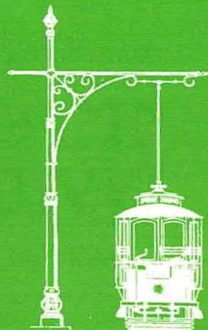


# TROLLEY WIRE

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## In this issue

- A Magical Place
- "Rickety Dick" Rolls Again
- New Zealand Tramways



# TROLLEY WIRE

AUSTRALIA'S TRAMWAY MUSEUM  
MAGAZINE

FEBRUARY 2021

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*The Sydney Tramway Museum's overhead line car 99u is being used on the Royal National Park line on 9 January 2021 to attach a new overhead bracket arm to one of the two replacement poles required after a November storm brought down a tree which pulled down the overhead wire and two poles either side of it.3*

Scott Curnow

Front Cover:

*Melbourne W8 class 981 and 946, the first W8 to receive a repaint since its conversion / upgrading in 2013, on City Circle service in Flinders Street on 27 December 2020.*

Malcolm Rowe

## A MAGICAL PLACE

Colin Seymour

### Introduction

I've often been asked how I became interested in the preservation of trams. I was only six years old in November 1958 when the last of Adelaide's first generation traditional street trams ceased running.

I lived in Blair Athol, about a mile past the Prospect tram terminus. To get to the city we would catch Morphett's private bus. When the Prospect tram ceased on 19 July 1958 the replacement bus service was extended along Prospect Road to Blair Athol replacing the private bus. Interestingly, poles had been erected along the road for a planned extension of the tram to Blair Athol which sadly never happened.

I recall catching the bus into the city and either catching a silver or tuscan red dropcentre tram to visit my grandmother at Payneham or catching a dropcentre to Colonel Light Gardens to visit my uncle Stan at the Daws Road Repatriation Hospital. I also recall walking the nine blocks to the Prospect terminus at Irish Harp (now Regency) Road one Saturday morning with my father and catching a tuscan red dropcentre to the Prospect Post Office.

However, after the trams ceased, I still had two opportunities to keep in contact with them. My Uncle Stan lived in an upstairs flat above a shop in Moseley Square, Glenelg. I would go out on the balcony and watch the coupled sets of silver 'H' cars coming and going. On some Saturday afternoons there would be additional trams on hand for the Morphettville races. About every two years we would travel over to Bendigo and stay with my Aunty Jean (actually dad's cousin). My grandfather (Seymour) had moved to Adelaide from Eaglehawk in 1914 and obtained a temporary position as a conductor with the Municipal Tramways Trust while searching for a job in the grocery trade. However, he stayed with the MTT for 36 years!

### Early Road Trips to Bendigo

Six months after the last tram to Cheltenham on 22 November 1958 we travelled for the first time by car to Bendigo in the May school holidays of 1959. A year or two earlier dad had bought a Ford Prefect. It wasn't my first memory of Bendigo as we had travelled there three years before by the overnight Overland train to Melbourne and the train to Bendigo. However, it was to be the first of many road trips. Bendigo had the greatest impact on my love for trams as the dark green

bogie trams with their varnished interiors reminded me of the tuscan red Adelaide dropcentres with varnished interiors. The silver 'H' trams with their painted Asbury Green interiors didn't quite match the feeling of open doorways and varnish.

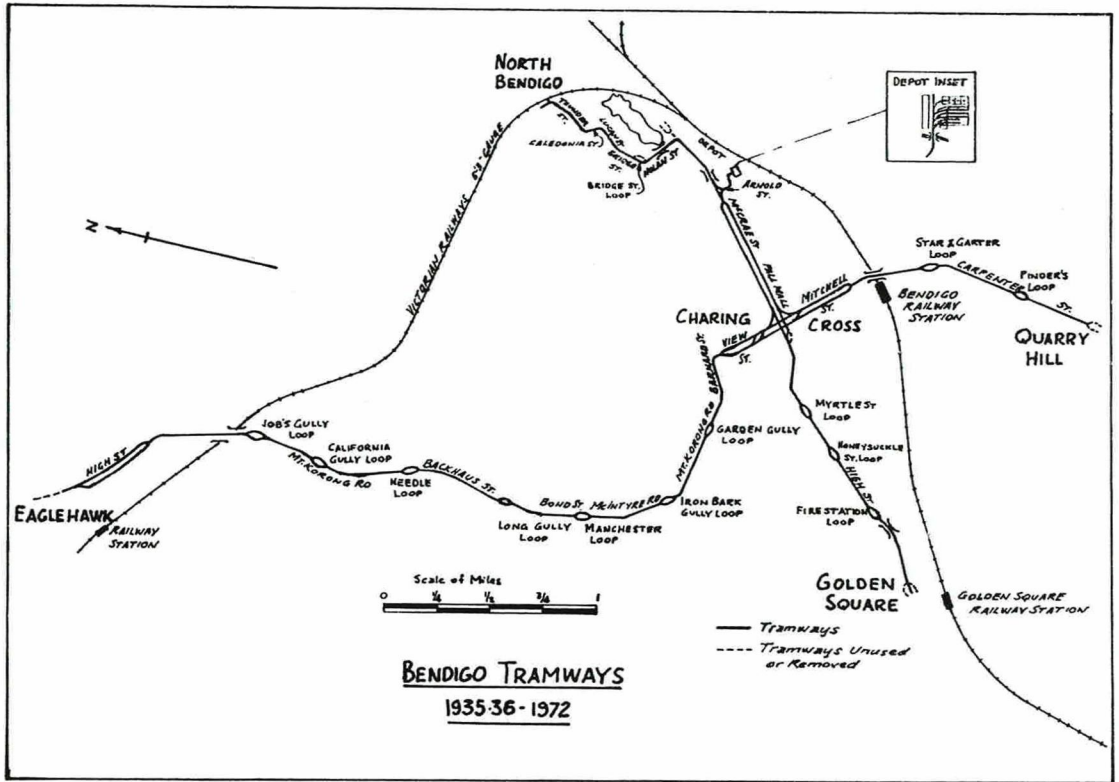
Aunty Jean lived in Kneebone Street, Eaglehawk adjacent to where the single track line from Bendigo became double track with centre poles for the remaining five blocks down High Street to the terminus next to the Canterbury Park gates where the track became single again. Past the terminus the track mysteriously continued for another few hundred metres on the left side of Sailors Gully Road, but was 'never' used. In later years I discovered that it was planned to extend the line to Sailors Gully, but this was abandoned in 1906. Prior to the 1960s trams were stabled on the siding for football matches at Canterbury Park oval when four trams were required following the match. When I visited Bendigo in the May 1965 school holidays, Aunty Jean took delight in telling me that the disused siding was brought to life in March and April that year with up to six bogie trams stored there while replacement bridge work over the Bendigo Creek near Charring Cross took place.

Aunty Jean would strongly point out that Eaglehawk was not part of Bendigo, but was a separate Borough in its own right. The double track down the main street was befitting of such a place.

I have some strong memories of that first road trip. Aunty Jean lived in an old miner's cottage. In fact the poppet head of a closed gold mine was directly across the road. There was a long stranded-steel clothes line in the back yard, supported by wooden 'T' posts at each end. I would wrap my hands around a line and play trams (the hands becoming a trolley pole).

We would catch a bogie tram into the city (Bendigo) to go to the big shops. Sometimes we would stay on the tram and go all the way to the Quarry Hill terminus opposite the cemetery. Getting off the tram at Charring Cross next to the Alexandra Fountain you would see the little trams on the Golden Square - North Bendigo line. They were much smaller than anything I recalled in Adelaide (Adelaide single truckers having gone by the time I was two years old). They would have a lattice gate doorway at one end by the driver and another at the other end closer to the centre passenger compartment.





I clearly recall riding bogie tram No. 1 on that visit in 1959. In subsequent visits I didn't see it. When I enquired about its whereabouts the adults thought it was just my boyhood imagination. It wasn't until I received a copy of 'Destination Eaglehawk' in about 1967 that I discovered that it went to Ballarat to become their No. 37 in exchange for two single truck trams which became Bendigo Nos. 6 and 7. Later I discovered that unlike the small Bendigo single truckers I recalled, the doorways of these ex Ballarat single truckers were at each end with a half-height door closed when not in use.

*From Kings, K.S, The Bendigo Tramways, An Illustrated History, ARHS (Vic Divn), 1972.*

you would encounter a bogie tram either heading to Eaglehawk or Quarry Hill. Sometimes they would be passing each other at a loop.

A big surprise in the early 1960s was to discover the appearance of green and yellow zebra stripes above and below the cab windows and on the bumpers. It was a safety measure which included the fitting of dash canopies below the cab windows and safety lighting to improve tram visibility on the dimly lit streets. Surprise again on the next visit to discover that the white strip painted within the canopy was extended half way down the apron. I understood the safety aspect, but the trams did not quite seem the same.

In 1963 and 1969 we holidayed with relatives in Melbourne in the Essendon area. On these occasions we did a day trip to Bendigo from Melbourne. In 1963 I pointed out to Aunty Jean that the Bendigo bogie trams were a much darker green than those in Melbourne. A friend of Aunty Jean pointed out that it wasn't just the colour that made them different - they only had two motors compared to the four motor

I also recall a double track terminus at Quarry Hill which later disappeared. Apparently trams had stopped using it for a number of years when it was removed in July 1964, although the overhead wires remained as a reminder.

Each time we drove to Bendigo from Adelaide we would arrive on the Marong Road (Calder Highway). We would turn left into Eaglehawk Road at the John Brown clothing factory for the 5 kilometre journey to Eaglehawk (a right turn would take you about 1.5 kilometres to the centre of Bendigo). The road was full of bends (23 curves along the 6.4 kilometres from Bendigo to Eaglehawk), so I would eagerly be looking for a tram around the next corner. Before long



*Single truck 19 at Eaglehawk terminus on a Sunday in January 1969. Note the Bendigo style off-side doorway by the saloon bulkhead.* Colin Seymour



trams in Melbourne! On those trips to Melbourne from Adelaide I discovered Ballarat trams. There seemed to be more small trams in use - probably because the trip from Adelaide to Melbourne through Ballarat mainly traversed the Gardens - Victoria street route on which single truckers were often used.

Aunty Jean would talk about a strange little tram which came to Eaglehawk on Sunday mornings after meeting the train from Melbourne, but I never saw it. A few years later I discovered Birney trams. Another strange looking tram which could be seen occasionally when track repairs were in progress was the track cleaner. It would also be seen in the depot yard awaiting some maintenance task. I would later discover that it was originally 'toastrack' No. 17. It was reconstructed in 1975 by the Bendigo Trust to its original open crossbench appearance.

