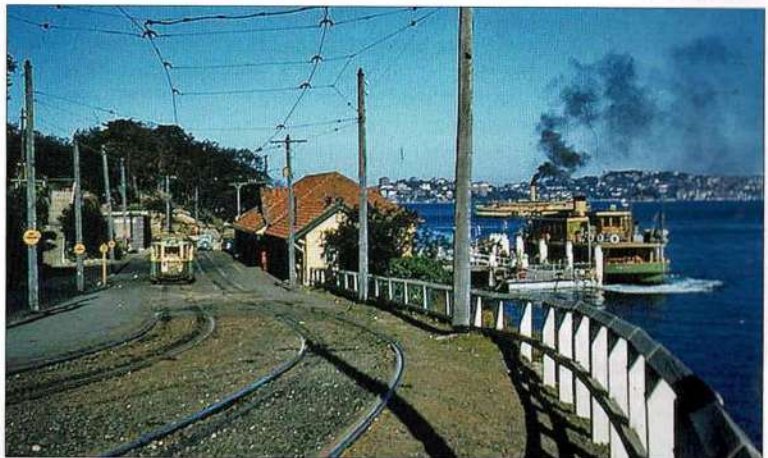
The ferry feeder services next came under attack for abandonment, with the Mosman Post Office to Mosman Wharf service and the shuttle service from Leichhardt to Darling Street Wharf service both gone by the end of 1955. This brought to an end the unique counterweight service down the hill in Darling Street to the Balmain wharf constructed in 1903 to permit

trams to traverse the maximum 12.1% (1 in 8.3) gradient safely under their own power.

The ferry feeder services on the North Sydney system from Cremorne Junction to Cremorne Wharf and Neutral Bay Junction to Neutral Bay Wharf also succumbed to replacement bus services in April and May 1956 respectively. Again, another unusual operating feature of the Sydney tramway system ended with the Neutral Bay abandonment. First, it brought to a close the last use on the system of a four wheel passenger car, K car 1296, fitted with track brakes for use on the heavily graded line, and still used as a standby car when R1 car 2029, fitted with dynamic braking was unavailable for use on the line or when it had its weekly service. My father in law, as a newly arrived immigrant in the early 1950s, worked for a time as a conductor on the K cars or the E cars on this line, and related a number of humorous stories of staff filling in their spare hours in between their broken shifts, with card games, billiards or pool, gambling and an occasional visit to the local watering hole amongst

Passengers about to alight from the arriving ferry at Cremorne Wharf will join the waiting R or R1 class tram for the journey to Military Road and beyond.

Hugh Ballment





K 1295 prepares to depart Neutral Bay Wharf with a standing load of passengers, in about 1954. The car is overdue for an overhaul, as evidenced by the rotten bow rail.

Noel Reed

them. The original terminus of this line was also unique in that to provide a flat terminal area a wharf was purpose built just for the trams. In the last couple of years the wharf was barricaded off and taken out of use as unsafe, so trams used a makeshift terminus on the grade.

K 1296 was transferred to the main system and was used for a couple of tram tours for enthusiasts, before being set aside for the Sydney Tramway Museum where it resides today, along with fellow cars from this line, E cars 529 & 530. Sister K car 1295 also remains in rather poor condition at the old site pending possible future restoration/rebuilding after spending almost 40 years outdoors at the home of enthusiast, the late Norman Boxall.

The year 1956 was my first year at high school, which was at Cleveland Street at the corner of Chalmers Street where the Botany and Alexandria trams diverged from those to Coojee Beach, Clovelly, Maroubra Beach and La Perouse. Daily exposure to trams became a norm. The variety of trams on offer in the vicinity of Central station, which carried the 'Railway' destination, covered all four-motor bogie types. One game played with a fellow student was to find the lowest and highest number of each of the four car types on offer, and try to identify the cut-off point between the types. This was a long shot not achieved, and the closest we came was 1479 as an O car (the actual last car) and 1483 as a P car, with the gap in between unexplained, until a copy of the booklet *Destination Circular Quay* was obtained a year or two later. Enthusiasts were by this time holding regular tram tours; however at this stage I remained blissfully unaware of such ventures.

Five Dock was a short distance from my home in Croydon, and I was aware of the presence of trams running past the shops in Great North Road which by 1956 was a peak hour only service. It was almost as if bus replacement services were offered as Christmas presents to the travelling public, as this happened in December of that year, when that line was cut back from Lyons Road to Haberfield and then only as a peak hour service. Of course I had no idea the trams had been replaced until the overhead wire was being removed. Perhaps another explanation for the closures near Christmas could have been the potential availability of additional buses, released from school services.

Nearly all the odd limbs of the system were gone by the beginning of 1957, which is the year tramway abandonment began to escalate at breathtaking speed, noticed in earnest as reality set in. First the Addison Road service on the Dulwich Hill line was replaced by buses operating a through city to Canterbury service from 26 May 1957. Second, on the south-east lines, the attractive destination signs of a half red and green triangle for Clovelly and the 'three blue spots' symbol signs for Zetland and Rosebery were to be seen no more. The bland Daceyville wording also disappeared as these lines were converted to bus operation from 22 June 1957. (It has been said that the three blue spots may have related to the horse racing colours of Sir Hercules Robinson who called his property 'Zetland' after a relative, the Marquis of Zetland.

On 28 September 1957, the first major and large scale conversion took place, with the main city thoroughfares of Pitt and Castlereagh Streets becoming devoid of trams, and all services through City Road and King Street, Newtown, known as the 'Green Lines' to the suburbs of Cooks River, Dulwich

An O class car crosses the opening span of the Glebe Island Bridge, bound for Drummoyne on 27 June 1953.

D. R. Keenan Collection,
STM Archives



Hill and Earlwood via Marrickville, all abandoned in favour of buses. The familiar red 'CAS'LR'AGH ST. and CIRCULAR QUAY' sign on the front of O cars running in Chalmers Street past the school was no more, nor shortly thereafter were the O cars then replaced by P or R cars with the less attractive black on white 'ELIZABETH ST. and CIRCULAR QUAY' destination, as these services were diverted into that street.

The overhead line crews were busy removing the overhead and bitumen was laid over the tram tracks soon after the last tram passed along Pitt Street in the early hours of the morning. This time I was aware of the passing and rode my pushbike to Dulwich Hill terminus on the last afternoon. However, it was to be a couple of months later before I had a camera to record such events.

Shortly after the Newtown closures, I visited Rozelle Depot one Saturday afternoon. Here I met for the first time Dale Budd, Bob Henderson and Ross Willson, all of whom have retained their interest and are authors and historians noted for their various books and articles. It was at Rozelle that staff there mentioned tram tours and a driver, Ted Davies, who was involved with 'a tramway museum group with some trams in the Royal National Park', along with another group known as the AETA, who advocated the retention of modern trams and operated under the motto 'Move People not Vehicles'. These groups both held tram tours and so it was that in early 1958, armed with camera and film, I joined this group on a tour of the North Sydney lines in O car 808. The tour in 808 introduced me to the rest of the North Sydney system.

Other trips were taken on regular service cars and generally the photos I took at this time were mostly at

the various termini. Later, having become friends with David Keenan, we spent many hours walking various lines to take 'route map' photos. I did take a number of time exposure images at Wynyard with the loan of a starter's stool to stand the camera on, and some of these are still my favourite photos, more than 50 years later.

The North Sydney lines had always held a special interest for me with the trams running from the tunnels at Wynyard to pace the trains across the bridge to Milsons Point and North Sydney, along with the line up the hill from Athol Wharf to the top gates at the Zoo. Another recollection of that era was the commercial photographers who took photos of tourists in various places around the city, including near the lower gates to the Zoo. A picture I cherish is one such photo at this spot of my mother as a fourteen year old in late 1934 with my grandfather, (when they attended a band recital by the Grenadier Guards), which he presented to me, showing an O car in the old colours and near-new R car in the background at the wharf.

Two rival groups held tours on the last day of the North Sydney system, which was a wet day on Saturday 28 June 1958. At this point I shall digress and mention essay notes I then made and recently located, recalling events from that last day, written then as a fourteen year old experiencing last day tram events. For me, it was amusing to re-read this account, and to some extent I can see why my daughter, Sonia, seems to have a similar sense of noting her observations, although having absolutely nothing to do with trams, which clearly influenced her when she was a teenager. These last day essay notes are a little outside the scope of this article and may be suitable for a separate account.

I was on the last day AETM tour using O car 1445, whilst the other group, under the auspices of 'The NSW Tramway Historical Association', used O car 1347, which coupled to 1212 (the first car across the Harbour Bridge with 1106 in 1932), also operated the final service in the early hours of the following morning. I learned that tours by this latter group were by invitation only. The wet day made for some interesting photographic images of 1445.

The media mood at the time was clearly anti-tram, with the headline "TRAMS NOT MISSED", above the heading 'Buses beat the Bridge' on the front page of the afternoon paper *The Sun*, on Monday 30 June 1958. This apparent success was attributed to faster journey times for car drivers 'as there were no trams on the roads to interrupt traffic flow', although a hitch was acknowledged on the Chatswood line, where passengers were left waiting up to 20 minutes as 'the single deck buses could not cope with the crowds'. A front page photo on 10 July revealed the demolition of Milsons Point station and tram tracks for new bridge traffic lanes.



The Australian Electric Transport Museum toured the North Sydney System on the last day of service on 28 June 1958. Tour car O 1445 was photographed at Wynyard.

C. Woodside Collection, STM Archives

Today, more than 52 years later, one of these bridge lanes is a 24-hour, city-bound bus lane, and in the morning peak hour buses bank up in York Street and onto the bridge approaches, waiting for a kerbside spot at Wynyard to discharge passengers. How different it could have been if the disused tram tunnels beneath had been retained for use by modern light rail cars, running into the Wynyard station platforms. In retrospect the loss of the exclusive rights of way on the harbour bridge for public transport is a great waste. Any proposal for another rail crossing of the harbour these days seems always the more expensive tunnel, with no suggestions of reclaiming the lanes on the bridge, perhaps due to the influence and strength of the road authorities.

O car 1212 also received a farewell newspaper photo on 23 September 1958, under the heading 'No. 1212 goes up in smoke', (along with cars 1033, 1044 and 1182) the previous day. A tram conductor who watched 1212 burn referred to a group of nearby 'tram lovers', "if these blokes had pulled as many tickets on this old boneshaker as I have, they would not be crying. Good riddance to her and all other toast-racks". This was the more general public sentiment of the time, pushed along by unfavourable media. It has to be admitted that these trams at close to 50 years old had passed their use-by date, although they had served the city well. How different things could have been had government at the time re-invested in modern tramway infrastructure as many European countries were then doing, (and with Melbourne re-introducing trams in Bourke Street and to some suburbs a couple of years

earlier) and thus providing a legacy for the future which today is sorely missing in Sydney.

With the escalator running faster, it was no time at all until the closure of the George Street lines, and the tram services to the 'Red Lines' to the western suburbs of Balmain, Glebe Point, Haberfield, Leichhardt and Lilyfield was upon us, as the trams were replaced from 22 November 1958. Again tours were held a week earlier, including one to Watsons Bay in O 805, when it possibly was used for the last time, and on the last day in O 1111. Again other tours were held by the NSWTHA, which I did not attend. It is of interest to note that both these cars survived the burning pile at Randwick Workshops, with the record card for 805 noting it as 'scrapped on 21 November 1958'. As it ended up with the Powerhouse Museum, restored to its original colour scheme, it was possibly taken away and 'put in cotton wool' so last day souvenir hunters could not damage it.

No. 1111 was donated to the Sydney Tramway Museum, where after more than 52 years the cars have been re-united following the generous two year loan of

805 by PHM to STM to assist in marking 50 years since the end of tramway services in Sydney on 25 February 1961.

The year 1959 was a little quieter than the previous one, with only the routes to Ocean Street via Paddington, the Alexandria line and the West Kensington service from the Railway all going in May, June and September, along with the closure of Waverley depot at the end of June, to allow for conversion to a bus depot. Services operated from that depot were transferred to Dowling Street, with cars using the connecting tracks via the Cricket and Show grounds in each direction.

