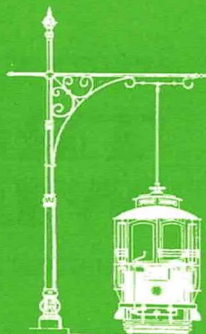


TROLLEY WIRE

No. 367

NOVEMBER 2021

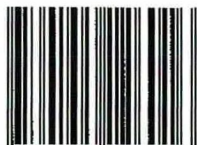


Print Post Approved 100004350

\$9.90*



ISSN 0155-1264



9 770155 126016

In this issue

- Sydney's O Breakdown Cars
- Three Anniversaries
- A Quiet News Day

TROLLEY WIRE

AUSTRALIA'S TRAMWAY MUSEUM
MAGAZINE

NOVEMBER 2021

No. 367 Vol. 62 No. 4 - ISSN 0155-1264

CONTENTS

SYDNEY'S O BREAKDOWN CARS.....	3
THREE ANNIVERSARIES.....	7
A QUIET NEWS DAY.....	5
TRAMS (three of them) DOWN ON THE FARM.....	18
HERE AND THERE	23
MUSEUM NEWS	26

Published by the South Pacific Electric Railway
Co-operative Society Limited,
PO Box 103, Sutherland, NSW 1499
Phone: (02) 9542 3646 Fax: (02) 9545 3390

Editor Robert Merchant

*Cover price \$9.90 (incl. GST)

Subscription rates (for four issues per year) to expire
in December.

Australia	\$A36.00
New Zealand/Asia	\$A45.00
Elsewhere.....	\$A50.00

All correspondence in relation to *TROLLEY WIRE* and
other publishing and sales matters should be forwarded
to PO Box 103, Sutherland, NSW 1499.

The opinions expressed in this publication are those of
the authors and not necessarily those of the publishers
or the participating societies.

Layout by The Little Website Company Pty Ltd
Tel: 0407 673 103 www.tlWSC.com.au

Printed by Printgraphics, Mount Waverley
Tel: (03) 9562 9600 Fax: (03) 9562 6700



Although the Sydney Tramway Museum was shut down during Covid lock-down the museum was not abandoned. Local members were checking the site almost daily, keeping the gardens in check, cutting the grass and trees along the line, and checking all doors and fencing. This also included Melbourne Z2 111 making a rust run over the Royal National Park line to keep the rails and overhead from corrosion build-up and checking the track, and making sure the substation was working.,

Danny Adamopoulos

Front Cover:

The Australian Electric Transport Museum's Adelaide H type car 381 is on display in the depot yard at St Kilda on 22 August 2021.

Dave James

SYDNEY'S O CLASS BREAKDOWN CARS

Dale Budd

Throughout its history the Sydney tramway system relied on converted obsolete passenger cars to serve as breakdown trams. The great majority of these were former C class cars, with conversions starting in 1909. The cars were remotored with two 50 hp (37kW) motors; the seats were removed, lifting jack and tackle racks fitted, and a high-pressure air brake pump was mounted inside the car¹.

The converted C cars and some others soldiered on, as newer vehicles in the passenger fleet came and went. Then in the declining years of the system came a surprising development: the conversion of four O class cars for breakdown service. Also of interest is that the proposal was put forward, approved and implemented within the space of six months. It appears that the first conversion was carried out before formal approval was received.

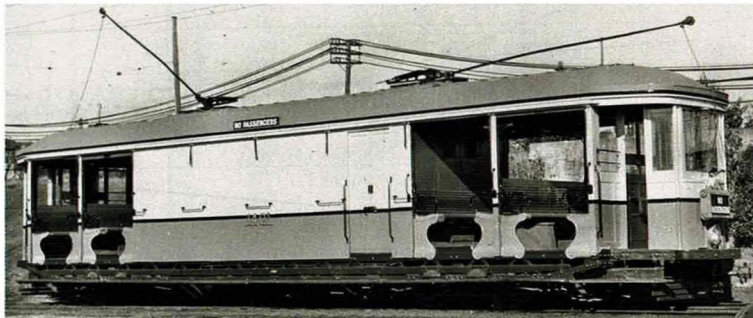
The proposal was raised in a memo from the Superintendent, Randwick Workshops to the Assistant Chief Engineer on 27 May 1955. The suggestion was said to have come from the Engineer for Trams. The memo said that "the O type cars are faster and, having four motors, much more powerful than the existing old two motor breakdown cars and would therefore be of great service for towing purposes".