Living only a few houses away from the main road, Aunty Jean could tell if a tram was coming (to Eaglehawk) or going (to Quarry Hill) by the sound it made, i.e. gliding

downhill to the terminus or notching up to get up the hill to Bendigo and Quarry Hill. Youthful Memories On leaving school and commencing work the lure of Bendigo became stronger. As a South Australian I had the advantage of getting a driver's licence at age 16 and buying a car at age 17. Bendigo had everything that this working teenager could want - an Aunty that spoiled me, trams, pubs and girls! From 1969 to 1972 I did 12 trips to Bendigo.

In November 1969 as the only passenger on a night tram ride on a single trucker to North Bendigo I struck up a conversation with Motorman Harrison. Bragging that I could drive a car at only 17 compared with Victorians who had to wait until age 18, the driver said that I could drive a tram then! Upon turning off the main highway into Nolan Street by Lake Weeroona he gave me a quick lesson and handed over the controls! I drove the tram to the North Bendigo terminus and back to Lake Weeroona when the motorman resumed the controls for the trip back through the city to Golden Square. The same opportunity was given to me on the next trip back

*North Bendigo bound Birney 29 is passed by another Birney headed for Golden Square at Charing Cross in January 1969.*

Colin Seymour



*Bogie trams 25, 17 and 18 and Birney 30 at the depot in January 1969. Car 17 was reconstructed as P&MTT 44. All four cars are still in use.*

Colin Seymour



to North Bendigo. A truly amazing night I will never forget.

Early in 1970 in the days when the street lights went out at 1:00am and there was very little traffic about, between 2.00am and 3.00am, I drove my car on and over all 4 lines, including 'round the left loops!

In February 1972 when the closure of the Bendigo system was fast approaching I took Auntie Jean and my girlfriend (now my wife) on a day trip to Ballarat. The trams had already ceased running there (in September 1971). I gave them a tour of Ballarat by following the abandoned tracks of all routes. I was thrilled to hear later that the Tramway Museum at St. Kilda north of Adelaide had received two SEC cars in 1971 - a single trucker (21) and a bogie tram (34).

#### After the SEC closure

I wasn't able to make it to Bendigo for the closure of the SEC (State Electricity Commission) tramways in April 1972, but I rode the trams on two visits earlier in the year and I did get there later in the year. However, Auntie Jean nearly disowned me in October 1972 when the AETM unsuccessfully tried to collect Birney tram 29 (Adelaide 302) as arranged. She threatened to boycott my November wedding (and I was not even an AETM member at that stage!).

Fortunately, Auntie Jean came to my wedding and the Birney dispute was eventually resolved (Birney 27 arriving at St. Kilda in 1976 as MTT 303). Fortunately for me the AETM's St. Kilda tramway commenced operations in March 1974 only two years after the closure of the SEC tramway (April 1974) and I could

get my SEC green tram experience in those early years of AETM operation on both Ballarat single trucker 21 and Ballarat bogie tram 34 while also re-acquainting myself with an Adelaide dropcentre (282).

I visited Bendigo a number of times in the post SEC era and experienced the 'Talking Tram' service. I even had the misfortune of co-driving W2 441 off the track out of the North Bendigo terminus during the

*Single truck trams 6 (ex-Ballarat) and 19 at Charing Cross in January 1970.*

Colin Seymour





*SEC Ballarat single truck 21 and bogie 34 at St Kilda on opening day of the AETM tramway on 23 March 1974.*

Bill Kingsley



1994 COTMA Conference. The worn rail has long since been relaid in concrete. In March 2017 I visited Bendigo to stay for the first time in almost 20 years. I visited and photographed each former terminus as well as the fountain at Charring Cross. To my 5 surprise Aunty Jean's cottage at Eaglehawk was still there. Appropriately for an Adelaidean one of the service trams was Birney 302 (ex Bendigo 29).

It is interesting to note that in a repeat of the 1930s, the 7 day a week tourist operation of the Bendigo Tramways requires one person trams on some days. Unlike the 1930s when some single truck trams were modified for one man operation, today's Bendigo Tramways have been able to acquire ex Melbourne folding/sliding door trams and an Adelaide 'H'.

**Bendigo trams at closure - 1972**  
**SEC Bogies**

No.	To Bendigo	Built for	Builder	Previously
2	1956	HTT 1916	D&F	Ex Geelong 34, ex M&MTB 126, ex HTT 20
3	1956	HTT 1916	D&F	Ex Geelong 32, ex M&MTB 122, ex HTT 16,
4	1956	HTT 1916	D&F	Ex Geelong 33, ex M&MTB 120, ex HTT 14
5	1956	P&MTT 1913	D&F	Ex Geelong 36, ex M&MTB 26, ex P&MTT 26
17	1951	P&MTT 1914	D&F	Ex M&MTB 44, ex P&MTT 44
18	1951	P&MTT 1914	D&F	Ex M&MTB 45, ex P&MTT 45
23	1545	HTT 1916	D&F	Ex M&MTB 123, ex HTT 17
24	1945	HTT 1918	D&F	Ex M&MTB 138, ex HTT 32
25	1947	HTT 1917	D&F	Ex M&MTB 133, ex HTT 27
26	1947	HTT1917	D&F	ex M&MTB 135, ex HTT 29

*Melbourne W2 441 derailed leaving the North Bendigo terminus during the 1994 COTMA Conference. This tram is now housed at Whiteman Park in Western Australia.*

Colin Seymour



- 17 has been reconstructed as P&MTT 44 and is currently in service.
- 18 has been reconstructed as a saloon car and was used as the Anzac tram from 2015 to 2019, being renumbered P&MTT 45. It returned to 18 in 2019 and was re-painted in 1951 SEC livery.
- 24 was refurbished as HTT 32 and is located at the Melbourne Tramway Museum, Hawthorn Depot.
- 25 was one of the first four trams to open the tourist tramway in December 1972 and is painted in the

Bendigo Tramways colours of maroon and white (similar to the original 1903 Bendigo livery) and is still in use.

- 3, 5, 23 and 26 were repainted in various colour schemes and used in the earlier years of the Bendigo Tramways but are now stored. 26 'Last Tram to Eaglehawk' was displayed behind the Eaglehawk Borough Council until 1980 when it was handed to the Bendigo Trust.



*Bogie tram No. 4 has just left the Eaglehawk terminus as it travels along High Street on its journey to Quarry Hill, circa 1970.*

Nucolorvu postcard

### SEC Single Truckers

No.	To Bendigo	Built for	Builder	Previously
6	1960	HTT 1916	D&F	Ex Ballarat 25, ex M&MTB 110, ex HTT 4
7	1960	P&MTT 1916	MB	Ex Ballarat 19, ex M&MTB 76, ex P&MTT 76,
12	1930	HTT 1916	D&F	Ex Bendigo 19, ex M&MTB 107, ex HTT 1
16	1931	P&MTT 1917	JM	Ex M&MTB 84, ex P&MTT 84
19	1935	HTT 1917-18	D&F	Ex M&MTB 185, ordered by FTT, initially used by HTT
20	1935	HTT 1917-18	D&F	Ex M&MTB 187, ordered by FTT, initially used by HTT
21	1535	HTT 1917-18	D&F	Ex M&MTB 188, ordered by FTT, initially used by HTT

- 7 was launched back into service in December 2017 following restoration to early 1960s SEC colours.
- 16 was reconstructed as P&MTT 84 in 2009-10 and is currently in service.
- 19 was one of the first four trams to open the tourist tramway in December 1972 and is painted in the

Bendigo Tramways colours of maroon and white and is still in use. Completely rebuilt in 1981 in the original combination style.

- 21 is currently painted in the 1935 SEC livery and is on display.

### SEC Birneys

No.	To Bendigo	Built for	Builder	Previously
11	1949	MESCo 1923	Brill	Ex Geelong 14
15	1948	MESCo 1923	Brill	Ex Geelong 15,
28	1947	MTT 19125	Brill	Ex Geelong 28, ex MTT 304
29	1947	MTT 1925	Brill	Ex Geelong 29, ex MTT 302
30	1947	MTT 1925	Brill	Ex Geelong 30, ex MTT 301



*Birney 29 as Adelaide 302 in Pall Mall on 19 March 2017.*

Colin Seymour



- 11 has been restored to SEC 1950s livery and spent time at the Sydney Tramway Museum before being returned to storage in 2018.
- 15 has been restored to MESCo Geelong red livery and is used as the annual Santa Tram.
- 28 was one of the first four trams to open the tourist tramway in December 1972 and has since been repainted to 1960s SEC appearance and is on display.
- 29 has been restored as MTT 302 and is currently in service.
- 30 was one of the first four trams to open the tourist tramway in December 1972 and is painted in the Bendigo Tramways colours of maroon and white and is still in use.

*Birney 11 during its stay at the Sydney Tramway Museum, pictured in Tramway Avenue during a visit by COTMA delegates on 11 October 2014.*

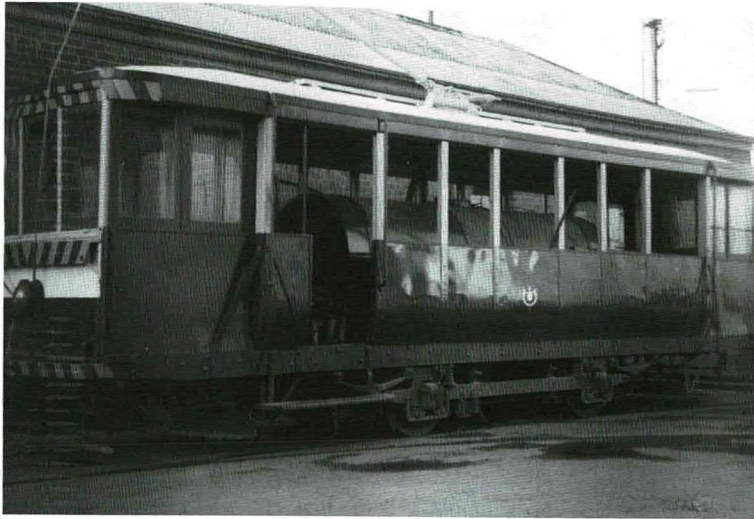
Colin Seymour



**SEC Track Cleaning Tram**

No.	To Bendigo	Built for	Builder	Previously
	1913	ESCO 1913	D&F	Ex Bendigo 'Toastrack' 17 pre-1953

- Reconstructed in 1975 to original 'Toastrack' open crossbench appearance. Generally in use.