Behind the scenes though in 1959, swift action to dispose of trams was taking place with daily burnings at Randwick Workshops. No less than 285 trams were disposed of in the 1958-59 financial year. This comprised the last 95 O cars, the sole remaining OP car, 85 P cars, 4 PR1 and 100 R cars. R cars had been withdrawn from use after the North Sydney and George Street closures and were stored at Dowling Street and Waverley depots and Randwick Workshops.

The first of the R cars was quietly sold in February 1959. Then, from 27 April, (after the return of the Cahill Labor Government at the March 1959 state election) R cars were being burnt at up to four a day, and between then and 3 June 1959, when large scale

burning of these cars ceased, 84 cars had been burnt. Another 15 were sold or donated up to 30 June. A public campaign, inspired by union efforts to have P cars replaced was the likely saviour, which saw a number of these cars returned to service. (1738, the first R car, stored in 1959 for retention on behalf of the now Powerhouse Museum, was the last of the type removed from the books in 1962.) On 30 June 1959, some 163 P cars remained compared with just 95 R cars.

From 30 August 1959, the Kogarah trolley bus system was replaced by buses, with little fanfare.

The last use of the Cricket and Show grounds special trackage for mass movement occurred on 14 September 1959, when 109 trams (35 coupled P cars from Railway and 16 coupled P cars and 7 R1 cars from St James) were used to carry about 14,500 school girls to welcome H.R.H. Princess Alexandra at Sydney Cricket Ground. Some school boys, including me, were known to have taken the time out to record the event on film. The once massive movement of racegoers by tram to and from Randwick Racecourse with its special trackage also diminished as crowds reduced, and private cars and buses were used. From 1 August 1959 three of the six special tram

Dowling Street Depot in 1952.

J. C. Richardson Collection,
STM Archives



platforms were taken out of service, tracks were removed and a paved roadway was established for buses. Final use of the racecourse tracks by trams was on 1 February 1960.

The next major closures took place on 27 February 1960, with the closure of the Bondi and Bronte services, and the cutting back of the terminus from Circular Quay to Hunter Street for an extension of Elizabeth Street at this point. These closures saw withdrawal of the remaining P cars from service. Four months later, on 9 July, the busy Watsons Bay route was replaced by buses. The release of R1 cars from this date allowed for the withdrawal of most R cars.

The running of last cars always attracted large crowds, a convoy of following motorists and passengers ranging from enthusiasts, sentimentalists or simply outright vandals there to destroy anything available to wreck. Probably the most notable last night trips were for the North Sydney, Bondi and Watsons Bay closures.

The last trams across the harbour bridge were delayed about 40 minutes just inside the tunnel mouth when the power was mysteriously cut (apparently because the trams were expected to have reached North Sydney by that time), windows were broken, light bulbs and destination signs souvenired and some arrests of unruly or drunken passengers were made at North Sydney, before the darkened cars proceeded to Lane Cove under police escort. The last car to Bondi, R 1773 was trashed on the way up Bondi Road, and the lifting jack was thrown at a police vehicle. By contrast the last Bronte car a short time later using R 1800 was a civilised affair, and the driver provided the passengers with the thrill of a very fast non-stop run back to Bondi Junction and Waverley Depot on what was rumoured to be the fastest tram on the system. This car returned to service the following week at Dowling Street.

For me, I think the most spectacular evening was the last night of Watsons Bay trams. First R 1848 had been taken to Rushcutters Bay Depot the previous day, earmarked for the last run, no doubt in anticipation of damage, so as to spare an R1 car. Many were aware of this and set up positions on board for an earlier round trip. Troubles developed when vandals began damaging the car on the return trip through Rose Bay with seat cushions and other objects thrown to the roadway. Finally police stopped the tram near Lyne Park at Rose Bay, ordered everyone off and then escorted a damaged and empty tram back to the depot where it was exchanged with standby car R1 1943, for the purpose of making the last round trip. Passengers ordered off mostly boarded a following depot bound tram. However a few of us took the advice of our timetable guru, David Keenan, and waited for the



Elizabeth Street, with the terminus at Hunter Street in the foreground, seen from the roof of Qantas House in January 1961.

Howard Clark

scheduled last car to return. To ensure it stopped to pick us up a roadworks barricade was moved about a metre so as to just foul the tram line. When the tram eventually arrived we were able to scramble aboard using the offside doors. 1943 left Watsons Bay at 3:43am, about 30 minutes late. Until this time all was jolly on board and the car had suffered no damage. The return trip up the reserved track through the park was uneventful until the tram began to lose traction, where someone had greased the rails and copious amounts of sand was needed. As we rounded the curve towards the cutting we were confronted by a large 'bonfire', which halted progress until the fire brigade extinguished the blaze and cleared the track, with the car eventually returning to Queens Square at around 4:30am, where it

proceeded empty to Dowling Street, followed by O breakdown car 143s, before later returning to service from that depot.

Services on the busy Coogee Beach and Botany lines ceased on 22 October, leaving just the La Perouse and Maroubra Beach services to be operated exclusively by R1 cars from Hunter Street and Railway. Dowling Street depot, with 27 roads and a storage capacity of around 300 trams was the largest depot in Australia, which in its heyday employed almost 1,000 staff. By this time it was a ghost of its former grandeur with a maximum afternoon peak need of just 51 trams. More and more roads became empty as stored trams were removed for transfer to Randwick workshops for disposal.

This dismal state of affairs lasted only four months until the final day of service on Saturday 25 February 1961.

To make more of an occasion of the last day, and no doubt also to head off late night acts of vandalism, the decision was taken to operate the last services on the Saturday afternoon, rather than the early hours of the morning. R1 car 1961 was slated to be the last car, which was already at full capacity on the final inbound journey arriving at Hunter Street. Two standby cars, 2035 (which was also the last tram to Botany) and 1995, were quickly filled to capacity and set off in convoy for La Perouse at 2:48pm. At Anzac Parade Junction, the convoy was joined by cars 1963, 2083 and 1979, which were the last cars along Cleveland Street from Railway Square, with the first two heading our trio and 1979, branching off at Kensington Junction to return empty to Randwick workshops. All along the line passengers spilling from the doors and windows were greeted by thousands of waving and cheering well wishers waving flags, blowing whistles and car horns and taking photos.

At Maroubra Junction car 2083 peeled off ahead of us to be the last car to Maroubra Beach, whilst 1963 now headed the four car convoy. On arrival at La Perouse, it was necessary for me to alight from 1961 by jumping down from a side window. David had strategically parked his car at the terminus early in the day, so we had the opportunity to head off the convoy for the final return leg to Randwick, enabling us to get photos along the way. Meanwhile, O breakdown 141s was the last car to leave the depot for Randwick Workshops, arriving there ahead of the returning last cars. The cars shunted in order at Kensington Junction with 1995 becoming the last car to have the Darley Road gates shut behind it at 4:48pm, thus extinguishing the last remnant of a once mighty tramway system.

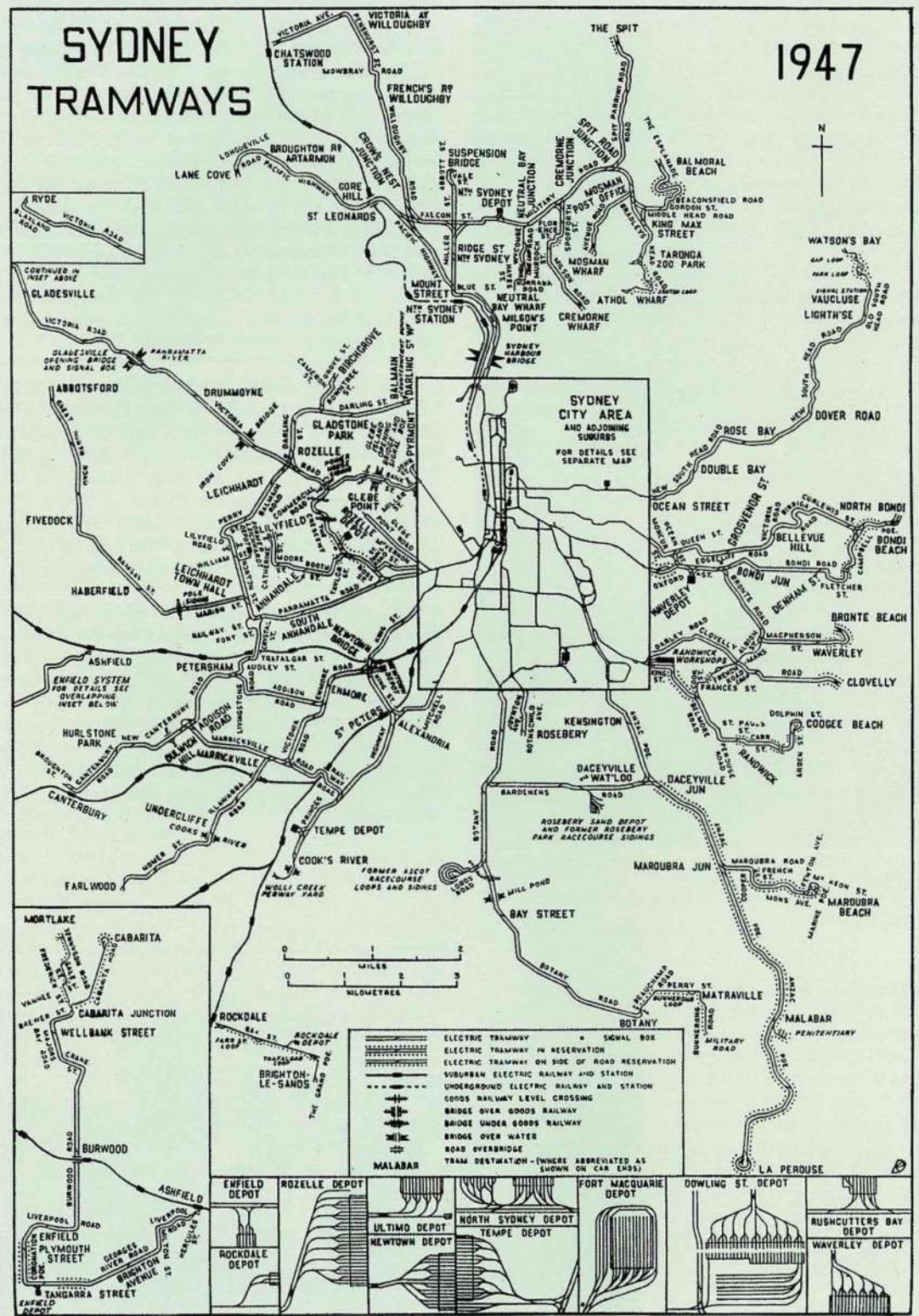
All of the lines abandoned from 1960, except for the Botany line, possessed substantial elements of exclusive rights of way, ideal for light rail operation. Some along the Coogee line were sold off to land developers, some used for road widening or car parking, some along Anzac Parade at Moore Park converted to a busway, some at Watsons Bay returned as parkland whilst substantial elements of Anzac Parade still remain as poorly maintained grassland.

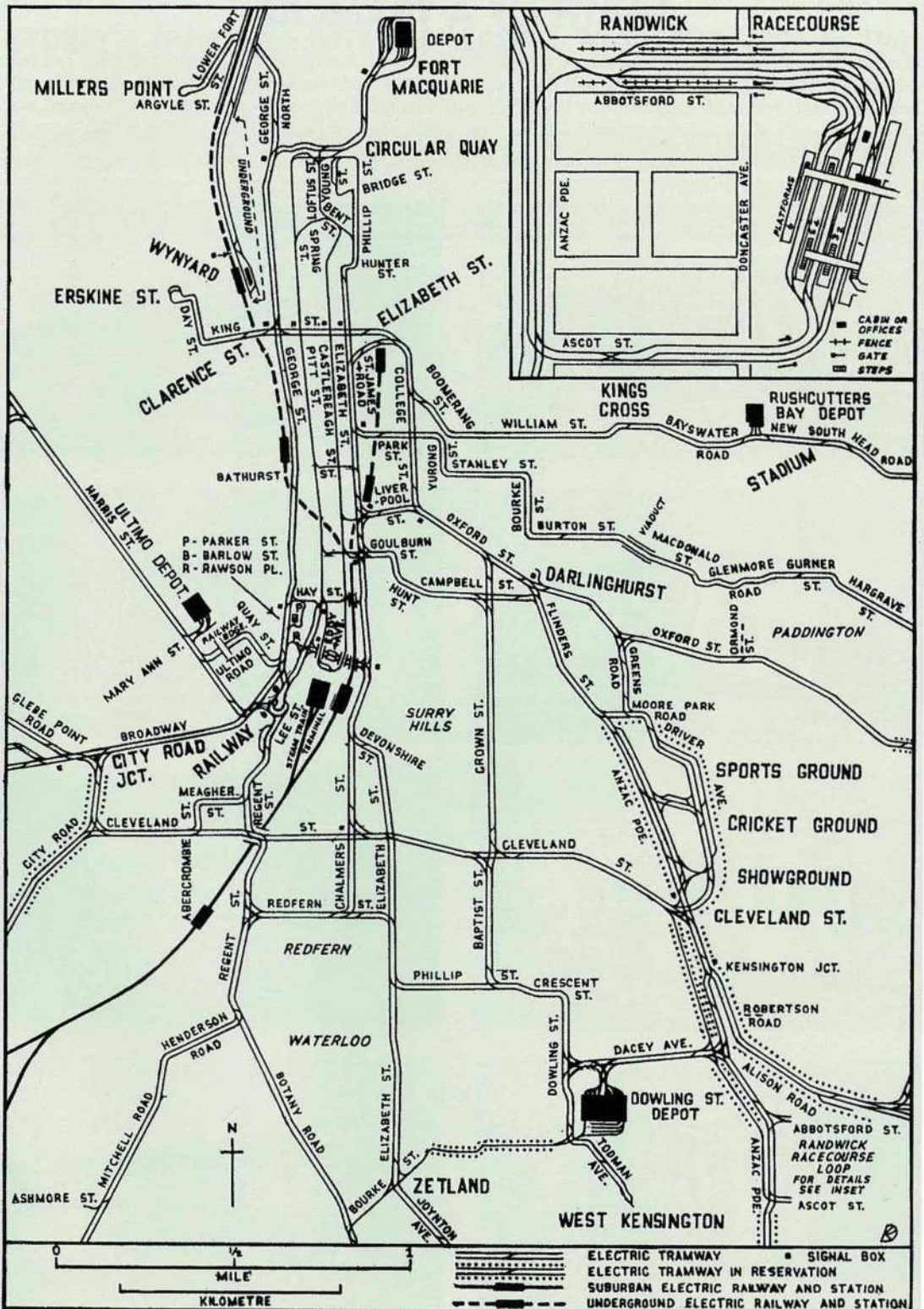
With a resurgence in light rail investment happening around the world, and some obvious benefits awaiting, one can only hope that someday, someone in government may take the bold and enlightened step of somehow understanding the need and finding the resources for re-investing in a viable light rail system, integrated with other transport modes, somewhere in Sydney, just as our then leaders achieved with the expansion of the tramway system after the turn of the 20th century.

R1 class 1961 on the terminus loop at La Perouse on the last day of service, 25 February 1961. A young Howard Clark is climbing out of the fourth window, as he could not get to a doorway.

D.R. Keenan, STM Archives

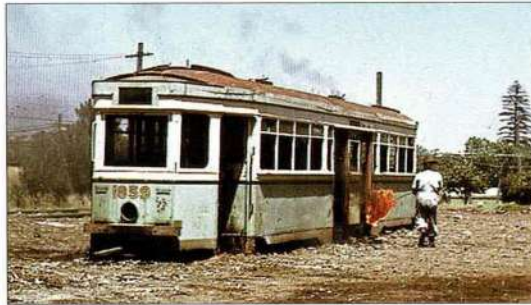






DEATH OF A TRAMCAR

Howard Clark recorded the demise of R class tram 1859 at Randwick Workshops on 29 December 1960. Two steel cables were attached to the car body and the body rolled over with the aid of a Matador recovery wagon. Workshops employee Mick Price threw buckets of sump oil obtained from bus depots into the tram body and, with the aid of a long rod, its end wrapped with flaming wool waste, set the oil alight. After the flames died down, the steel was recovered for scrap.



SYDNEY'S TRAMWAYS: DATES OF CLOSURE TO TRAFFIC, 1895 to 1961

Prepared by Ross Willson

Date of closure	Section of track
1 March 1895	Oxford Street-Woollahra
2 November 1902	Belmore Park: Campbell Street-Gipps Street
13 June 1904	Devonshire Street Junction-Castlereagh Street, Down line
30 July 1905	Devonshire Street Junction-Castlereagh Street, Up line
8 August 1906	George Street Junction-Railway Subway
21 September 1909	Blue Street: Junction Street-Miller Street
27 April 1914	Raglan Street: Belgrave Street-East Steyne
20 August 1914	The Corso, East Steyne and Carlton Street: Manly Esplanade-Pittwater Road
16 April 1915	Albert Street and Macquarie Street: Phillip Street-Circular Quay East
17 April 1916	Lincoln Crescent: Cowper Wharf Roadway-Brown's Wharf (No. 11)
13 September 1921	Woollcott Street: Kellett Street-Roslyn Street
28 January 1923	Woollen Mills-Castle Hill (isolated steam line)
17 December 1923	Gordon Street Junction-George's Heights
28 July 1924	Alfred Street: Dind Street-Milson's Point old terminus
1 January 1927	Arncliffe-Bexley (isolated steam line)
1 January 1927	Parramatta-Woollen Mills (isolated steam line)
3 August 1931	Sutherland-Cronulla (passenger) (isolated steam line)
13 February 1932	Sutherland-Cronulla (goods) (isolated steam line)
20 March 1932	Blue Street and Miller Street-McMahon's Point
20 March 1932	Mount Street and Miller Street-Milson's Point
19 September 1932	Druitt Street, York Street and Market Street: George Street-George Street
9 July 1933	Hurlstone Park-Summer Hill Station
31 July 1933	Henderson Road Junction-Henderson Road (passenger)
22 January 1934	Darlinghurst Road
12 March 1934	Church Street Junction-Ryde Station (passenger)
16 March 1935	Military Road-Yarra Junction
29 July 1935	College Street-Woolloomooloo Bay
27 May 1936	Suspension Bridge-Northbridge
4 July 1937	Kogarah-Sans Souci and Doll's Point (isolated steam line)
26 October 1938	Kensington Racecourse

Date of closure	Section of track
19 January 1939	Gardener's Road: Botany Road-old Racecourse
10 September 1939	Vale Street-Suspension Bridge
1 October 1939	Manly Pier-Narrabeen
1 October 1939	Curl Curl Junction-Harbord Beach
1 October 1939	Belgrave Street Junction-The Spit (passenger)
6 January 1940	Abercrombie Street and Cleveland Street-Erskineville
11 January 1948	Falcon Street and Miller Street-Vale Street
22 August 1948	Ashfield-Mortlake
22 August 1948	Cabarita Junction-Cabarita
5 December 1948	Chalmers Street: Foveaux Street-Randle Street
4 April 1949	Lords Road Junction-Ascot Racecourse
4 September 1949	Rockdale-Brighton-le-Sands
19 December 1949	Gladesville-Ryde
20 March 1950	Gladesville Bridge-Gladesville
10 December 1950	Phillip Street and King Street to Erskine Street
7 July 1951	Drummoyne-Gladesville Bridge
22 June 1952	Chelmsford Avenue-Military Road
27 June 1953	Harris Street: George Street-Ultimo Road (passenger)
27 June 1953	Harris Street and John Street: Miller Street-Pyrmont
28 June 1953	Quay Street Junction-White Bay Junction
28 June 1953	Darling Street Junction-Drummoyne
15 August 1954	Five Dock-Abbotsford
14 November 1954	Ocean Street-Curlewis Street Junction
14 November 1954	Macpherson Street Junction-Allison Road Junction
21 November 1954	Dulwich Hill-Canterbury
21 November 1954	Rowntree Street and Darling Street-Birchgrove
6 November 1955	Nicholson Street-Darling Street Wharf
20 November 1955	Avenue Road: Military Road-Mosman Wharf
11 December 1955	Rowntree Street-Nicholson Street
29 April 1956	Cabramatta Road-Cremorne Wharf
27 May 1956	Neutral Bay Junction-Neutral Bay Wharf
9 November 1956	Meagher Street and Abercrombie Street: Regent Street-Cleveland Street
1956 (unknown date)	Harris Street and Mary Ann Street: George Street-Ultimo Depot
15 December 1956	Haberfield-Five Dock

Date of closure	Section of track
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26 May 1957	Addison Road and Enmore Road-Dulwich Hill
23 June 1957	Darley Road Junction-Clovelly
23 June 1957	Gardener's Road: Botany Road-Daceyville
23 June 1957	Hay Street: Elizabeth Street-Castlereagh Street
23 June 1957	Elizabeth Street: Randle Street-Redfern Street
23 June 1957	Redfern Street: Elizabeth Street-Chalmers Street
23 June 1957	Phillip Street and Elizabeth Street to Rosebery
23 June 1957	Devonshire Street: Elizabeth Street-Randle Street
29 September 1957	Bent Street and Spring Street: Loftus Street-Pitt Street
29 September 1957	Pitt Street: Alfred Street-Rawson Place
29 September 1957	Castlereagh Street and Bligh Street: Hay Street-Bent Street
29 September 1957	Bathurst Street: Pitt Street-Elizabeth Street
29 September 1957	Liverpool Street: Elizabeth Street-Castlereagh Street
29 September 1957	Goulburn Street: Pitt Street-Elizabeth Street
29 September 1957	Belmore Park, Railway Colonnade and Belmore Park: Hay Street-Hay Street
29 September 1957	City Road Junction-Dulwich Hill
29 September 1957	Marrickville-Earlwood
29 September 1957	Newtown Bridge Junction-Wolli Creek permanent way depot
29 September 1957	Railway Street Junction-Victoria Road and Marrickville Road
29 September 1957	Meagher Street, Abercrombie Street and Cleveland Street: Regent Street-City Road
7 December 1957	Goulburn Street, Hunt Street and Campbell Street: Elizabeth Street- Flinders Street
7 December 1957	Crown Street: Oxford Street-Cleveland Street
29 June 1958	Wynyard-Chatswood
29 June 1958	Crow's Nest Junction-Lane Cove
29 June 1958	Falcon Street: Miller Street-Crow's Nest Junction
29 June 1958	Mount Street-Balmoral Beach
29 June 1958	Spofforth Street: Military Road-Cabramatta Road
29 June 1958	Bradley's Head Road: Military Road-Taronga Zoo Park
29 June 1958	Taronga Park Junction-Athol Wharf
29 June 1958	King Max Street: Bradley's Head Road-Middle Head Road
6 September 1958	Lee Street and Regent Street: Lee Bridge-Redfern Street

Date of closure	Section of track
6 September 1958	Cleveland Street: Regent Street-Chalmers Street
21 November 1958	Marion Street Junction-Haberfield
23 November 1958	Fort Macquarie-Balmain (Rowntree Street)
23 November 1958	Miller's Point Junction-Miller's Point
23 November 1958	Hay Street: George Street-Pitt Street
23 November 1958	Parker Street and Barlow Street: Hay Street-George Street
23 November 1958	Rawson Place: Pitt Street-George Street
23 November 1958	Balmain Junction-Darling Street Junction via Leichhardt line
23 November 1958	Glebe Junction-Glebe Point
23 November 1958	Ross Street: Parramatta Road-St. John's Road
23 November 1958	Epping Junction-Lilyfield
23 November 1958	Bent Street and Loftus Street: Phillip Street-Alfred Street
23 November 1958	Hay Street: George Street-Pitt Street
9 May 1959	Raglan Street Junction-Alexandria Raglan Street Junction-Alexandria
28 June 1959	Park Street Junction-Ocean Street and Oxford Street
5 September 1959	Dowling Street and Todman Avenue-West Kensington
14 September 1959	College Street: Boomerang Street-Oxford Street
14 September 1959	Anzac Parade Junction-Gregory Siding
14 September 1959	Macarthur Siding
1 February 1960	Randwick Racecourse
28 February 1960	Hunter Street-Circular Quay
28 February 1960	Darlinghurst Junction-North Bondi
28 February 1960	Bondi Junction-Bronte
28 February 1960	Greens Road: Oxford Street-Park Road
28 February 1960	Gregory Siding
10 July 1960	Phillip Street-Watson's Bay
10 July 1960	St James Road: Elizabeth Street-King Street
23 October 1960	Darley Road Junction-Coogee
23 October 1960	Dowling Street and Bourke Street line: Dowling Street Depot-Botany Road
23 October 1960	Chalmers Street and Cleveland Street to Botany (Chelmsford Avenue)
23 October 1960	Redfern Street and Chalmers Street to Baptist Street via Phillip Street
25 February 1961	Hunter Street-La Perouse
25 February 1961	Maroubra Junction-Maroubra Beach
25 February 1961	Kensington Junction-Randwick Workshops
25 February 1961	Elizabeth Street: Liverpool Street-Eddy Avenue
25 February 1961	Railway Square Loop-Anzac Parade Junction
25 February 1961	Cleveland Street-Dowling Street Depot via Baptist Street line
25 February 1961	Dacey Avenue: Dowling Street Depot-Kensington Junction