*The track cleaning car in the depot yard in January 1969. The tram was rebuilt to its original 'toastrack' style in 1975.*

Colin Seymour

**General notes**

- Cars 11, 15, 17, 30 and the Track Cleaner were all out of service upon closure of the SEC tramway in 1972 due to accident damage and have all since been restored by the Bendigo Tramways. Car 16 was out of service due to excessive body movement and has been reconstructed as P&MTT 84.
- Bogie tram 1 survives at the Sydney Tram Museum as Ballarat 37 and has been restored.
- Former SEC single truck car 3 which was donated to the AETA (later TMSV) in 1956 has been restored by Bendigo Tramways as HTT 8 and is located at the Melbourne Tramway Museum, Hawthorn Depot.
- Birney 27 which was scrapped in 1958 following an accident in 1956 was rebuilt by the Bendigo Tramways in 1976 for the AETM as MTT 303 and has been further restored by the AETM.

- The body of original ESCo 8 of 1903 was reconstructed and returned to operating condition in 2012 by Bendigo Tramways and is on display.

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With reference to the article on grooved tramway rail rolled in Australia in the November issue of Trolley Wire, John Radcliffe sent a photo of an item held in the Australian Electric Tramway Museum's archives.

*The sample of Australian Tramway rail, plated, presented to Sir William Goodman on the occasion of the first rolling of the rail. It is inscribed on the back "First tramway rail rolled in Australia, Australian Iron and Steel, Port Kembla, February 1946."*





Originally published in the *Sun-Herald*, Sunday 9 June 1957.

## “RICKETY DICK” ROLLS AGAIN

By David Burke

Like a ghost from the past, the last working steam tram in Australia will run again this afternoon – on 35 yards of track in Parramatta Park.

History will be in reverse when her long-silent pistons begin to move – turning back to the days when fares were 2d and conductors welcomed each passenger with a hand-shake and asked if they were “comfortable” before the journey began.

The tram is Number 103A, 14 tons of iron horse, built at the famous Baldwin Locomotive Works in Philadelphia, U.S.A., 66 years ago.

For the enthusiasts who rescued her from the scrapheap – among them a solicitor, a naval officer, a bus driver and a printer – this run will evoke cries of sheer delight. For years they have dreamed of building a real-life replica of the sort of leisurely travel (so different from to-day’s) that grandpa enjoyed when he was young enough to ogle grandma’s crinolined ankle.

Now, on an exhibition line which the Parramatta Park Trustees have given them permission to lay, this dream is coming true....

Her wheels and works are enclosed in an ornate wooden cabin. Why? So as not to frighten the horses in Sydney’s narrow streets, I learned.

### He took it home!

Bruce Macdonald, a 29-year-old engineer, who founded the Steam Tram and Railway Preservation Society, stood at the controls for the test run.

“Stand clear!” he shouted as he tugged a shrill blast on the whistle and slowly eased the throttle open.

With a clank and a groan we emerged from the green-painted depot where the exhibition line begins.

Steam swirled from the cylinders. Black smoke puffed overhead. Then the brakes went on and through the haze I saw we’d done the trip – fully 100 feet.

Bruce’s story of how he came to own a full-sized steam tram sounded like an episode from “Titfield Thunderbolt.”

“I heard that the 103 had been retired, so I visited the

Commonwealth Engineering Works at Granville which had bought her, to take a picture,” he said.

“The engineer in charge told me, ‘You know, we’re going to scrap her.’

“Good heavens, don’t do that,” I said.

“‘Who’d want an old steam tram?’ he asked.

“I would!

“‘O.K., you can take her home....’”

So Bruce DID take the tram home. He hired a low-loader to accommodate the 19ft 9in long bulk, and put her in the backyard of his Homebush house, while neighbours gaped.

### In perfect order

He and his fellow Preservationists pulled the engine apart and spent their weekends for more than a year returning her to original condition, with gleaming green and maroon paint on the body, a brass-capped funnel poking from the roof, and a great kerosene headlamp set like a Cyclops eye at the front.

“She’s in perfect order, fit for years of service yet,” said Bruce, between shovelling coal into the glowing firebox door. He listed the trams’ colourful career, working on all the Sydney suburban lines until electricians drove her off in 1905 to Newcastle and Maitland for a spell.

“Once she tangled with a steamroller, and the ‘roller came off second best,” said Bruce. “She was the last tram to run on the Kogarah-Sans Souci line, before the trolleybuses took over in 1937, and she finished up on the Sydney Ferried Ltd’s Parramatta Wharf line. That was the last steam tramway in Australia, and it closed in 1943.”

The plans don’t end with just one steam tram.

### Found sister engine

Bruce located a “sister” engine, No. 100A, on the now defunct Wanganui Tramways in New Zealand. The society sent a cheque for £15 to the junk firm which had acquired the tram, and now 100A is theirs. “It will cost a couple of hundred pounds to ship 100A from New Zealand,” said Bruce, “but we think we’ll raise the money. We’ve managed to spend quite a few hundred on the line, getting this far. We have also located some carriages.”

Members of the Preservation Society on the test run last week. Sun-Herald

“Maybe some folk think we’re cranks, but we think it’s worthwhile. Our venture is the first of its kind in Australia, and the Park Trustees were courageous enough to support us when we put the idea to them. From the number of people who already have come to watch we know it will be a great success when trams start running.”

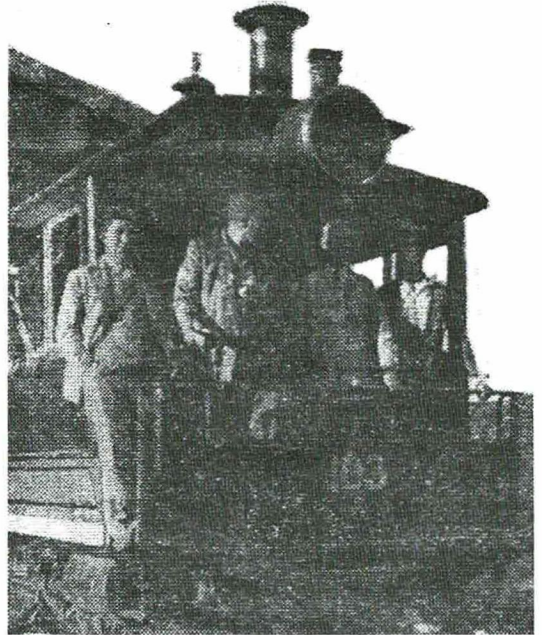
Travelling to town was a friendly business when 103A’s whistle echoed down Pitt Street. The crew had lavished oil and stain to put a mirror-shine on the side of her cedar and redwood cabin.

Conductors were a race of “gentlemen” then, with a list of rules requiring them to:

- Welcome and shake hands with all passengers at the start of the tram’s journey, and usher the ladies to their seats.
- Dust seats before each passenger sat down.
- Inquire if everyone was comfortable (and look to the right and left) before signalling the driver to start.
- Call the names of all junctions, intersections and stores along the route, and direct the attention of any stranger aboard to places of historical and scientific interest.

The hey-day of the Sydney steam trams was from 1880 to the early 1900s, when more than 40 miles of track radiated from the old Redfern station to the distant “frontier suburbs.” For citizens of that time, maybe nothing was more exhilarating than a ride on top of an open-sided double-decked trailer car, while the conductor walked around handing out pieces of string to ladies to tie down their skirts which were in danger of being lofted by the breeze.

Express trams ran morning and evening on the Bondi, Coogee and la Perouse lines, notching up to 50 mph, while bewhiskered gentlemen gravely checked their watches and laid a quite wager to see which tram would be first in the “race” to Taylor Square.



**Cockatoo in the cabin**

Wearing bowler hats and waxed moustaches, the drivers made their cabins a second home, complete with such pets as “Teddy,” a cockatoo who could expertly head a two-up penny and a rooster, which crowed triumphantly each time the puffing tram topped a steep hill.

You could post a letter on a steam tram ... warm a pie on the boiler ... and sometimes you might be asked to get out and push.

In 1882 the steam trams carried 15 million passengers in Sydney, but when next year they made a loss the fare went up from 2d to 3d. Public indignation was a real force then. Just about everyone got off the trams and walked. Four months later the fares came back to 2d.

**You must wear a face mask on public transport at all times**

**Fines will apply**



Originally published in 1919 by the Department of Commerce, USA  
 Bureau of Foreign and Domestic Commerce,  
 Special Agents Series – No. 180 – Far Eastern Markets for Railway Materials, Equipment and Supplies

## NEW ZEALAND TRAMWAYS

By Frank Rhea, Trade Commissioner

### General Conditions

The New Zealand tramways resemble the Australian in all features. The same system of fares is universal. Semiopen cars are used on all systems. All are owned by the municipalities or corporations in which they are located, except the one at Auckland, which is privately owned and operated. In addition to the systems in the four large centres of population, there are small systems at Napier and Invercargill. There are no interurban lines, all such transportation being performed by the motor-bus lines mentioned in connection with the railways. It is not likely that any interurban lines, aside from some extensions of the present city systems, will be built in the near future, but in the course of a considerable number of years it is possible that some of the bus lines may be converted into electric lines, provided extensive hydroelectric development occurs in the meantime.

### Auckland

This system is owned and operated by the British Electrical Federation, whose head office is at Kings Row and Oxford Street, London. The first electric service was opened in November, 1902, and the work of construction and electrification as carried out by the J.G. White Corporation, of New York City. There are 30 miles of route. Practically all of which is double-tracked; the gauge is 4 feet 8½ inches, and the system is the usual 600-volt direct current, supplied by the company's own central power plant and one substation. The equipment consists of 166 trolley cars, 3 sprinklers, and 2 freight cars.

The capital cost of the system on June 30, 1914, was \$4,810,820 [all currency is in US dollars], and very little additional expenditure has been made since that date, although some rather expensive connections were in progress in November, 1916, when the writer visited Auckland. For the year ended June 30, 1914, the gross earnings were \$1,344,710 and the working expenses \$1,009,970.

Mr J.J. Wakelate is general manager at Auckland in charge of the property, and Mr F.E. De Guerrire is electrical engineer. Important stores are purchased by the home office in London, and the J.G. White

Corporation acts as their agent for purchases made in America, buying on orders from the London office.

The Auckland tramways impressed the writer as being worked nearer to the limit of their capacity, especially during the evening and morning rush periods, than any system of street railways he has ever seen in a city of less than 125,000 population. There was considerable discussion of how relief might be obtained, but no suggestions were heard with regard to the property being taken over by the city.