JOURNEY BACK TO NOSTALGIA

By Isadore Brodsky

Background

Isadore Brodsky was one of twin brothers born in 1905 to non-orthodox Jewish parents. He attended Fort Street Boys High School when it was located on Sydney's Observatory Hill. He was from an early age an avid researcher. His interests covered the theatre, street names, second-hand bookshops and Sydney suburbs, particularly North Sydney and Hunters Hill. After holding several less meaningful jobs, he chose to study medicine at Sydney University from where he graduated in 1936. He joined the RAAF in 1943 and served for several years in Darwin. He married and had one son. His interest in Sydney's tramways grew at a time when the network was rapidly being dismantled. He was a regular contributor of historical articles to *The Sun*, an afternoon Sydney newspaper, and was the author of several books dealing with Sydney's early history. This article is written in his light-hearted style and thanks are due to his son Denver for permission to publish his father's work.

The journey back

On 15 January 1864, Australia's 'father of music', Isaac Nathan, left the tram near Goulburn Street on his way to his home at No. 42 Pitt Street. The tram moved off before he had cleared the rails, and he was crushed to death. Although a verdict of Accidental Death was reached at the coronial inquiry, the coroner gave his opinion that the "communication between the front and back brakeman is very imperfect." By this time the public was satisfied that the horse tram service was not a success and at the end of 1866 Pitt Street parted with its pioneer.

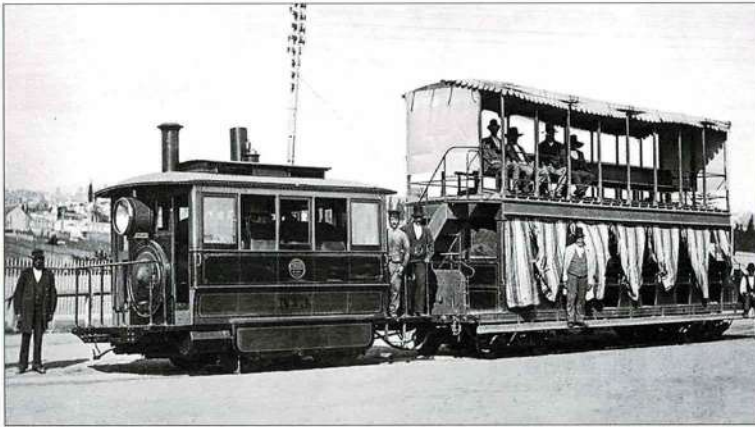
There is a paradox in the next experiment with public transport. The idea of extending the railway into the city became associated with the planning for the International Exhibition of 1879, to be held in the Botanical Gardens. The first paradox lay in the ordering of Baldwin locomotives for a tram service. The legality of a railway running through the streets was subsequently to be questioned: can a steam locomotive be considered a tram?

The second paradox is amusing in retrospect. The motors and cars indented through the old Sydney pioneer, Robert Towns, could not be unloaded in time. Locally made trailers were pressed into service, and were drawn by horses! The official opening was on 15 September 1879. In the first fifteen weeks almost half a million passengers thrilled to the miniature

railway, which endeared itself to its patrons as the steam tram. The city terminus in the beginning was at Hunter Street opposite Elizabeth Street, but later the terminus was moved to what became known as the Bridge Street Yard beside the Treasury. It is common knowledge how the steam tram played a most prominent part in the development of many of the suburbs of Sydney, and their part in the development of the metropolis concept should never be underestimated. Much of the romance attached to the steam train era is interwoven with that of the steam tram, and although the former has the longer history of service, it is safe to record that the steam tram has a special place in the heart of the Sentimental. The only people who openly resented the steam trams were the horse 'bus proprietors, whose livelihood was not only threatened but actually curtailed, as it became uneconomic to continue. This, of course, solved the important problem for the horses which lived a life of fear in competition with smoking, shrieking fiends on wheels. At first, the 'bus proprietors thought to win the battle for patrons by getting their drivers to anticipate the departure times of the steam trams, but this was naïve thinking. There could only be one result from the lopsided contest.

Small boys sought to offset that in their own way. One of them, in a personal reminiscence, told that he used to stand on the little footbridge above the tram track where it crossed Belmore Park. "I used to drop stones down the chimney as the tram went under", he said with a twinkle.

Other experiments were being made to find the ideal mode of transport within a city. There was talk of cable trams for Sydney in the mid 1880s, and it was left to North Sydney to pioneer that charming mode of transport. Indeed North Sydney was within an ace of beating Melbourne for the honour, only the difficulty of supplying water at the powerhouse on the ridge of North Sydney preventing the local cable cars from getting a flying start. Parenthetically, we know that Sydney adopted a cable tram service for King Street following the example of North Sydney. Some also will recall that the cable tram survived until 1905, after which no longer was heard the cry of "mind the curve" as the daredevil cable dummy and trailer hurtled around corners, for general, descriptive purposes, practically out of control. Personally I loved the little cable trams, and rode on them with an inexplicable joy whenever I went to Melbourne.



Steam motor 3 was one of four built by Baldwin, and entered service in 1879. It is hauling an original double-deck trailer, later classified A, complete with original canvas blinds and top deck canopy.

Railway P1821,
R. I. Merchant Collection

San Francisco, a sister city of Sydney, has been wiser in its judgments... Another less publicised experiment that took place in Sydney, in the centennial year of the founding of Sydney, was the trialling of an electric tram at Botany. This was within a few months of the inauguration of an electric tramway service in the United States. Incidentally, at about that time, in Odessa, my father's birthplace he, among other startled denizens of that city, "were surprised to see a carriage running along without any visible means of propulsion".

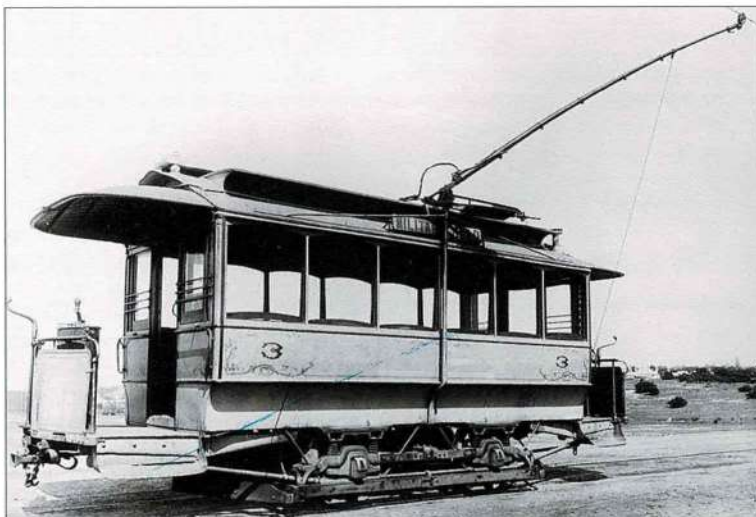
Less deceptive was the experimenting with overhead electric wiring to supply the power for a new type of tram for Sydney in 1890. The cars, complete with trolley poles, were tested between Randwick and Waverley. They were American designed and their birthplace was 27th Street, New York. One of the little cars distinguished itself by lying on its side like a naughty child along Frenchman's Road, but was later induced to carry out its tasks along with its brother

trams. My informant was Monsieur Alfred Perier, one time resident of Randwick. It was hardly the behaviour to be expected of an imported car polished with a "lacquered elegance".

The tests being generally satisfactory, the cars were transferred to North Sydney where they plied along Military Road from the old cable tram depot at Ridge and Miller Streets, beginning on 19 September 1893.

There were three officials and a lone passenger on that eventful morn, yet not even the most optimistic could have foreseen the success that was to issue from this small venture. For, in the heyday of the electric tram, at peak hour in George Street, city, a tram thundered over the King Street intersection every eight seconds.

If the history of the electric tram in Sydney should seem a little dry for newcomers, your tram enthusiast of yesteryear has many a lively story to add colour to



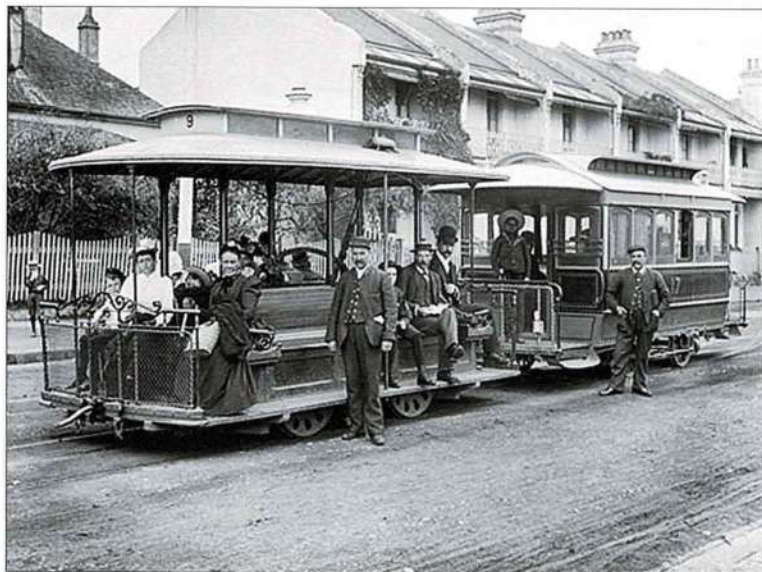
Experimental electric car 3, equipped with a side mounted trolley pole for working the North Shore's Military Road line.

Railway A829

R. I. Merchant Collection

Cable grip car 9 and trailer 17 near St Leonards Park. The grip car and trailer were built by Benjamin Carne in 1890 and 1892 respectively, to enable service improvements.

Phillips Collection,
Powerhouse Museum



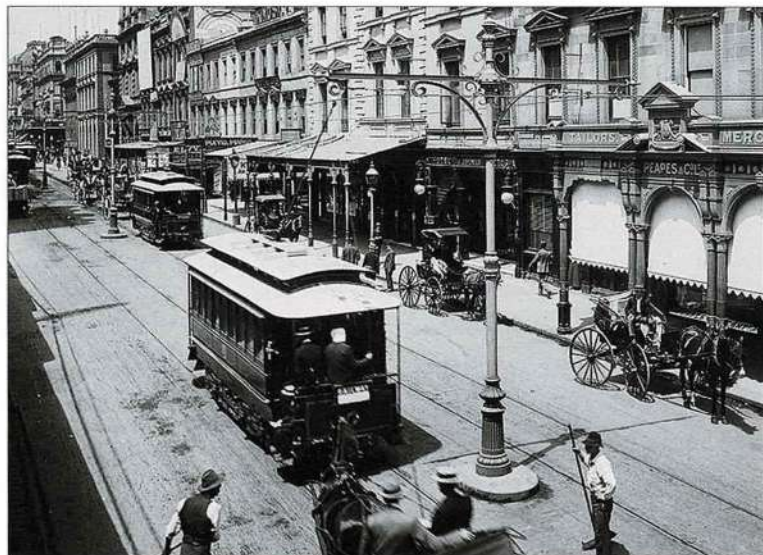
what was a pretty reliable service. Admittedly the first tram to run along George Street said goodbye to 19th century lines on 8 December 1899, and to celebrate the emancipation of transport ideas, no fares were collected. The day did not pass without incident: a small child ran into the path of a tram outside the Manly jetty at Circular Quay, and was killed. The fault did not lie with the tram or its driver. It was an untoward happening, but there were to be others more easily avoided. For example, horse 'bus drivers elected to obstruct trams wherever they could. One man on horseback pushed in front of a tram, and when politely requested to move aside struck the driver with his whip. There were no windows in the front of the trams at that time. The offender was subsequently fined a sovereign.

On occasion electric trams proved intractable. The tram strike of 1908 showed who were the slaves and who were the masters. It was left however to the picturesque steam trams to come to the city's aid. Getting up a good head of steam they were shepherded behind the reluctant electrics and moved them on like so many sheep. That savoured of good for evil, because the steam trams had been banished from the city proper. People of the middle years and older will easily remember Sunday mornings for one special reason: tram services would grind to a halt for 'church time'. For an hour the impatient would need to control themselves while the trams ceased duty. Often I have sat with my twin brother in one of those trams and chafed at the delay with childlike impetuosity. It may have been a coincidence, but just before 'church time' was about to end the automatic hydraulic motors (air compressors) would begin to throb. It was as if the

K class tram, Bondi via Bellevue, was as anxious as we were to get on with the job.

The K class, almost always coupled, were species of the 'Jumping Jacks' class. They were in the middle of an alphabetical assortment that began with A and went on to R. My favourites were the C and D class. In far off days they performed in Pitt Street, bobbing up and down with a not unpleasant rhythm. There were many coloured panels of glass near the clerestory roof, reminding the unromantic that travel in a tram was a pleasure rather than a duty. For the wilful, who wished to smoke during the journey, provision was made for them in the trailer car. This partly solved the pollution problem of the good old days. For a humble penny a pink ticket entitled one to their share of paradise.

Another of the 'Jumping Jack' class were the E trams. These were permanently coupled and had consecutive numbers. The end car carried the trolley pole aloft. Sometimes they would lose contact with the electric wires above and a brilliant display of sparks would ensue. This was an entertainment in itself, especially at night. Only occasionally were the E trams switched to other city lines. When this happened they were permitted to display coloured linen destination signs, a red blob on white for Bondi, half red half green for Bondi via Bellevue, and so on through a very picturesque series. I may say that when the trams were prematurely sacked from Sydney, I wrote to the Commissioner for Transport to suggest the continuance of coloured destination signs. A dismally drab decision followed. I wonder how he would have reacted to the bright painting in blue of two E cars in 1925.



C class trams in George Street near Hunter Street in 1900. The electric line along George Street opened in December 1899.

Kerry & Co 3201,
Powerhouse Museum Collection

There are too many fascinating items to compress into a short sketch of Sydney trams. We have had 'toast racks'; 'dreadnoughts'; race day specials with upholstered seats; trams converted into ambulances, in 1915, and again in 1919 during the infamous pandemic; a prison tram (948); the huge Brill and St Louis cars that trundled out to Dulwich Hill; the 'friendly tram' (K 1296) at Neutral Bay which was a school special in charge of Sammy and Reggie. And more...

What is to be said about 'The Lizard', a specially constructed truck for transporting trams fallen from grade? Or those lovely antediluvian monsters, the water trams, which used to race up Pitt Street and George Street on hot summer days to spout their cooling waters ... a sight and sound which could only enthrall?

Even more tenderly, for those who like to 'go back', is the piquantly descriptive 'two rooms and a kitchen' that applied once to the C and D trams, already coupled, and to which an old cable tram trailer would be joined to make a threesome. To pay full tribute to our trams, the service and convenience they gave, is beyond the scope of this sketch. In a generous moment, in March 1907, Sydney gave Melbourne seven cars following a disastrous fire at its Elwood Depot. Although we can hardly expect Melbourne to reciprocate, unbidden, at this tramless stage of our development, we should not only expect, but demand of our Transport Commission, that trams be restored to give us their traditional service of reliability and comfort, and for which we would gladly exchange the motor 'buses, fuming, and cramping the style of old Sydney.

Historically, Pitt Street is the place to give us a fresh start.

Sprinkler car 35w is closely followed by direct control O 908 as they approach Railway Square from George Street in 1911.

Govt Printer MS 2750,
H.R. Clark Collection



HERE AND THERE

AUSTRALIAN AND OVERSEAS NEWS

Tasmanian light rail

The Tasmanian Government has allocated \$350,000 in the 2010-11 budget to prepare a business case for passenger rail in Hobart's northern suburbs. This work is being supported by a Community Advisory Panel. In developing the business case, an assessment will be made of the costs of developing and operating a light rail service, and the likely demand for such a service, together with potential opportunities for urban redevelopment, and reductions in both carbon emissions and traffic congestion.

The tender was advertised on 11 December and closed on 12 January 2011. The business case is expected to be completed by the end of June 2011.

New Zealand – New Year's Honours

New Zealand's foremost tramway historian, Graham Charles Stewart of Wellington, has been recognised in the New Year's Honours list. He has been made a Member of the New Zealand Order of Merit (MNZM) for services to historical research and photography.

Our congratulations and best wishes, Graham!

Adelaide H type tram 365

The Executive Committee of the Australian Electric Transport Museum wishes to sell Adelaide H type tram 365. The AETM bought 365 from the successful tenderers who purchased it from TransAdelaide to ensure that the tram remained complete and in sound operational condition.

Currently 365 is fitted with trolley poles. However a pantograph is available for the tram should one be required by the purchaser in place of poles. No. 365 was one of the trams that was graffitied in an attack at the AETM in 2009. Some remnants of paint remain but no structural damage occurred.

Expressions of interest are invited and companies or individuals interested in purchasing 365 should register their interest with either Ian Seymour, AETM President at ian.stkilda@gmail.com or by phone 08 8258 1223(h), or to Kym Smith, AETM General Manager at kymsmith@vtown.com.au or by phone 0417 238 113.

Inspection by serious purchasers is welcomed.



Adelaide H type car 365, left hand side. Kym Smith



Adelaide H type car 365, right hand side.
Kym Smith

Launceston tram No. 1

The restoration of Launceston tram No. 1 featured on Tasmania's ABC TV 7:00pm news bulletin on 5 February 2011. Jeremy Keys has uploaded the news clip to YouTube and the link is:

<http://www.youtube.com/watch?v=okmAAcZ-gdM>

This tram was originally one of those acquired by the Canberra Tradesmen's Union Club for use in their venue. However this did not eventuate and it was stored on a property in Canberra for around 20 years (together with Hobart tram 120 and tram bodies from other states) before being moved into storage at Bendigo Tramways gasworks depot.

The tram was originally destined for the Sydney Tramway Museum. However because of its significance for Launceston the tram was swapped with another very similar unrestored tram (No. 14) and was returned to Launceston in February 2008. Tram No. 1 will be 100 years old this year and volunteers at the Launceston Tramway Museum Society (<http://www.ltms.org.au>) are attempting to complete the restoration in time for a centenary celebration.

Late News:

Christchurch earthquake: brief tramway report

When the earthquake struck Christchurch on 22 February, the trams in service were W2 244, Christchurch Brill 178 and Christchurch Boon 152 and Duckhouse trailer. W2 244 was abandoned in Armagh Street and Brill 178 was showered with glass in Cathedral Square. Boon 152 and its trailer stopped at

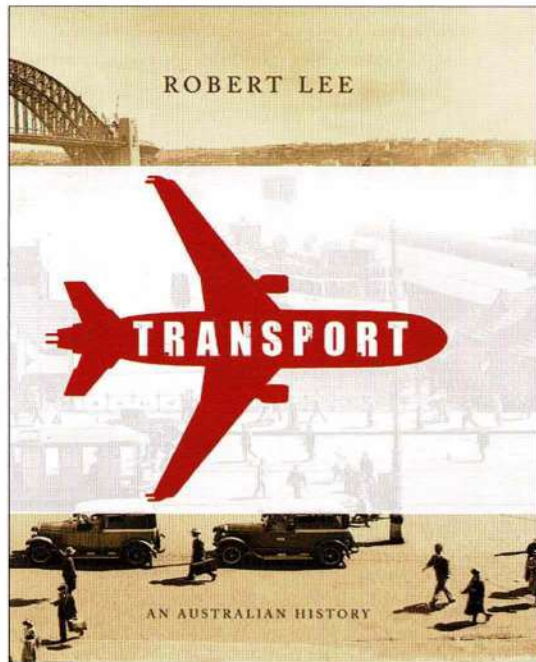
The interior of Adelaide H type car 365.
Kym Smith



the west end of Amagh Street. Dunedin 11 and 18, and W2 411 were in the depot building.

There is little damage to the tram shed although the large picture windows facing Tramway Lane have suffered. There is damage to the track in Armagh Street: liquefaction in at least one place caused the rail to break and be twisted upwards. Some damage also occurred in New Regent Street and the overhead wire has fallen where the tram crosses Worcester Street into Tramway Lane. There appears to be no damage to the new track extension.

Trams will be moved to Ferrymead until operations can resume.



Book Review

TRANSPORT, An Australian History

by Robert Lee

Published by University of NSW Press Ltd

ISBN 978 1 74223 213 3 (hbk)

RRP \$49.95

Ordering: <http://www.unswpress.com.au/Ordering.htm>

At last, this fabulous discourse ranges from past successes right through to lost opportunities in transporting Australia. Dr Robert Lee, in this, his latest publication, clearly illustrates how the tyranny of distance in this wide brown land has been conquered.

Aborigines certainly travelled by foot, but they also used canoes made of large sheets of bark stripped from eucalyptus trees. From these humble beginnings this book tells of shipping in Australian waters in the 16th and 17th centuries, early shipping in NSW, intercontinental maritime trade, steamer services and the English mails, coastal shipping and steamers on the river systems.

After European settlement, land transport was largely by muscles and beasts of burden. Roads and bridges in the pre-motor age are described as is personal and passenger transport in the age of the horse.

That great innovation, the railway, and the origin of Australia's railway age are dear to the author's heart.

The gauge muddle and the pattern of railway policy are also dealt with. The chapter on the railway age from 1874 to 1920 leads into the late colonial railway boom, federation and transcontinental railways, railway and industrial politics, and other fascinating topics.

A chapter on urban transport to the 1950s, which deals with the making of our cities, covers our favourite topic, trams, their rise and fall, and Australian electric tramcar design. This chapter also describes the building of our suburban railways and their subsequent electrification.

Then we have the motor challenge, the conflict between road and rail in the mid 20th century. Buying cars, building roads, the car is triumphant in post-war Australia. The wrecking of the Sydney Harbour Bridge, covered in a 'side-bar', describes a transport planning disaster.

Australia's civil aviation history starts with the heroic age, followed by the pioneering age from 1921 to 1945, aircraft manufacture, airports and deregulation, and post-war international aviation.

The final chapter – Congested Cities, Contested Bush – covers contemporary transport dilemmas. Transport cultures, the car manufacturing industry, trucks and freight transport, road and freeway construction, rail freight nationalisation and privatisation, passenger rail's decline, and airports and high speed rail.

This book looks at the technologically progressive nature of early colonial Australia – railway building and steamship services, changes in transport patterns, crucial issues. It gives a good serve where needed, Sydney being a prime example, which reinforces this reviewer's view. There are many pertinent comments about pork-barrelling and government enterprises, or lack thereof, having the political will to make courageous decisions.

Quoting from the conclusion in the book: "In transport infrastructure policy, the harsh words of the Old Testament are literally true, with poor decisions and inadequate planning indeed 'visiting the iniquity of the fathers upon the children unto the third and fourth generation'."

It is a well illustrated work and the tram enthusiast will not be disappointed. Colour and black and white illustrations include contemporary postcards from the author's extensive collection, and a few images not previously seen by this reviewer.

It is highly recommended.