The tramways at Napier are owned and operated by the municipality. There are 3 miles of route of 3-foot 6-inch gauge. The system is 600-volt direct current, and the rolling stock consists of five trolley cars. Mr J.W. Callgham is the manager in charge of the property, and he attends to the purchase of all stores.

### Wellington

All the tramways in Wellington and its suburbs, with the exception of a small inclined cable system, are owned and operated by the corporation of Wellington, the management being combined with that of the city electrical department, which supplies all the electricity for this territory.

On March 31, 1916, there were 10.01 miles of single-track line and 11.54 miles of double-track line, making a total of 21.55 miles of route and 34.85 miles of all tracks. The gauge is 4 feet and the system is 600-volt direct current, supplied from the city's power plants. The rolling stock consists of 107 passenger cars, 2 freight cars, 1 sprinkler car, and 2 repair cars, a total of 112 vehicles. Ten of the largest passenger cars and one freight car were built at the department's shops at Newton, (a part of Wellington), and ten more passenger cars were in the course of construction when the writer was in Wellington in November, 1916. The tramway officials were experiencing a great deal of trouble in obtaining the necessary materials and electrical equipment, the greater part of which was ordered from the United States. This applied both to delivery from the manufacturer and water carriage after delivery by the factory.

The capital expenditure on March 31, 1918 was \$3,480,030. Only \$2,486,795 of this amount, however, has been raised by exercising the corporation's borrowing power, the other \$993,235 having been expended from income. The total tramway revenue for the year ended on the above date was \$914,240, the working expenses were \$578,225, and the interest amounted to \$99,555, leaving \$236,460 for sinking fund, depreciation, and surplus. The population served is about 75,000, and the total number of passengers carried was 28,087,773. The following statement is made regarding the zone fares: The average fare per mile is 0.989 penny (1.78 cents); for one penny (2 cents) the average distance is 1.112 miles, and for 4 pence (8 cents), the highest are, the distance averages 4.650 miles.

The management of both the tramways and the lighting department is in the hands of Mr W.H. Morton, general manager. Mr M Cable is electrical engineer of the tramway department, and Mr George Lauchlin is the engineer of the lighting department. The purchases of all stores comes under the direction of General Manager Morton, subject to supervision by a committee if the corporation council. Both these departments have used a considerable amount of American electrical and mechanical materials in the past, as well as some track materials, especially rails.

### Christchurch

The Christchurch tramways are owned and operated by the city through the workings of a tramways board. The first line was opened in 1906, and the original construction work was completed in 1907. On March 31, 1918, there were 51.63 miles of single track and 11.05 miles of double track, making 62.68 miles of route, with 74.9 miles of all tracks. The capital expenditure on the above date was \$3,381,440, of which \$2,765,145 was raised by exercising the city's borrowing power and the remainder, \$616,295, has been expended from income. The population served is about 85,000, and the number of passengers carried for the year ended March 31, 1916, was 17,831,644. The total gross earnings were \$704,900, the operating expenses were \$405,540, and the interest paid was \$132,260.

The rolling stock consists of 65 trolley cars (of which 57 are of bogie construction), 72 trailers, and 8 small steam tramway locomotives, a small amount of service still being performed by steam. The system is 600-volt direct current. In the past the current has supplied by the board's own power house, but there was completed in the latter part of 1916 by the New Zealand Department of Public Works a hydroelectric plant that will in future supply all the current for Christchurch, including the tramways.

The actual management is entrusted to a general manager and secretary, although there is a tramway board of two members, as well as two sinking-fund commissioners and three depreciation-fund commissioners (only one of these commissioners is a member of the tramway board).

Mr Frank Thompson is general manager and secretary, and Mr E.P. Turner is engineer. The purchase of stores is under the direction of Mr Thompson, subject to approval by the tramway board. A great deal of American materials and equipment was used in the construction of this system of tramways.

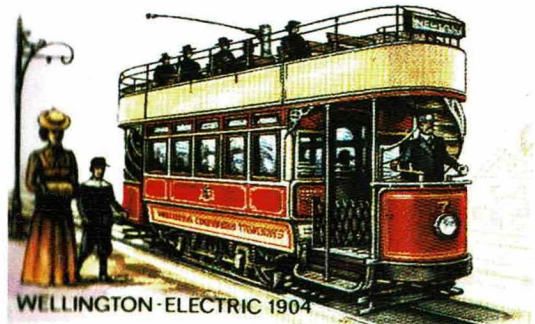
### Dunedin

The Dunedin tramways are owned by the corporation of Dunedin. There are about 14 miles of route, and the system is 600-volt direct current, supplied by the Waipori Fall hydroelectric plant. The rolling stock consists of 49 trolley cars. The capital cost, up to March 31, 1914, was \$1,566,085, the gross earnings for the year ended on that date were \$380,890, and the expenses were \$361,180. The management is in the hands of Mr C.F. Alexander, manager of Dunedin. Mr Alexander also is in charge of the purchases of all stores, subject to the usual approval by a tramway board.

### Invercargill

The Invercargill tramways are owned by the municipality. There are 8.9 miles of route and 9.3 miles of all tracks. The gauge is 4 feet 8½ inches. The system is 600-volt direct current. The capital cost is approximately \$415,000. The property, including the purchase of supplies, is in charge of Mr E.G. Foster, engineer.

The privately owned railways and industrial tramways in New Zealand are very few in number and all of minor importance.





Originally published in the *Bondi-Weekly-Courier*, Wednesday 31 October 1984, page 13.

## THAT FAMOUS BONDI TRAM

“As fast as a Bondi tram” is still a familiar quote and Waverley Municipality was identified with the early development of the tramway system.

Extension of the government tramways into Waverley Municipality was provided for in a Bill passed on 28 April 1880, which authorised the construction and maintenance of tramways along certain streets and highways in the city and suburbs.

Among the extensions authorised by this Bill was one from Darlinghurst to Charing Cross. A great deal of tramway construction followed passage of this Bill.

The first section of the line towards the eastern suburbs, from Liverpool Street Junction to Darlinghurst and Randwick Racecourse, was opened on September 14, 1880. Then, on March 12, 1881, steam trams began operating between Darlinghurst Junction and Ocean Street, via Oxford Street. This new extension was single track only and was one mile 47 chains in length.

The service was extended on April 13, 1881, to Charing Cross, a distance of one mile 14 chains. At the time trams were called trains.

During 1882, duplication of the tram tracks was carried out between Darlinghurst and Ocean Street on the Waverley line. A crossing loop was also laid in 1882 at Vernon Street, on the Sydney side of Tea Gardens (which later became known as Bondi Junction).

In an inquiry on proposed tramways for Melbourne in April, 1882, J.W. Wright said of Sydney trams: “During the 33 days, January 13 to February 14, 1882, the cars on the Waverley line carried approximately 47000 passengers a day, five motors and twelve carriages being employed in performing this work, the miles run by each equalling 60 miles.”

Duplication of the Waverley line continued during 1883 and another 37 chains of track were added from Queen Street to Ocean Street. The terminus at Charing Cross was extended 12 chains to Leichhardt street.

On May 24, 1884, a double line one mile 13 chains long, was opened along Old South Head Road and Bondi Road from Tea Gardens to Denham Street, at that time known as Fletcher Street.

In 1885, the combined population of Paddington, Woollahra, Waverley and Randwick was only 25,190, spread over approximately 20,000 acres.

On September 28, 1887 the Bondi line was extended from the original Fletcher Street Terminus to the Bondi Aquarium, a distance of 30 chains.

Up to 1890, only steam trams were operated. On November 9, 1890, the first change to electrification was made.

*The “buckjumper” in this 1890 picture of Bondi Junction is not the horse. It was a nickname of the four-wheeled trams, guaranteed to give passengers a bouncy ride. They pre-dated the more famous trams that “shot through” to Bondi.*

Bondi Weekly-Courier



# HERE AND THERE

## AUSTRALIAN AND OVERSEAS NEWS

### Four new trams promised for Sydney's crowded Inner West line

The NSW government will purchase four new light rail vehicles for Sydney's crowded Inner West line, allowing it to move an extra 1000 people during the post-pandemic peak.

Transport Minister Andrew Constance said the government would begin the procurement process for the four new trams in coming months, which are expected to arrive within two years.

Patronage was increasing at more than two per cent per year before the COVID-19 pandemic, with more than 10 million trips recorded in 2019. And while that dropped during the pandemic, the light rail hasn't been hit as hard as trains, Mr Constance said.

"Patronage is just at a level where crowding is terrible. This thing has gone gangbusters, it's just off the charts, next level," he said. "People are opting for public transport over cars, that's the thing about Sydney, it has really become a train city, it wouldn't matter if it was light rail, metro or the inter-city trains."

While the government is yet to put a price tag on the four new light rail vehicles, it is expected to cost roughly \$40 million.

Peak hour services will increase from every eight minutes to six minutes once the four new trams arrive, increasing capacity by more than 30 per cent and building the fleet from 12 to 16.

Mr Constance said coronavirus had impacted global supply chains, but believed the vehicles would arrive before 2023. "Timeline will depend, one of the interesting things with COVID is the supply chains in the component parts into vehicles has been affected around the world, so governments are really struggling with that," he said. "You would hope, like with all light rail vehicles, it would be 18 to 24 months."

Labor MP for Summer Hill Jo Haylen said the Inner West Light Rail was proof that if the government built public transport "people use it". "These additional services will go a long way to beat congestion and help us all socially distance as we return to work," Ms Haylen said. "Inner-westies are amongst the highest users of public transport and we love our light rail but

too often the trams are full or late." She said hundreds had signed petitions to lobby the NSW government to increase capacity of the packed service.

Ms Haylen met with Mr Constance and Treasurer Dominic Perrottet in Dulwich Hill on Wednesday to discuss the new trams. Mr Perrottet said the cost of the light rail vehicles would not be set out in the November 2020 budget, given the procurement process was yet to be completed.

Patronage on the 12.8-kilometre line from Central Station to Dulwich Hill soared from 3.9 million journeys in the 2013-14 financial year to just over 10 million in 2016-17. The line recorded more than 10.7 million commuters in 2018/19 and 8.46 million trips for 2019/20, with patronage affected by coronavirus restrictions.

The *Herald* revealed in 2019 that commuters would likely have to wait at least two years for more trams to be running on the Inner West line.

Tom Rabe

*The Sydney Morning Herald*, 8 November 2020

### Light rail study for Tweed

A \$1m study into the possibility of a light rail connection between Tweed Heads and Coolangatta has been announced by the NSW Liberal-Nationals government.