Peter Kahn

BALLARAT

BALLARAT TRAMWAY MUSEUM

PO Box 632, Ballarat, Victoria 3353

www.btm.org.au

From Dave Macartney

Tram No. 27 returned to service on 7 November 2010, the day of our Annual General Meeting, after a repaint in the original green SEC paint scheme of 1935. This was the car's second repaint in museum ownership after our first attempt in 1985 to recreate this colour scheme. This had been only partially successful due to the wrong shade of green being used and standard size numerals applied. Since then an authentic 1930s 'Pay As You Enter' sign had come into the museum's possession from the collection of the late Wal Jack, and a correct colour match was obtained, being Solver Paints Bronze Olive Green. Larger front numerals and the correct size of SEC logo for the side panels were prepared by member Brian Wood who runs a signwriting business.

No. 27 is an appropriate choice for this colour scheme as it was the first car to be repainted back in the 1930s. In the ensuing decades, it had a rather chequered history. In the early 1950s, it was designated for withdrawal along with No. 16. However this did not eventuate as sister car No. 24 was instead withdrawn following a runaway collision with the Bucks Head Hotel in Bridge Street, Ballarat. Both Nos. 24 and 16 were written off in 1956. However No. 27 had its own share of misfortune. In 1957, it had an entire end ripped off in a collision with a truck after which it was repaired and returned to service. The join where the new cab was attached can still be detected at the No. 2 end. As the hardest working tram in the museum fleet, No. 27 is once more set up for decades of trouble-free running.

Since the completion of No. 27, attention has turned to a program of floor repaints with Nos. 13, 14, 18, 27, 28, 33 and 39 all receiving attention. No. 13 was selected as this year's Christmas tram, and was decorated for a launch on 4 December.

The wheels for No. 38 returned from reprofiling in Adelaide and were promptly cleaned down and painted together with the axle boxes and truck frames. During the overhaul of the tram's trucks, the body of No. 38 was temporarily lowered onto the 22E trucks from No. 35. Due to the absence of rubbing plates it still is not possible to move No. 38. Both motors have now been reassembled and are ready to be refitted.

Work continues on improvements to the museum display area which has expanded to encompass almost the whole of the original shed. All restoration work will now be confined to the workshop, and access to this area by the general public will be restricted. Four bays of the wall between the sheds have been sheeted with cream Colorbond cladding while a wider access doorway, complete with sliding door, has been provided at the front of the shed. Eventually a gate will be fitted at the rear to replace the existing security chain. The front entrance door to the shed has also been modified to create a doorway of standard height.

In the display area, a new purpose-built sales counter has been installed. A touch-screen computer has also been installed in the former drop-centre area



Recently returned to its 1935 livery, No. 27 was in regular service on 20 November 2010.

Austin Brehaut

where visitors can gain access to the museum's archival collection including slides and movie footage of the tramway system.

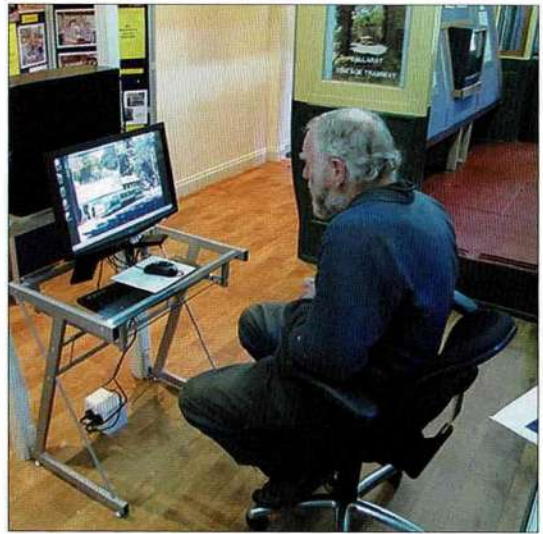
A variety of charter work has taken place over the spring months. Seniors groups continue to be the most common of these; they are also the most interesting as the old timers always have memories of their own to share with us and really enjoy their day out. Out of the ordinary was a piece of street theatre that included some tramway operation. This was an event called 'Illuminated By Fire' which involved night running and a lot of people carrying fire-lit torches. Needless to say, the torch bearers walked between locations



Alan Snowball has begun to reassemble the motors for No. 38.
Warren Doubleday

Last year Lake Wendouree was barely a puddle – quite a difference to this scene taken on 28 December 2010.

Warren Doubleday



Dave Macartney enjoying the new interactive touch screen. He is watching a Ben Parle movie which was donated by the Sydney Tramway Museum.

Warren Doubleday

while the other participants were permitted to travel by tram!

Passenger figures are enjoying an upwards trend, as the heavy spring rains have returned Lake Wendouree to 92 per cent capacity. We are pleased to report that visitor numbers are on the rise and normal leisure activities have resumed in recent months. Passenger figures for December were 1040, an encouraging improvement on the past few years.

BENDIGO

BENDIGO TRAMWAYS

1 Tramways Avenue, Bendigo, Victoria 3550

www.bendigotramways.com

From Tim Blythman

Sponsorship

Our former MMTB Y1 class car 610 is back on the road in a new colour scheme after spending the last few years in its traditional green and cream. The local campus of La Trobe University has sponsored the car, again with roof-mounted advertising and with large vinyl panels on the sides of the car. The striking livery is simple – black, grey and white.

When interviewed by the local media at the time of the launch, a local university student commented that it was ‘cool’ to see huge photos of him and several fellow students on the side of the tram.

Depot extensions

The extensions to our depot and workshop, the new visitor facilities and staff accommodation and amenities are proceeding apace. The slab floor at the rear of the depot has been poured after several new sections of track were laid. The framework for the new amenities block is finished and roof repairs and a new sprinkler system are under way in the depot itself. While this work is occurring, Depot Starter Anita Bagley is arranging for trams to be moved to and from the Weeroona Avenue depot to meet both our regular service requirements and the needs of builders.

As the construction work takes place, we are taking advantage of opportunities that arise to attend to small projects around the depot. On a recent occasion when the 600 volts DC power was turned off, section insulators were inserted above 4, 5 and 6 roads. In a few months’ time we will temporarily lose access to the depot to allow the depot fan to be lifted and repaired, and for better drainage to be laid.

Elsewhere, at the Weeroona Avenue depot our overhead crew have been installing trolley wire in new timber troughing above the three shed roads. This welcome addition will obviate the need to use a tractor and tow-bar for the movement of trams at that location.

Visitors

Friday, 3 December saw the arrival of union delegates and officials of the RTBU in large numbers for their Christmas break-up. It is clear that they like visiting us for a relaxing barbecue and to see what is

happening. Our voluntary and paid staff, as members of the RTBU, joined in and a good time was had by all.

Later in the month, Andy Rowe of Christchurch Tramways Ltd visited to discuss a project in New Zealand. Howard Clark from the Sydney Tramway Museum also called in to organise various tasks to be carried out by our workshop on C 33, Launceston 14 and Y1 611.

Summer holiday showcase

In December the free tram day that we offer as part of our annual birthday celebrations turned out to be a bumper day. It was great to see our volunteer and staff crews pulling together to make it an overwhelming success. The local citizenry loved it! Our stalwart Trust Board Member, Tram Driver Examiner and Easter Festival organiser, Mick McGowan was organised and planned the event. As well as putting together the tram schedule and the tram commentary for the day, Mick took posters around to all the schools in Bendigo, and quite a few pubs too!

Our summer evening tram service took on a new twist this year, with a specially recorded commentary relating anecdotes from the old tramway days. Patronage was good, with a number of people returning in the evening to enjoy the different commentary.

Our new Tramways Manager

Jos Duivenvoorden, a member of the Trust board since 2007, has accepted the post of Bendigo Tramways Manager. Jos started at the depot on 13 December, although acting Superintendent Tim Blythman will continue in that role until after the busy school holiday period in January.

In March 2010, tramway staff and those at Central Deborah developed strategic plans for each business, and these were adopted in April that year. Bendigo Tramways further developed its plan in September, and has led to the creation of a new management structure at the depot. The first step in the transition was the appointment of a new Bendigo Tramways Manager. Trust CEO Tom Seddon, in the monthly staff

No. 610 in its new advertising livery for La Trobe University.
Bendigo Tramways



The freshly laid concrete slab for the depot extension.
Bendigo Tramways

Our new amenities block under construction.
Bendigo Tramways



magazine, noted that this role requires broad organisation management and project management skills and experience that would benefit both tramway and workshop operations.

“Jos fills that bill admirably, and in this case the board’s loss is our management’s gain”.

Darren Hutchesson, Tramway Superintendent since 2006, was ready by 2010 to hand over the leadership and find a new role at Bendigo Tramways. “I greatly valued Darren’s work over the past four years, especially his partnership with me in making the depot extension project a reality” said Tom. “I want also to thank sincerely first Anita (Bagley) and now Tim (Blythman) for their excellent work as Acting Superintendent in Darren’s absence. They have stepped up, and I am grateful”.

HADDON

MELBOURNE TRAMCAR PRESERVATION ASSOCIATION
 PO Box 324, Prahran, Victoria 3181 www.railpage.org.au/mpta

W3 663

The replacement of the plywood on the roof of W3 663 has been completed, and the coachbuilders at Bendigo Tramways have sealed the roof with Duram. Timber conduit is now being installed for the light circuits prior to the trolley decks being reinstalled.

Additional work has seen the replacement of one apron that had some corrosion. The drop-centre floor has had new malthoid laid followed by new floor slats. Stripping back of seats has commenced, as has surfacing work preparing 663 for painting and varnishing.

Donations are still needed to complete the restoration of 663, which to date has been primarily funded through member donations. If you are able to assist, please contact us at the address above or via the contact details on our website.

North-west curve

Work is nearing completion on the relaying of the north-west curve behind the Car barn. All of the joints have been welded, and the inner rail and check rail have been bolted together in their final position. Once the outer rail is drilled and the tie rods installed, the curve will be able to be backfilled. Re-alignment of the

overhead will then be required before the track can be used for regular operations.

Timber sleepers are currently being sourced for the south west curve to enable it to also be rebuilt so that operations can finally commence over the entire line.



An interior view of the ceiling panelling in the drop-centre section of W3 663, showing the impressive varnished timbers.
 Anthony Smith



*Right:
 Kym Smith drills the sleepers for spiking on the north-west curve.*
 Jacqui Smith

*Far Right:
 Frank Schroeders placing a pallet of compressors in one of the storage racks in the motor storage container.*
 Jacqui Smith

W3 663 undergoing surface preparation prior to painting.
 Anthony Smith

W2 357 stabled in the extension to 3 Road. Anthony Smith

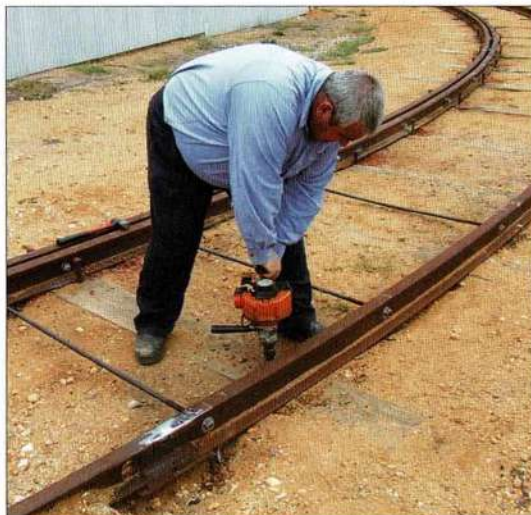


Below Left:
Cable troughing being installed on the roof of W3 663 for the light circuits and the main feeds from the trolley poles.

Anthony Smith

Below Right:
The newly installed floor slats in the drop-centre of W3 663.

Anthony Smith





Frank Schroeders and Anthony Smith clad the extension to 3 Road.
Jacqui Smith

Extension to 3 Road

During late October the rear wall of 3 Road was extended back to allow additional space for trams to be stabled, removing the tight pinch point that existed between 3 and 4 Roads. The additional couple of metres provided at the rear of the Car barn now allows two W2 Class trams to be stabled on 3 Road with plenty of space between them and a wide bodied tram on 4 Road.

Motor and compressor storage

All motors and compressors have been relocated to the motor storage container, removing the OHS risk that existed through precarious and tight stacking of these items in the Truck Shop. The compressors have been placed on pallets and stacked in racking, and motors have been sorted and securely supported with bearers within the container.

PORTLAND

PORTLAND CABLE TRAMS INC.