Minister for Regional Transport and Roads, Paul Toole, said the study comes after the NSW and Queensland governments signed a Memorandum of Understanding (MOU) earlier this year to assess the cross-border region's needs and build a stronger public transport offering.

Mr Toole said, "The study will see NSW identify a suitable five-kilometre corridor for a future light rail extension from Coolangatta to the Tweed, while Queensland will investigate the corridor to the north".

Mr Toole's office added "The Queensland government released an Expression of Interest in August for a consultant to carry out the Tugun to Tweed Multimodal Corridor study. Transport for NSW is using the shortlisted consultants from the EOI as the basis for a Request for Tender as part of the joint study approach".



Myers Melbourne store had a tram in one their Christmas window displays It shows the front of 236, which is the number of a W2 class but it is not the front of a W2.

Timne Ballment



**New trams for Melbourne**

The Victoria Budget for 2020-2021 included a total of \$1.48 billion to be spent on building 100 new modern accessible trams to retire the ageing A and Z-class trams. What will be the largest tram order in decades will include an order for new E-class trams and possibly another variety, will also go towards a new maintenance facility in Melbourne’s north-west. These trams will improve reliability, capacity and accessibility for Victorians in the suburban communities – with low floors making it easier for more passengers to get on and off. Importantly, these trams will be manufactured in Victoria and will support more than 1800 jobs at peak production.

**Ozbus Models**

Transit Graphics released on 10 October 2020 under their Ozbus Models range three limited edition 1:76 scale models of the 14 CAF Urbos 3 LVRs operated by Canberra Metro Operations (CMET) for Transport Canberra.

They are CAF Urbos3 LVR Unit 1 (75 models), Unit 9 (75 models), and Unit 14 in Safety livery (20 models). Unit 14 sold out on 7 November 2020.

The Canberra light rail network, also known as Canberra Metro, is the light rail system serving the city of Canberra. The initial 12-kilometre line links the northern town centre of Gungahlin to the city centre (Civic) and has 13 stops. Services commenced on 20 April 2019.

CAF (Construcciones y Auxiliar de Ferrocarriles) built 14 Urbos 3 trams in Spain to operate the system. The trams are 32.96m long and consist of five modules. There are four doors on each side of the vehicle, two single leaf and two double-leaf doors.

The first tram was delivered in December 2017. The state-of-the-art depot is located in Mitchell.



The CAF Urbos-3 LVR model of unit 001. It comes mounted on a plinth representing a roadway.

# BALLARAT

## BALLARAT TRAMWAY MUSEUM

PO Box 632, Ballarat, Victoria 3353

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

### Dave Macartney and Warren Doubleday

#### Traffic

Tramway operations resumed on 15 November 2020, after a break of some eight months. Initially, trams ran on Saturdays and Sundays only, with 829 passengers carried before Christmas. It was found that the only way of operating while observing all the pandemic protocols was to start all passenger journeys at the depot where people could sign in and pay before the journey commenced. The normal practice of picking up passengers in the street was deemed to be incompatible with compliance.

Two or more cars were prepared, running alternately – while the first car was out on the road the second would be thoroughly cleaned while the next lot of prospective travellers would be signing in.

Extra staff were required for the operation to succeed, and most of the regular crews turned out for the challenge. Sales operated throughout, and there were always people available to act as depot guides.

By the Christmas weekend the system had settled in and was working smoothly. For many years sufficient

*Maintaining the overhead on the access track, manoeuvring around the trees on 17 November 2020* Sam Boon



*Matt Grindrod changes the points at Depot Junction, prior to running No. 13 into the depot.*  
Sammy Daly



people have volunteered to run on Christmas Day but this year it was a big ask to expect six people to give up their Christmas afternoon. From Boxing Day on with pleasant weather and the Gardens crowded, the passengers kept coming and coming. Most days around 300 were travelling, the peak day being Wednesday 30 December, with 406 being carried. Patronage for

December and up to 10 January amounted to 3536 passengers, well above the same period last year.

Initially, we were concerned that the requirement to board at the Museum would have a negative effect on visitation and ridership, but this proved to be unfounded. The normal signage is being placed along

*Getting the trams ready for service on 15 November 2020.*  
Tony Tam



*No. 671 with a COVID-safe number of passengers, all with their masks including the driver.*  
Tony Tam

*No. 40 heads along Wendouree Parade heading for St Aidans Drive on 15 November 2020.*  
Tony Tam







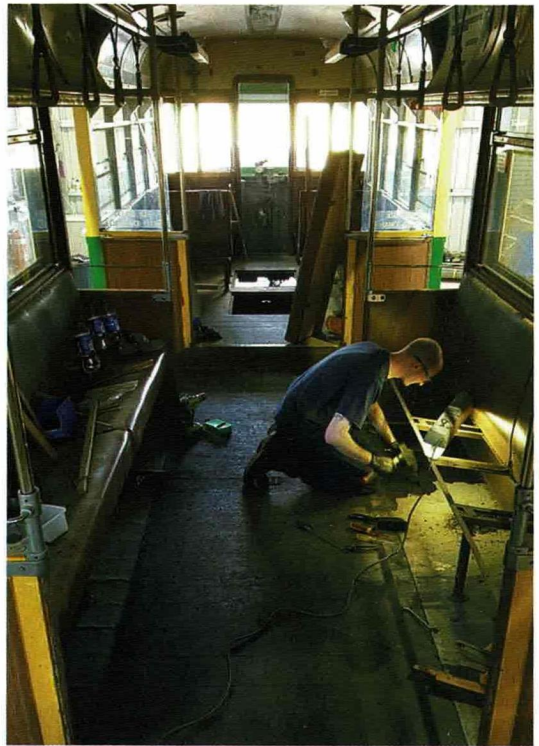
*John Reynan cleaning the handrails of No. 40 on 15 November 2020.* Peter Waugh

the line with magnetic signs directing visitors to the Museum. This has led to the number of people visiting the depot being noticeably higher than usual, as usually people ride the tram without going to the depot.

One thing that stood out was the warm reception from the public. They were all thankful to the staff for putting on such a good show. Crews have been enjoying the days with more staff than usual to interact with and several different trams rostered for the day.

**Tramcars**

The brake components under No. 38 have been dismantled and the worn parts are being repaired. This work is being done by our Wednesday crew at the depot. At the same time, finishing work on Geelong No. 2 is being undertaken, mainly around the installation of the tip-over seats in the saloon of the tram. This tram requires a long trolley pole for the trolley rope to clear the destination box. After an extensive sort through our spare poles, a long one is being fitted with a trolley wheel head.



*Sim Jenkins working on the floor of 1029 at Bungaree on 9 November 2020.*

Alastair Reither



*Laying out the new roofing material on car 1029 on 4 January 2021.* Sim Jenkins



*Emptying the overhead storage shelves at the depot prior to transport to the Bungaree store on 7 January 2021.*

Alastair Reither



At Bungaree, work on the refurbishment of W7 1029 continues. Work on covering the top section of the roof with a new canvas-type material has commenced. Other work undertaken has been to remove the timber slats in the drop centre which is a mind-boggling task.

The crew at Bungaree will no longer have any passing trains to watch. The line was closed to all trains on 27 December 2020 after some 141 years. A new crossing loop has been installed on the 2005 built Bungaree Bypass track which is well to the south of us, and this replaces the need for the longer line via Bungaree. The work is part of the project to provide a 40-min frequency weekday train service to Ballarat from late January 2021. The level crossing nearby was quickly removed on 7 January.

### **New tramway museum project**

Following the tender process reported in the last issue of Trolley Wire, the design and construction task was awarded to the Ballarat firm of MKM Constructions and the formal contract was signed on 23 December 2020. The design is now being advanced and documents

for the tram museum building extension have been submitted for the building permit. At the time of going to press it was hoped that actual construction would commence in late January 2021 and be completed in time for the COTMA 2021 conference visit. Plans can be viewed from the 'Tramway Museum Project' link on the Museum's website - [www.btm.org.au](http://www.btm.org.au)

The wall on the south side of the existing building will be replaced with a fire wall. To enable this, all the overhead materials and other stores needed to be moved out. This was done during the first full week of January.

### **Annual General Meeting**

The Museum's Annual General Meeting was delayed from the usual November date due to the restriction on the size of gatherings until 13 December 2020. There was a very good attendance of members, many whom we had not seen at the depot for quite a while. Demonstration runs of Geelong No. 2 took place after the event.

*The last VLocity via the original track by Bungaree ran in rather gloomy light on 27 December 2020.*

Alastair Reither





**50th anniversary**

May 2021 sees the 50th anniversary of the formation of the Museum. Originally and briefly known as the Lake Wendouree Tramways Museum Committee, it soon became the Ballarat Tramway Preservation Society. To celebrate the occasion, a luncheon is planned for 27 May 2021 at the Royal Mail Hotel, Sebastopol. This hotel has a long tramway history, having been the terminus for the horse drawn and later the electric trams from 1888 to 1971.

As part of the COTMA Conference, subject to any COVID-19 restrictions, a big day is planned for 19 September 2021, the exact 50th anniversary of the closure of the SEC-operated tramways in Ballarat.

Details will be published on the Museum's website. The COTMA conference details will be published on the website [www.cotma.org.au](http://www.cotma.org.au).



*Ballarat - The new mural at the Mt Pleasant tram terminus on the 6 September 2020*

Paul Mong





# FERNY GROVE

BRISBANE TRAMWAY MUSEUM SOCIETY

PO Box 94, Ferny Hills, Queensland 4055

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

Peter Hyde

### Museum activities

It has been a relatively quiet time at Ferny Grove as 2020 drew to a close.

The lingering hesitancy of people resulting from the COVID-19 outbreak led to visits to the Museum being much lower than usual in October and November. Although better attendances in the lead up to Christmas seemed to herald a return to better times, this promising trend was brought to an abrupt halt with the imposition of a total lockdown of the Brisbane area from 9 January. This was immediately followed by a return to tight restrictions on social gatherings and community events.

In the midst of this, the new year began on a brighter note. On 2 January, drop-centre 341 was used in filming a music video for the band Feed Lucy. The video can be viewed at

<https://youtu.be/CDYKtffh2Xs>.

### Restoration work

Work continues on the restoration projects of the Scammell breakdown vehicle and trams 400 and 136. On the electrical front, a recent fault in the 11,000v circuit breaker has seen various contactors replaced. Unfortunately, the work also revealed the need for extensive re-wiring. This will be carried out over the next couple of months.