2a Bentinck Street, Portland Vic 3305

www.portlandcabletrams.com.au

From Alan Rees

Portland Cable Trams' 100,000th passenger

On Thursday 6 January, Portland Cable Trams carried its 100,000th passenger. She was Anne Baker, a local resident who travelled on the tram with her six granddaughters.

This is a significant achievement for our organisation and is a just reward for the hard work contributed by all our volunteers. It also shows the importance of our tramway to the local economy.

By the end of January 2011, we were approaching 101,000 passengers. Despite the poor weather, January has been very good in terms of passenger numbers.

Depot turntable

Motorisation of the depot turntable is proceeding, thanks to a grant received from the Foundation for Rural & Regional Renewal (FRRR) last year. So far, staff of Portland's Alcoa aluminium smelter have installed the necessary wiring. When a control box is fitted, the arduous work of manually pushing the turntable into position will come to an end.

Our 100,000th passenger, Anne Baker, joined by her six young granddaughters.

Alan Rees



The Rotary-sponsored overseas exchange students about to board the dummy.

Alan Rees



The Fairmont rail maintenance trolley, which is being offered for sale.

Alan Rees

Visit by overseas students

Rotary International provided an opportunity for overseas exchange students visiting Portland to ride on our cable tram on 18 January. The students came from Canada, Japan, France, Germany, Finland, Brazil and Sweden.

Fairmont trolley for sale

We are offering for sale to any interested group our Fairmont rail maintenance vehicle. It is in good working condition and the price is \$5,000 or near offer. For more details please contact Alan Rees on (03) 5523 2831 or 0409 232 405.



ST KILDA

AUSTRALIAN ELECTRIC TRANSPORT MUSEUM (SA) Inc

PO Box 213, Salisbury, South Australia 5108

www.tramwaymuseumadelaide.com.au

From Col Seymour

W7 1013

W7 1013 has been out of service for a couple of years awaiting replacement motor suspension bearings after five of its original bearings were found to have fractured. New bearing shells were cast, but other works have delayed the machining of the new bearings.

Subsequently, an offer was received from the Melbourne Tramcar Preservation Association to make available a complete set of No. 15 trucks to enable 1013 to be returned to service. The set of trucks selected were from SW5 843, and had been tested under the tram at Haddon prior to the decision to preserve sister tram 849 that was in better body condition.

Over a number of weekends 1013 was prepared for lifting, including disconnecting motor leads, removing brake rods and removing the redundant autopoint transponder antennas to provide a clear area for the beam jacks. The replacement trucks arrived at St Kilda on 10 November 2010 and were given a quick clean down and check over. On the following Sunday, 1013 was moved into the bodyshop for lifting, and by the end of the day, it was on jacks and raised to almost full height.

Later that week, 1013 was lifted the final few inches to enable its old trucks to be removed. The replacement set was then wheeled in and the tram lowered, only to

find that the body was leaning to one side due to unequal spring compression. The problem was rectified after trying several different spring combinations and the tram now sits reasonably level on its trucks.

The following two weekends saw the motors reconnected and replacement brake long rods installed. A check of the wool led to a decision to replace all wool in the trucks to ensure longevity. The car was put through its paces on 3 December, running five test trips that day, and just needs final cleaning and tidying up before it can return to service. The original trucks from 1013 will be assessed to determine their suitability for overhaul as spare trucks for the tram. We thank the Melbourne Tramcar Preservation Association and VicTrack for making the trucks available.

Bib & Bub set

Work on the Bib & Bub set has focused primarily on completing the permanent connections between cars 14 and 15. A spring-compensating towbar has been installed which will reduce the stress between the two trams under severe braking. With testing having confirmed the values of resistances, the grids are being installed in their permanent locations under both trams. Four new air reservoirs have been installed and the compressors on both trams are now operational. Emergency valves have been installed that activate the



Father Christmas visited St Kilda on 12 December 2010 during a visit by the St Kilda Hotel Social Club.

John Radcliffe



The spring-compensating towbar installed between 14 and 15. Most of the temporary resistor banks that were previously on the cab floor of No. 15 have been relocated beneath the floors of these trams.

Kym Smith



The new trucks for 1013 seen through the car's floor hatches.

Kym Smith



The air inlet filter and the air reservoir are the only easily visible parts of the air system since the laying of new flooring in the drop ends of tram 15.

Kym Smith

brakes should the air connection between the trams fail. Laying of flooring in both trams is almost complete and work is progressing on installing and connecting a line breaker. The set now operates electrically and pneumatically from both leading cabins, and with both trolley poles now connected, correct pole operation is possible.

Track and overhead

Eight hardwood sleepers including all of the point timbers have been installed under the western points of

1013 in the Road 2 Workshop on 4 December 2010 prior to its re-entry into service after its truck change.

Kym Smith





Mark Jordan, Jack Pennack, Kym Smith and Charlie Rodgers hard at work replacing point timbers at Mangrove Loop on 11 September 2010.

Andrew Gilbertson

Mangrove Loop. This was done over two work days in September and October 2010, and has improved significantly support of the track in this location.

Other major track work, now completed, involved excavation of the track from the yard throat west of the depot fan towards the two main line switch stands for the northern and southern sheds. Once excavated, the

rail joints in that section were welded and concrete was poured over successive weekday working bees. Backfilling with new gravel rubble has resulted in the area looking much more attractive.

In other developments, pole 8 on the section between the museum and Samphire Road was felled and a replacement pole was grafted onto the stub on 17 December 2010.

WHITEMAN PARK

PERTH ELECTRIC TRAMWAY SOCIETY (INC)

PO Box 257, Mount Lawley, Western Australia 6929

<http://pets.railpage.org.au/pets10.html>

From Michael Stukely

25th Anniversary

On 30 November 1985 the Society's public tram services at Whiteman Park commenced, with former Melbourne cars W2 368 and W4 674 running over our original single kilometre of track between the Car barn and the old Mussel Pool tram stop near Bennett Brook (where the logging whim is now displayed on the disused platform). The 25th anniversary of this landmark event was held on Sunday 28 November 2010, with a cavalcade of trams.

At about 1.45pm following its arrival at Mussel Pool terminus, service car W2 393 was joined for the cavalcade by Fremantle 29, SW2 426, W2 441 and W4 674, which ran down from the Car barn. Led by 393, the cavalcade proceeded up to the Village and on

to the Village Junction terminus. It attracted a good deal of attention from visitors in the Village area, and applause followed a public address announcement explaining the significance of the occasion. On the return run, led by 674 with Lindsay Richardson (PETS member No. 1) at the controls, the cavalcade paused in the Village on the straight in front of the Motor Museum for photos, before running back to Mussel Pool from where the trams added to the cavalcade returned to the Car barn.

A very attractive cake supplied by Beth Kelly, with the words '25 years trams running at Whiteman Park' inscribed in the icing, was then ceremoniously cut by Lindsay Richardson in the Members' Room. A moving

Lindsay Richardson cuts the 25th Anniversary cake in the members' room, watched by Beth Kelly (left), Ric Edwards, Paul and Angela Pickett and Allan Kelly, on 28 November.

Graham Lees



The 25th Anniversary cake.

Graham Lees



touch was that the cutting of the cake was preceded by members observing a minute's silence in tribute to earlier members who have since passed on.

Later in the afternoon, the members' Christmas party was held in the picnic shelter closest to the Mussel Pool stop. After the service car had run in, Santa arrived on Fremantle 29 with gifts, to the delight of the young children present. Following a barbecue, members enjoyed a twilight ride to the Village Junction terminus and back on No. 29.

The Society now notches up into its second quarter-century of tram operations at Whiteman Park with a great deal of optimism.

Launch of *Tracks By The Swan*

Our new book, *Tracks By The Swan: The Electric Tram and Trolley Bus Era of Perth, Western Australia*,

was officially launched on 17 October at the Revolutions transport heritage centre in Whiteman Park. The launch was well-attended by a crowd of about 80 members and friends, including a number of invited state Members of Parliament and local government representatives. Unfortunately, two of the authors, Tony Culpeffer-Cooke and Adrian Gunzburg, were unable to attend (from Melbourne), but the third author Ian Pleydell was able to travel across and addressed the guests. Our Patron, Stuart Hicks AO, also gave an entertaining address and performed the official launch, concluding with the words: "I have pleasure in declaring that *Tracks By the Swan* is out of the car-barn and now in service".

Traffic operations and service cars

Following the trend set in winter, which was Perth's second-driest since records began in 1876, the full year 2010 ended as one of the driest on record. The fine weather resulted in some good patronage levels on the trams, with the daily services in the October school holidays bringing particularly good returns. From October, Saturday services were scheduled to start an hour earlier to match Sundays (the first trip leaving the Village at 11.00am instead of noon), and the two extra round trips have attracted worthwhile numbers of passengers.

With W2 441 still unavailable due to motor problems, and SW2 426 awaiting a truck change and service, back-up cars W2 393 and W4 674 saw regular use with Fremantle 29 making regular appearances. An outstanding effort by Noel Blackmore's tram maintenance team meant that the truck exchange and



The cavalcade as seen from the rear, outside the Motor Museum in the Village, with service car W2 393 nearest the camera.

Graham Lees

service were completed on 426, and 441 was also made serviceable for the anniversary cavalcade. SW2 426 returned to regular service for the summer school holiday period and is in daily operation.

Excellent progress has continued on repairs to the roof of W7 1017, which has suffered from major roof leaks in wet weather since its arrival at Whiteman Park. Following the renewal of roof timbers, and the water-proofing and reattachment of the vented upper roof, as well as electrical work, Frank Edwards,

Graham Bedells and John Davies have been busy with the re-canvassing with one side completed on 6 October. The electrical team completed the rewiring to the compressor and lightning arrestor.

New double-helical gear pinions, being manufactured by a local WA engineering firm, were expected to be ready at the end of October. However, there was a problem with the alignment of the gearing which differs from the modern-day arrangement, and it has been necessary to obtain new dies from Britain.



The cavalcade heads down the hill from the Village towards Stockmans Triangle, with Fremantle 29 following SW2 426, W2 441 and W4 674.

Graham Lees



The 25th Anniversary tram cavalcade consisting of W4 674, W2 441, SW2 426, Fremantle 29 and W2 393 pauses outside the Motor Museum of WA before leaving the Village for Mussel Pool on 28 November. Lindsay Richardson is in the cab of 674.
Graham Lees

Museum and tramway improvements

The program of replacing rotted timber traction poles with steel poles formerly used on Perth's trolley bus system continued, working down the hill from the Village road crossing towards the cattle grid. Batches of two poles were replaced on Wednesdays every few weeks, with the addition of bracket arms and attachment to the running wire completed. This work is being carried out under a grant received from Whiteman Park's Infrastructure Fund.



The replacement truck for SW2 426 on the pit road ready for installation after being transferred from the Engineering Shed by crane on 20 October. From left: Jack Kendall, Tony Kelly, Kim Freind and Graeme Eddington, with Noel Blackmore operating the crane.

Ric Francis

Newly fabricated fittings were received for the ex-Kalgoorlie overhead bracket arm for use on the pit road at the Car Barn. Ray Blackmore has kindly donated replacement components for the traction power supply. Noel Blackmore has obtained a smart meter so that our power consumption and actual tram running costs can be assessed accurately.

Inspection of the rail bonds has revealed substantial deterioration of the older ones. Replacement of the failures was completed on one kilometre of track between the Car Barn and the old Mussel Pool tram stop. Minor repairs to the track were carried out following its regular inspection. Further rotted timber sleepers were marked for replacement, and steel sleepers carted to the sites. In November, Park Management added a substantial quantity of road-base to the outside of the embankment on Village Junction curve, where erosion had been caused by sprinklers, since removed.

A burn-off by Park management on 23 September 2010 got out of control due to a wind change, resulting in fire crossing the tramway and entering native vegetation between Village Junction Curve and the terminus. Minor damage was caused to the ends of a few timber sleepers, and some traction poles were scorched. This clearly indicated the very dry conditions that already existed in early spring, which is very unusual, and a bad fire season is predicted for the summer in Perth.

Lindsay Richardson and his team have completed the realignment of the rear fence and the excavation of a large quantity of sand along the south side of the W. P. Pennenburg Workshop to permit the laying of a



John Davies (left) and Graham Bedells carrying out repairs to the roof of W7 1017 on 20 October, outside the W.P. Pennenburg Workshop.