*Band members and support crew during filming of the music video by the band Feed Lucy.*

Peter Hyde

Opposite:

*You can tell it is Christmas in Brisbane when the Poinciana trees put on their red and green decorations*

Glen Dyer

*Work is progressing on the restoration of the body of the Scammell breakdown recovery vehicle.*

Glen Dyer



# HADDON

## MELBOURNE TRAMCAR PRESERVATION ASSOCIATION

324 Sago Hill Road, Haddon, Victoria 3351

www.mtpa.com.au

Anthony Smith

### COVID-19 update

During early December, the Victorian Government started to ease the COVID-19 restrictions in relation to public gatherings. There are still limitations on the number of people that can gather in confined environments, and social distancing continues to be necessary. To meet the Government's requirements, we are limited to 20 people per tram. The committee

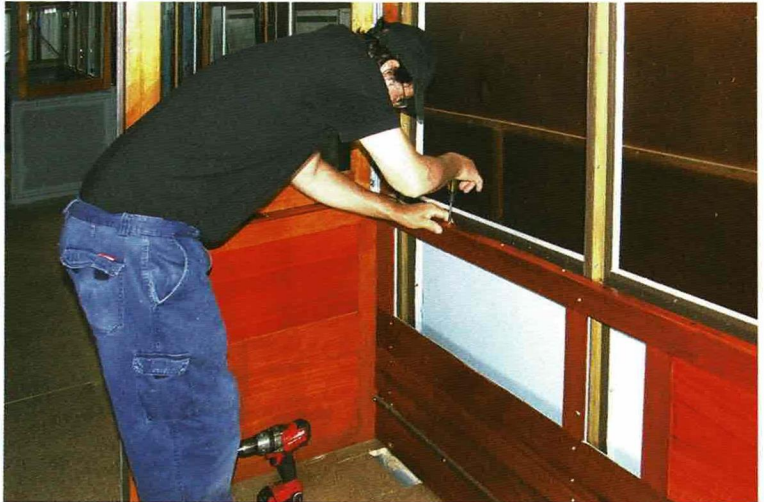
is currently planning for the resumption of open day activities for 2021.

### Restoration of W5 792

In November, a new set of timber light socket mounting blocks were made for the 792's ceiling, and these have been stained and lacquered in readiness for fitting.

*Top capping trim being fitted to a saloon wall on 792.*

Daniel Edwards



*View showing the No. 2 end saloon bulkhead of 792 after the fitting of trim timbers.*

Anthony Smith



*Anthony Smith applying French polish to the trim timbers for use in 792. Daniel Edwards*



*Cover strips being fitted to the archway over the No. 1 end saloon door. Daniel Edwards*

In early January, the glass panels were fitted to both driver's bulkheads. The safety glass and beading were recovered from 826 as they were still in good condition. In other developments, the drop-centre bulkhead door trim and roller access panels have been installed. These mouldings were sourced from a number of W5 tram bodies and required resizing to fit into 792. As well, the drop-centre bulkhead window cover strips and saloon wall top capping timbers have been fitted. Again, a number of timber mouldings from 826 were used to ensure a good finish.

The main focus of our current work on 792 is the preparation and fitting of new curved plywood ceiling panels for the car. The top and bottom rails for these panels have been restored and fitted into both saloons and the drop-centre section. The timber used for the panel rails was sourced from both 792 and 826 as some of the original rails in 792 were badly water stained. New plywood panels for use in 792 were made recently by our contract joiner and these will be fitted shortly. In addition, work has commenced on overhauling an English Electric type 6 line breaker for 792.



*Anthony Smith adjusting tie rods to gauge on No. 3 in the car-barn.*  
Daniel Edwards

*Paul Mong installing wiring for the roof mounted lights in the lower terminus shed.*

Anthony Smith

*New control unit for hydraulic tram lifting equipment.*

Anthony Smith



### Trackwork

In early December, the front panel of track on No. 3 road inside the doorway was excavated to remove old sleepers. It was then levelled and fitted with tie rods before mass concrete was laid. With this phase completed, work resumed on 30 December on the section of track on No. 3 road behind the pit. The track bed was dug out and tie rods were fitted and cross bonded. The concrete pour occurred in early January.

### Lower terminus shed

Work has started on the provision of light and power amenities to this building. This work is being performed by our member electrician, Paul Mong, who recently installed the 240-volt power outlets together with the cable and sockets for the roof-mounted LED high

bay lights. The shed will become the main workshop for body restoration as it is much better suited for this function than the No. 1 road of the main workshop complex, which is currently used for this purpose. In due course, a number of tool lockers will be relocated to this shed.

### New tram lifting equipment

We have recently taken delivery of hydraulic lifting equipment as well as a set of adjustable height body stands. This equipment is stored temporarily in the lower terminus shed pending the relocation of lockers and other items from No. 1 road of our main workshops. This road will become our designated lifting bay, and all future body restoration work will be performed in the lower terminus shed after the completion of 792.



# LOFTUS

## SOUTH PACIFIC ELECTRIC RAILWAY CO-OP SOCIETY

PO Box 103, Sutherland, NSW 1499

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

### From SPER News

#### Transport Heritage Grants

It was announced on 24 November 2020 that the Museum had been successful in obtaining two grants from Transport Heritage NSW.

The first is for the restoration of Sydney D class tram 117. The amount awarded is \$18,435.

The 25-member D class were introduced in 1898-99. They were four-wheel trams featuring a 'California Combination' body. Six were initially introduced as trailers for steam trams, but all eventually received electric motors and control equipment. As well as operating as single units, they were operated as coupled sets, often with C class saloon trams. They operated the pioneering George Street lines from 1899 and they were well known on the busy Circular Quay-Pitt Street-Railway service up until at least the First World War. Eclipsed early by larger capacity bogie trams, many D class cars were sent to North Sydney. Here they could be seen on their way to harbourside destinations such as Balmoral, Mosman, Cremorne, Milsons Point and The Spit, often with a C class attached.

The Museum has had scrubber car 134s (formerly D 102) in the collection for many decades. However, it was not until the acquisition of 112s (D 117) from a private source during the 1990s that it became possible that a passenger version of the D class could

be restored one day. With this grant the restoration of a D class is one step closer, and work has already begun. A trolley base for the car has been reassembled, and sheet metal for new aprons and a roll of canvas for the roof have been received.

The second grant is to digitise the Sydney Tramway Museum's archives. The amount awarded is \$13,000.



*D 117 heads down Parrawi Road to The Spit. It is still fitted with a side trolley pole but with one fitted for the forthcoming conversion, which dates this as late 1900 or 1901.*

D. Budd Collection



*Sydney D class 117 undergoing restoration in the workshop on 5 December 2020.*

Martin Pinches

The trolley bridge from D 117 is being removed. Martin Pinches



Vic Solomons is working on the roof of D 117. Martin Pinches

This is important as many of the records we hold range in age from 60 years to more than a century old. Digitising these documents, records, images, drawings, diagrams and photographs will assist in their long-term preservation and allow historians and the public greater access to study and research Sydney’s tramway history.

The Australian Railway Historical Society (NSW) will be assisting us with this task. On 4 November a meeting was held with representatives of the ARHS regarding digitising and storage of our archives. The first batch of 82 tramway-related blueprints were delivered to the ARHS for scanning and cataloguing on 26 November.

The majority of the blueprints are large drawings of electric cable and overhead feeder routes. A feature

of these drawings is that as well as the cable route details, they show tram track layout and other details such as prominent buildings and road features.

The Museum appreciates the support of Transport Heritage NSW and the NSW Government in our restoration program. Thanks also to the senior members of the Museum who put in many hours putting together this successful grant application.

**Traffic**

On 29 November 2020 the Museum hosted its first post-COVID-19 small group. Five vintage military vehicles from the Australian Military Vehicle Collectors Association set up a display in Tramway Avenue, including three Jeeps, a 6x6 truck and a former RAAF Chevrolet staff car.



*A load of free concrete is being received on 18 November 2020.*

Richard Jones



*A lot of work goes into finishing off the concrete received.*

Richard Jones



*Trackwork concreting under way on 28 October 2020.*

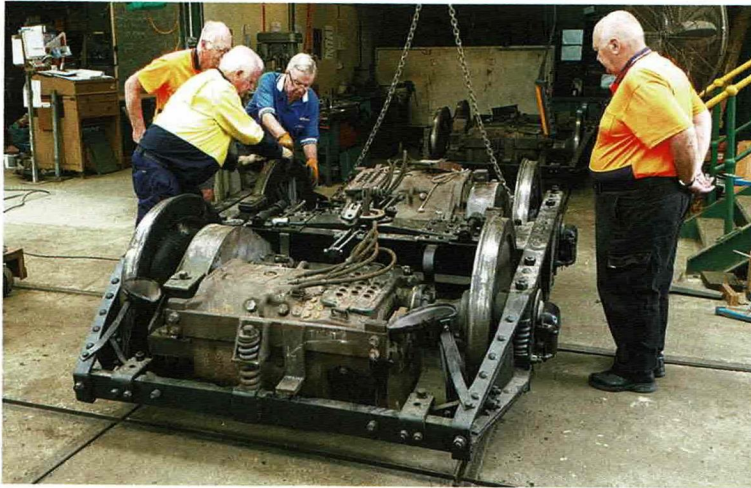
Martin Pinches

Following a suspension of training during much of 2020 owing to COVID-19 restrictions, a conductor training course was held on 5 December attended by four member/friends who successfully completed Conductor Theory. They are now Trainee Conductors. Congratulations to:

- Bradley Jenkins, member 2965
- Christopher Gahan, member 2985
- Nathan Woo, member 2959
- Phillip Kaczorowski, member 2980

They are a welcome addition to the traffic team.





*An O car bogie receiving some attention in the workshop on 18 November 2020.*

Richard Jones

*Chris Olsen is working on connecting the new highway crossing light to power on 18 December 2020.*

Peter Mudie

### Workshop and maintenance

On 16 December 2020 O breakdown car 141s was lowered onto the bogies from O 1111 completing the bogie exchange. A long-term fault that had been giving traction problems when the car was in motion was rectified. This was found to be a burnt-off cable inside the reverser. The opportunity was taken to touch up the car's paintwork.

141s was given a test run on 6 January and all went well. It has been exchanged in the workshop with Brisbane dropcentre 295 which will be cleaned, inspected and made ready for traffic operations.