Ric Francis

further nine metres of track on the storage road. A new retaining wall will now be installed. Work was also started to the south of the Lindsay Richardson Car barn with sand excavation to enable the laying of 24 metres of new track for truck storage.

Fitting out of one of the ex-Kagoshima 77E trucks for Perth E class 66 with the manual brake fittings

fabricated by Willis Engineering has been completed, with work progressing on the other.

The old ex-WAGT Chev tower wagon is being re-activated as a backup for the Albion cherry picker which requires some repairs. Pat Ward reports that the crane is again fully operational after repairs.

LOFTUS

SOUTH PACIFIC ELECTRIC RAILWAY CO-OP SOCIETY

PO Box 103, Sutherland, NSW 1499

www.sydneytramway.museum.com.au

From *SPER News*

Arrival of O class 805 on loan

The Museum is very pleased indeed to have reached an agreement with the Powerhouse Museum for the loan of O class tram 805 for a two year period from late January 2011.

The tram is one of three electric cars which were made available to the Museum of Applied Arts and Sciences, forerunner of the Powerhouse Museum, when the Sydney tramways closed in 1961. The others were C 11, which was converted back to a passenger car from its role as breakdown tram 57s; and R 1738. The C was painted in an approximation of its original colour scheme and is on display at the museum at Ultimo. The O was painted in the 1918-33 'drab' colour scheme; these two cars were the last trams to be painted at Randwick Workshops. With the R car, the O has spent virtually all the past 50 years in the

Powerhouse Museum's store at Castle Hill, and neither has been accessible to the public.

With the date set for the move from Castle Hill to Loftus, all arrangements seemed to be in place when last-minute insurance problems emerged. After about three days of intensive work, our Chairman finally managed to get these problems resolved with less than 48 hours to spare. We finally secured a marine policy with Allianz for \$1,430 covering transport from Castle Hill to Loftus. Most insurers, it seems, do not want to know about trams! This cover was obtained around 5:30pm on Tuesday 25 January.

Katrina from the Powerhouse Museum, who was on leave at the time, spoke to Howard Clark several times during the day and finally at 7:45pm she secured the

O 805 rolls slowly off Mario Mencigar's trailer and down the ramp on 27 January. It required persuasion to get over some uneven parts of the 'rails' on the trailer. Bob Merchant



go ahead for the move, after getting agreement from two other senior executives after hours. We are indeed fortunate to have such a helpful person dealing with this, particularly when on holiday.

Bill and Craig Parkinson headed to the Castle Hill facility on 27 January to assist Mario Mencigar with the loading of the tram, which was completed by 9:30am. Departure for Loftus was after clearway hours ceased at 10:00am. Arrival was at 11:30am with a short wait for a visiting tourist coach to depart.

Unloading commenced at noon and 805 required a little manual assistance to climb over some uneven sections of the improvised track leading from the truck. A derailment of the leading wheels when descending the ramp enabled the Engadine Fire Brigade to enthusiastically participate in an offer for a re-railing training exercise. All wheels were on

Loftus rails at 1:51pm and O car 1111 was coupled up for the trip to the workshop. Hand pushing off the traverser into the workshop showed that 805 was a little stiff, and the assistance of a forklift was required to complete the operation.

Car 805 was lifted on 2 February and its bogies removed. The car will be thoroughly examined electrically and mechanically before approval to operate over the museum's lines is given. It will be available for limited use on special occasions.

Sydney C class 37

The end platforms of both ends of C 37 have been completed. The side rubbing timbers that protected the side panels from glancing contact with other vehicles have had new pieces of timber spliced into them to replace rotted parts.



Touchdown onto museum rails. This event was delayed by an hour when the leading wheels decided to part company with the ramp. Bob Merchant



Danny Adamopoulos welds up a worn frog on our scissors crossover. Grinder 3 is standing by, ready to finish the job.

Mick Duncan

The first traction motor has been test run successfully and the second one has been dismantled for overhaul. New saloon window sashes and new timber framing for the enclosed cab have been received from Ross Tregear's joinery works. The air compressor, obtained for the car from a New Zealand trolley bus, has been refurbished and Terry has turned up a new set of spring guide pins for the Peckham truck for the car.

The 33-inch wheels for C 37 come from a Melbourne W3 and have been reprofiled with Sydney type flanges. The journals have been re-turned to 3 1/2 inch diameter to take the Peckham brasses and

have Brill style grooves in the ends to take check plates. The suspension bearing journals have been metal sprayed and machined to take the MVI01AZ suspension bearings.

The Peckham truck frame, along with seat frames and other parts from AEC double-deck bus 2619, were taken to Parkes on 19 January to be sandblasted. The truck and parts returned two days later.

Trams in the paint shop

The painting of Ballarat 37 is complete and the car is currently awaiting its turn in the workshop for its mechanical and electrical inspection.

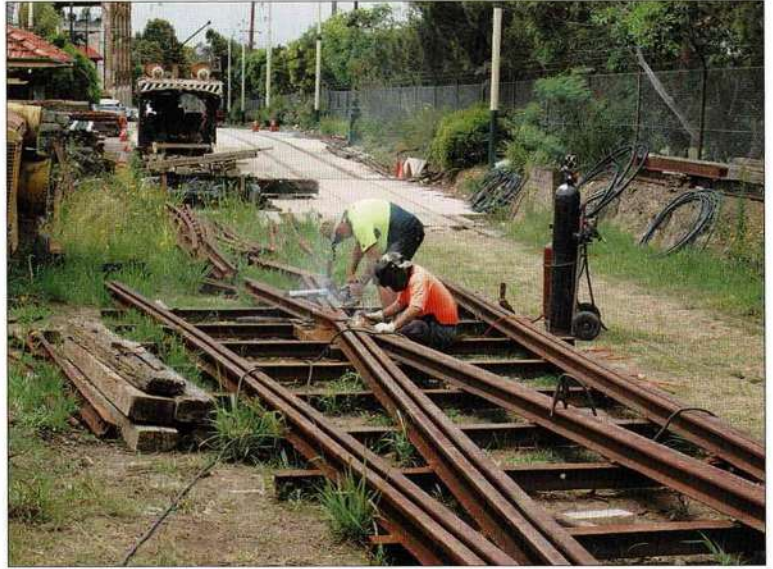


Bill Parkinson takes a 'megger' reading from a motor in one of 805's bogies. The results were quite satisfactory and the car's electricals were found to be in very good condition. Dave Rockell, the Powerhouse Museum's Acting Manager, Conservation, (centre) is keeping an eye on the work being carried out.

Mick Duncan

Mike Giddey and Danny Adamopoulos work on the new set of points for Depot Junction on 18 December.

Matthew Geier



Sydney O car 1111 returned to service on our Members Day on 4 December looking very smart in its fresh green and cream livery. Ian, Peter, Joseph and Raoul have transferred their painting skills back to O/P1089 now that the work on 1111 is complete.

Other car news

On 1 January our temporary loading ramp was erected on the eastern track just south of Cross Street. This allowed H type car 357 to be loaded onto Mario's low loader on 13 January for transfer to secure off-site storage in Canberra for the time that O car 805 is at Loftus.

No. 357 was difficult to budge. The compressor valves were sticking and not enough air pressure could be raised to release the spring brakes. It had to be hauled out of Road 14 in the Top Shed on 8 January to a position where H 358 could couple to it to pressurise the brake system so that the brakes could be released. The move was postponed to 13 January due to the unavailability of cranes in Canberra the previous week.

D 117 was moved to Road 15 and the work bench for the cable dummy restoration project was placed on Road 14 Road. The grip car has been extensively dismantled by Terry and Warren in preparation for the renewal of most of the timber underframe which is now upside down.

Our tramcar painting crew. From left; Peter Butler, Ian Hanson, Raoul Arens and Joseph Spinella.

Liam Brundle





An aerial view of the Railway Square track relaying work in November 2010. It is taken facing south, and shows the completed western track and areas to be completed.

Danny Adamopoulos

Track relaying work

The welding and fabrication of the new Depot Junction points has been completed as far as possible while leaving them in two parts to facilitate moving the sections into position with the forklifts. In the meantime Greg Sutherland and our the CSO workers are continuing hand excavation of drainage pits for the new points and the extension of the trench for the stormwater pipe, electrical conduits and the 50mm water line that will eventually carry roof water from the proposed Loftus Junction shed for lawn and garden watering on our site. Four consecutive days in early February are earmarked for the relay of the points, and David Canini's excavator was booked to assist.

Work commenced on 5 January on the left hand Sydney point which will form the southern end of the double track. Components from our old site east branch points are being used in this project, and these are being descaled, wire brushed and primed. The stock rails have been crowed to straighten one and to bend the other to change it from right handed to left handed. Old steel beams have been cut into 'T' section point timbers. This left hand point will soon be laid in conjunction with the up-coming relaying of the eastern track from the Railway Square Waiting Shed to the Depot Junction.

Some more surplus concrete has been laid along the highway side of the eastern track to the point where we have had to re-commence concreting the new western track north of Pitt Street after many months, as we are running out of places for concrete at the moment. Some levelling and formwork was carried out near pole 107 to allow for further pours in this vicinity.

Railway Square Waiting Shed

Rod Burland morticed the new top and bottom chords for the central parallel chord truss for the Railway Square Waiting Shed. He also fitted the turned herring-bone strutting which is an architectural feature of this historic building.

On 8 January the first new 300 x 300 hardwood post was erected followed on 12 January by the truss being lifted into position and propped. The second post was erected and fitted to the truss on 15 January.

Overhead

On 4 December Danny Adamopoulos and David Rawlings erected three full cross span wires over Cross Street, from their rosettes to the poles in the park. One span was attached to its rosette in Tramway Avenue.

Rod Burland is assisted by our infrastructure team to lifts into place the second replacement post for the Railway Square waiting shed.

Danny Adamopoulos





The two new columns and truss have been installed on the Railway Square waiting shed. Work continues to secure the roof to the truss beams.

Danny Adamopoulos

On 8 January the overhead frog at the western end of Cross Street was attached to the Depot Main trolley wire with pole clamps were being attached to poles 11 and 13. Work is continuing on the frog at the eastern end of Cross Street.

Our Bedford tower wagon was again presented at Motorfest in the city on 26 January. This year it was on display in Bent Street at Phillip Lane.

Geoff Olsen



Display Hall

The new display panels across the display hall doors are complete and have been painted.

Road and other vehicles

Many months of frame repairs, re-sheeting and preparation of AEC double deck bus 2619 allowed painting to be carried out by Craig Parkinson's uncle, Barry Mossop. He only had a limited time in Sydney over the holidays and at least six times he and Craig worked over night to get the job done.

The external green and cream with brown roof and the ceilings and stairwells were finished by 6 January after which attention turned to the black lining which was sign-written without the aid of any masking tape. The external numbers have also been applied. The painting is done to a very high professional standard and the bus is looking like new.

Our Bedford tower wagon once again attended Motorfest in the city on Australia Day, 26 January. Geoff Olsen reports the truck was well behaved as usual, exhibiting a quality well known to the operators of British vehicles in the colonies: the engine ran cool whilst the crew overheated!

The grader blade attachment for the tractor which was donated some time ago has been repaired and is now operational.

A new battery and charger has been installed on forklift No. 2. The charger is the same as the one previously installed on forklift No. 3.

Level Crossing

The bell on the western side of the highway has been replaced as it was defective. The old one has since been repaired and is now a good spare. A defective lamp holder was also replaced on this same signal.

The southbound advanced warning lights were also realigned after they were hit by a motor vehicle.

South end storage

We have moved a step closer with Sutherland Shire Council for our Development Application to erect our planned storage building at the southern end of our site. We have about eight council issues to address, along with a decision to abandon plans for erecting the Enfield water tower adjacent to the trees at the southern end. Instead, we propose to revert to our original plan to erect the water tower near our north end gate at Pitt Street, as this may be more acceptable.



Ballarat's single truck car 13 had the honour of reminding us all that Christmas was approaching. It was photographed trundling along Wendouree Parade in the rain on 12 December 2010.

Peter Winspur



Portland's grip car 002 and trailer 171 enter the terminus at Wade Street, viewed from the top of the RSL Water Tower.

Ben Reitman