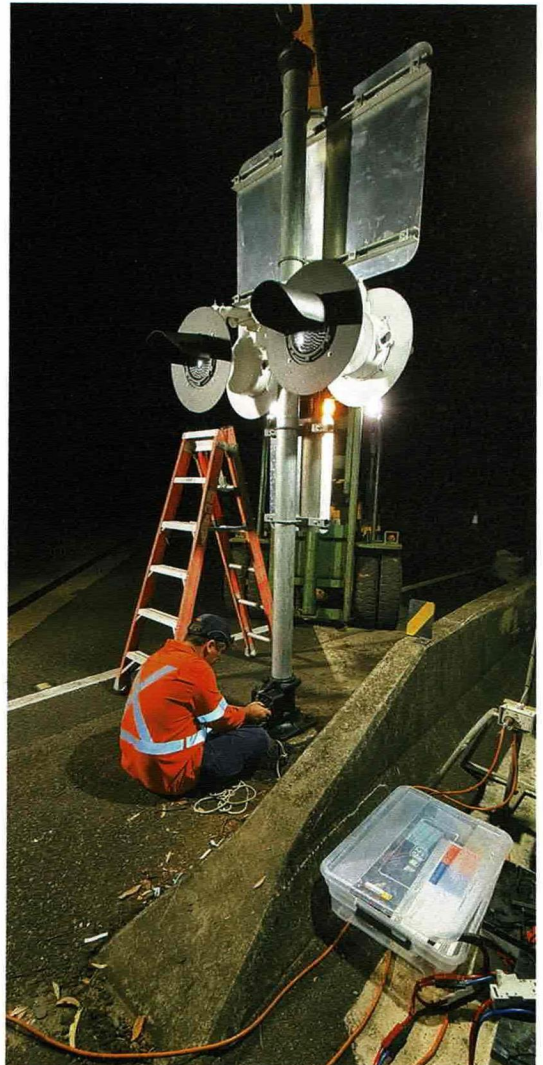
Roof ribs and roof end bows for the end canopies of Melbourne cable trailer 589 are being prepared and re-assembly of the first one has commenced.

### Track and associated work

Short in-fill rails have been welded to connect the new concreted western track in the street to the scissors crossover. The conduits for the negative feeder connection were laid nearby but works on the Royal National Park line have delayed concreting this area.

### Highway crossing

The replacement signal post for the Princes Highway level crossing had been prepared in the workshop over several months. After numerous delays, plans were made for the replacement of the signal to take place on Tuesday 8 December. On the afternoon of that day, the replacement signal was loaded onto the spare Sydney No. 13 truck with a steel deck that had been used to carry a diesel alternator for 134s while it scrubbed the Eastern Suburbs Railway and later the Cronulla line. The signal was carried vertically and was well strapped to prevent any movement. Melbourne Z2 111





Melbourne Z2 class 111 has brought the new highway crossing signal from the workshop to the staging area.

Danny Adamopoulos



was chosen to propel the truck to the staging point near the crossing.

A traffic control company arrived on site and began formal closure of the two middle lanes of the highway, which commenced at 9.30pm. The remaining part of the old signal base was removed, the area cleaned, and the wiring checked. Advantage was taken of the lane closures to remove the weeds and other debris around the central crossing area.

Two wandering leads joined together were used to allow 111 to push the truck to be secured in the highway median area. The Z was uncoupled and

stabled close enough that its excellent headlights could help illuminate the work site. Its hazard lights assisted to send the message to road users to slow down. Portable light trailers were also used.

Our No. 3 forklift was used to lift the signal from the truck and place it onto the hold-down bolts protruding from the concrete. The LED lamps were aligned and focused to face each traffic lane north and south-bound. Whilst the traffic lanes were closed for the replacement of the signal, the opportunity was taken to do some maintenance of the overhead trolley wire using the Museum's Bedford tower wagon.

The museum's Bedford tower wagon is being used to check the overhead over the highway crossing.

Scott Curnow





*One of the new 11-metre poles being erected on 21 December 2020.*

Scott Curnow

The replacement signal has the current standard 'Railway Crossing' sign on a red rectangular background. It is planned to upgrade the other signals in due course.

### Overhead

A heavy storm in November brought down some trees alongside the Royal National Park line. A tree struck the overhead and pulled down the wires and poles either side of it.

Chainsaws and the tractor and mulcher were used to clear a 130-metre path through the bushland six metres wide along the southern side of part of the line so the pole replacement contractor's machine could reach the site of the fallen poles. Two new 11-metre poles were erected on 21 December at a cost of \$5000, which was far cheaper than some other quotes. The trolley wire was temporarily tied to the new poles at a safe height to allow overhead line car 99u to reach the site for the installation of the side arm brackets that would support the wire in its permanent position. Two replacement bracket arms were fitted on the new poles and the pull-offs adjusted to suit.

The level crossing was used for the first time since repairs were completed on 9 January. Overhead line car 99u did the honours.

### Road 4 overhead works

The section insulator on the Road 4 doors which had suffered from exposure to the elements for the last 30 years was replaced on 15 December by a new, Melbourne-type section insulator section that is compatible with operation of pantograph-equipped trams.

On 18 December, Road 4 was emptied and an additional offset pull-off was installed at the end of the track. This pulled the trolley wire over 400mm from its former position, such that it is now over the centre of the 'four-foot'.

### Miscellaneous

We reported storm damage to the tiled roof of the former railway substation to the owners, Transport for NSW. Roofing contractors took three visits to get organised with the correct tiles and access gear to complete the repairs.

*Danny Adamopoulos prepares the pole for the attachment of a new overhead bracket arm on 9 January 2021. Matthew Geier*





# ST KILDA

## AUSTRALIAN ELECTRIC TRANSPORT MUSEUM (SA) INC

PO Box 213, Salisbury, South Australia 5108

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

Colin Seymour

### Public closure due to Safety Management System concerns

Tram rides have been suspended since 29 June 2019 when the AETM was issued with five 'Non-Conformances' relating to its Safety Management System documentation.

However, significant progress was made by a small team in 2020 to address these issues. Four of the Non-Conformances have now been closed off and the Office of the National Rail Safety Regulator will meet soon with the AETM Executive to discuss the last Non-Conformance.

All going well, the AETM hopes to resume operations in the first few months of this year. In the meantime, with no tram rides, the AETM chose to remain closed because of the likelihood of small visitor numbers after the imposition of strict COVID-19 restrictions in March 2020.

### AETM assists with movie

The Museum car park was used on Wednesday and Thursday 4-5 November 2020 as a base for the cast and crew while filming scenes for a movie to the

north of St. Kilda. The movie is *The Unknown Man*, starring Joel Edgerton, which is being made in South Australia. The many cars, caravans and associated crew facilities gave the impression of very busy days at the Museum! There was even a catering facility. The AETM received a donation for the use of our car park for the two days.

### AETM features in TV news

On 11 November 2020 Michael Smyth from 7 News Adelaide interviewed Colin Seymour and Tom Wilson as part of his weekly Flashback segment. Flashback revolves around showing historical film - in this case, film of Adelaide trams in the 1950s - and interviewing people who are knowledgeable on the subject. The crew spent some time at the Museum interviewing Colin as Archives Officer and Tom as a retired Senior Public Transport Traffic Planner.

The segment, which ran for over two minutes, aired on Wednesday 2 December 2020. For those who missed it on TV you can look at it on the AETM Facebook site (<http://www.facebook.com/trammuseumstkilda>) or on Google: 7 News Adelaide Flashback - 2 December 2020.

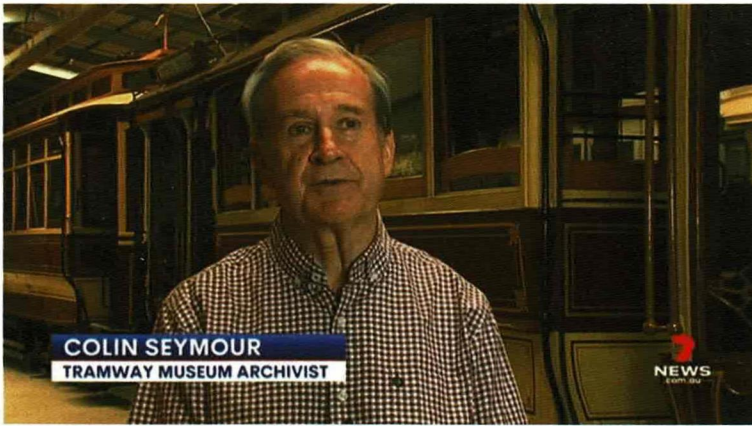


*Adelaide trams B 42, E 118 and F1 264 during school holiday operations on 18 April 2018.*

Colin Seymour

Colin Seymour being interviewed for 7 News Adelaide Flashback, shown on 2 December 2020.

Courtesy 7 News Adelaide



Back in the days when you could take a tram ride to the St. Kilda Playground. Toastrack No. 42 at the Playground stop on 18 April 2018.

Colin Seymour



Tom Wilson being interviewed for the same segment on 7

Courtesy 7 News Adelaide



# WHITEMAN PARK

PERTH ELECTRIC TRAMWAY SOCIETY (INC)

PO Box 257, Mount Lawley, Western Australia 6929

www.pets.org.au

## Michael Stukely

### Annual General Meeting

The Society's 39th Annual General Meeting was held in the members' room at the Car barn on Sunday, 29 November 2020. It had been postponed from the usual time in late July, due to the coronavirus pandemic. The following office bearers were elected: President, Allan Kelly; Vice-President, Michael Stukely; Secretary, Robert Pearce; Treasurer, Tony Kelly; Membership Secretary, Mrs Beth Kelly; Councillors, David Brown, Ray Blackmore and Shane Parsons. Gordon Blackmore and John Bain were co-opted as Councillors in December.

In the 12 months to 31 March 2020 our four available trams ran a total of 9,531.8 km (the 2018-19 total was 10,607.6 km). The mainstay of the tram fleet was Melbourne SW6 891 (4627.2km), which had joined the roster of operational trams in April 2019 following its refurbishment by members. W7 1017 ran 3072.0 km and there was also significant running by W2 329 (1060.8 km) and WAGT (Perth) E 66 (771.8 km). Two weeks of operations in this period were lost with the suspension of all PETS public passenger services from 18 March 2020, due to the COVID-19 pandemic.

### Awards to members

At our Christmas barbecue on 6 December, two special awards were presented to members. The David Secker Memorial Award was presented by President, Allan Kelly, to Len Pearce. This award is presented annually to a Society member who has shown meritorious service above and beyond the normal contribution made by the membership. As one of our regular mid-week volunteers, working mainly with rolling stock in the electrical and engineering fields, Len has also made many innovations and gadgets to make work much easier for our members in several areas.

The inaugural Distinguished Merit Award was presented to Paul Edwards, who first joined PETS as a Junior member in 1986, accompanying his father, Frank. As well as assisting in many work areas, Paul was a regular mid-week volunteer conductor and then motorman, and a member of Council for three years in the 1990s. Sadly, due to health issues he had to step back from active duties in the society some years ago but has always remained a member.

Members enjoyed rides in the daylight and after dark on W7 1017, SW6 891 and Perth E 66, running in convoy.



*B 15 on public display in its new home in Windsor Park, South Perth, on 1 November.*  
Michael Stukely





*PETS President, Allan Kelly, speaking at the opening of the B 15 display in South Perth on 22 October.*

Michael Stukely

**Perth B class tram 15**

WAGT single-truck B class tram 15, whose body was fully restored by PETS for static display by the City of South Perth and the City of South Perth Historical Society (Inc.), arrived at its new home in the early hours of Sunday 27 September (see Trolley Wire November 2020).

*Lindsay Richardson rings the conductor's bell in B 15 during the opening ceremony for the display in South Perth on 22 October, giving symbolic clearance to proceed.*

Michael Stukely



*Long-term face-off: directly across Mill Point Road, South Perth, from the newly opened B 15 display stands Melbourne W2 class tram 388 in the Windsor Hotel, as seen on 1 November 2020.* Michael Stukely

B 15 is housed in a fully secure, purpose-built steel structure with glass walls, in Windsor Park next to the City of South Perth Historical Society premises. The tram faces Mill Point Road, and is just east of the Mends Street intersection. Trams once ran through this intersection on the single track along Mends Street, on their way from Como to the Mends Street Jetty terminus, until closure of Perth's southern tram routes in 1950. B 15 is located directly opposite former Melbourne car W2 388, the front of which is visible across the road in the Windsor Hotel.

The official opening ceremony for the B 15 display was held on 22 October with President, Allan Kelly, speaking on behalf of PETS and acknowledging the input by many of our members into the tram's restoration. After the unveiling of the plaque, recognising the involvement of the three organisations, Lindsay Richardson was invited to ring the conductor's bell in B 15, giving symbolic clearance to proceed. Lindsay had coordinated this special project for the Society, in liaison with the City of South Perth and the Historical Society, over many years. The display, called the Ferry Tram, is open to the public at set times.

**Traffic operations and service cars**

Passenger services resumed on Monday 12 October, following the suspension of all PETS public



*B 15 with evening reflections, in a quiet moment after the opening ceremony for the new display in South Perth on 22 October. Michael Stukely*



*Trevor Dennhardt watches as service tram, Melbourne SW6 891 passes the work site near Farmgate Curve (foreground) where another steel sleeper was installed on 28 November.*

*Michael Stukely*

*Ray White and Len Pearce undertaking the replacement of door hinges on Road 3 of the Oketon Geddes Car barn on 16 December, using the cherry-picker. Lindsay Richardson*







*Installing a steel sleeper during remedial work on dropped rail joints near the Tractor Museum, south of the Village on 10 October: Terry Young (left) and Trevor Dennhardt (right) hold the sleeper in position while Nick Tsiaglis attaches the rail fastenings. Michael Stukely*

passenger services from 18 March 2020, and have continued in compliance with the current official COVID-19 guidelines for Western Australia. Cleaning of designated surfaces in the tram is carried out at prescribed intervals. Cash fares are collected as usual.

Patronage has generally been good; service cars in October-December were Melbourne SW6 891 and W7 1017. However, several days of operations have already been lost due to fire danger restrictions during the heatwave conditions experienced in Perth in December, as well as in early January.

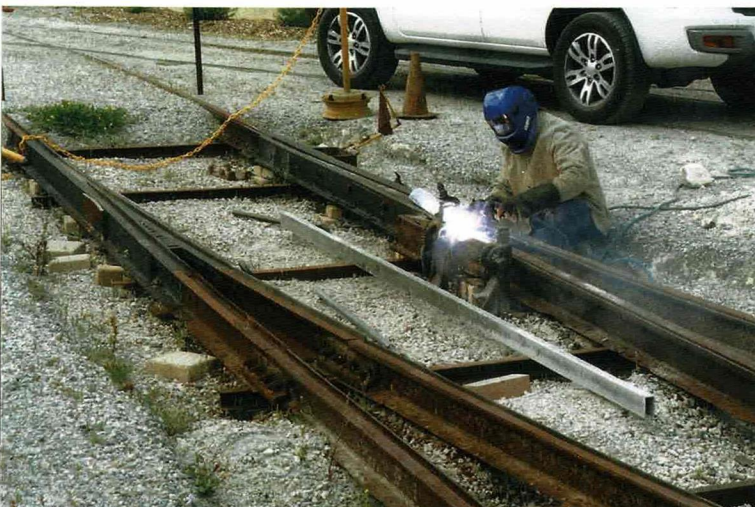
**Maintenance of trams and infrastructure**

Maintenance work on the overhead at Stockmans Crossing (the Triangle) is progressing well, with the

replacement of deteriorating span wires and general adjustments being carried out. Works tram, W7 1023, is proving invaluable for these tasks.

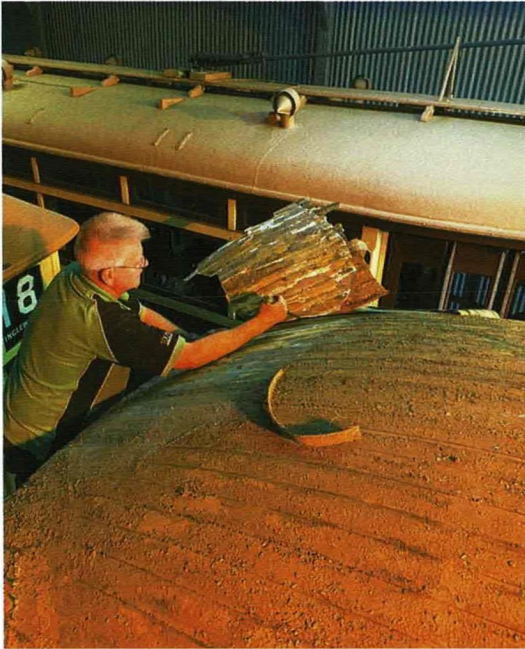
Our midweek team did an excellent job in continuing the rolling stock maintenance program during the seven-month suspension of services, and in preparing the trams for the resumption in October.

Track maintenance in October and November focused on lifting and packing some dropped rail joints near the Tractor museum, just south of the main Village road crossing. Five deteriorating timber sleepers were replaced with steel here, with an additional one just east of Farmgate Curve. Welding of rail joints in the Village Mall by contractors has continued, resulting in a greatly improved ride.



*On the Oketon Geddes Car barn fan on 21 October, Ray Blackmore welds a rail joint on the lifted and levelled left turnout to Road 2 from Road 1 (straight ahead), after the reprofiling of both curves. Lindsay Richardson*





*Ray Blackmore removing one of the last sections of the original canvas from the east end of the roof of Perth A class 130 on 4 October. Some parts were easier than others to remove. Adelaide H type tram 371 is behind.*  
Gordon Blackmore

**Tram restoration**

On 4 October a special work party turned its attention to the canvas roof of WAGT A class 130, which was in poor condition with the likelihood of deteriorated roof timbers. After removing the original canvas, the roof was found to be in fair condition, with some repairs needed. Most of the wooden attachments on the roof came off easily, but several resistant ones were left in place.

The internal timber ceiling boards were removed from storage and are being stripped and re-varnished by John Davies. They will be re-fitted in the saloon after the electrical wiring installation has been completed. Gavin Casey has continued the sanding and repairs to the saloon window frames.

**Trolleybus overhead equipment**

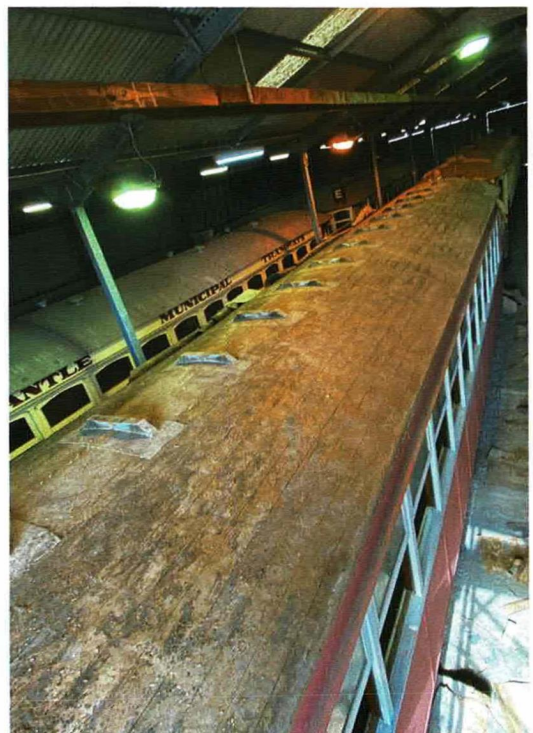
Overhead fittings and a trolleybus overhead protection (TBOP) unit recovered from the former Wellington, New Zealand, trolleybus system and purchased from Wellington Tramway Museum were received in early November. We are most grateful to the WTM for their assistance in acquiring, sorting, and then packing and sending these items. The TBOP unit will be incorporated into our reconfigured substation and would be used if we operate a trolleybus in Whiteman Park in the future.

Ray Blackmore has continued the task of re-gauging, levelling and welding the Road 1/Road 2 points on the Oketon Geddes Car barn fan and making preparations for concreting. Brian Rourke has made good progress with laying out the tramway points for the new Don and Laurie Tyler Car barn fan.

Repairs to the Lindsay Richardson Car barn doors, with the replacement of damaged hinges and general adjustments, were carried out on 1 October. Similar repairs were carried out on the doors to the Oketon Geddes Car barn.

*An unusual view of the Oketon Geddes Car barn after the canvas was removed from Perth A 130, foreground, and the roof partially cleaned up. In front of 130 is Perth E 66. Fremantle 36 is next to 130, and in front of it is Fremantle 29, showing the 'E' destination.*

Gordon Blackmore







*Trams have become part of life in Canberra, so much so that a tram provided the backdrop for photos of ballet student Elaine Li in an article in *The Canberra Times* on 30 November 2020. Elaine is seen performing a classical ballet movement known as a jété.*

Karleen Minney / *The Canberra Times*



*Melbourne W2 407 in Wendouree Parade, Ballarat at Depot Junction during the Melbourne Tramcar Preservation Association's annual general meeting charter on 12 December 2020.*

Anthony Smith