The task of conversion was not difficult. The memo stated that "it is proposed to remove the seats and all glass from the saloon and substitute sheet metal for the glass, fasten all doors except two in a closed position and leave one door at a corner of the saloon on each side for access. It is also proposed that the open ends

¹From the *New South Wales Tramcar Handbook 1861-1961, Part One*.

57s was the last ex-C car in routine breakdown service. It was replaced in August 1958 at Rushcutters Bay by 143s, transferred from North Sydney after that system closed. In this scene on New South Head Road at Rushcutters Bay traffic is banked up after an event at the nearby stadium. Restored to passenger configuration, this tram is displayed at the Powerhouse Museum as No. 11.

Len Manny



Newly-converted 140s presents a smart appearance, photographed in the Randwick Workshops yard. Vic Solomons collection

143s at Athol Wharf on 22 January 1958, attending to the runaway by R1 2000. The words "no passengers" are displayed as if they were a destination.

Dale Budd



of the cars remain as at present complete with the seats for the convenience of the breakdown staff. Shelving and lockers will be required for the stowage of the various items of breakdown equipment." In fact the doors, rather than being fastened, were wholly replaced by panelling.

The memo continued "it is estimated that the work will cost £267 per car. The modification of seven cars would be required at a total estimated cost of £1,869." The seven depots then in use were Fort Macquarie, Rushcutters Bay, Waverley, Dowling Street, Newtown, Rozelle and North Sydney. Fort Macquarie was to close in October 1955 while the program was being carried out.

A second memo, apparently dated 26 June 1955, was sent by the Acting Chief Engineer to the Secretary of the Department giving more justification for the plan. "For some time past, concern has been felt in regard to the poorness of the fleet of tram breakdown cars, in that their age is over 50 years and they are

equipped with two motors only, which causes them to be too weak for towing under adverse conditions, and slow moving." There was only a small stowage space for equipment and a lack of standardisation in equipment installation. "In some cases the body work of the vehicles is so deteriorated that scrapping would be advisable". It might be noted that it was common practice in Sydney that when a tram became disabled, the nearest available tram would tow it or push it, rather than waiting for a breakdown tram. This procedure must have been especially beneficial on steeply graded lines.

The memo then outlined the availability of O type cars which would be "serviceable indefinitely for breakdown work". It continued "thus arrangements were made for a prototype conversion of O type car No. 822 at Randwick Workshops with the co-operation of the Running Maintenance Section in regard to requirements. The prototype vehicle is regarded as particularly suitable for requirements and has been developed with due regard for economy..."

141s attends derailed R 1740 at Moore Park at the entrance to Macarthur Siding, during a farewell tour on 19 February 1961. This is believed to have been Sydney's last derailment and the last use of a breakdown tram.

Noel Reed



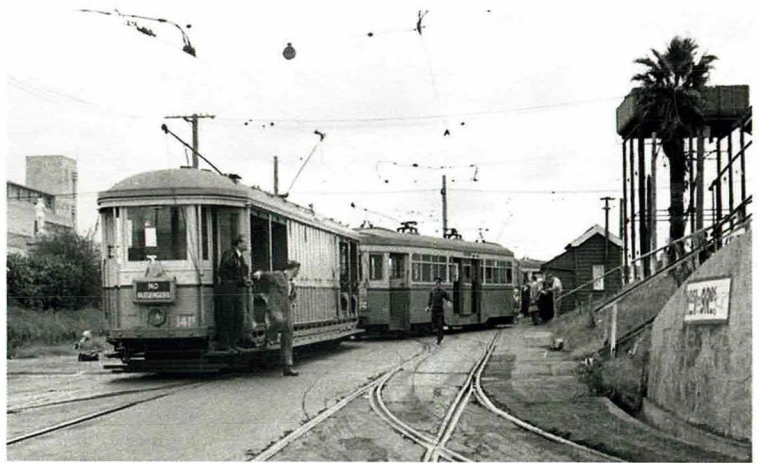
A day in the life of a breakdown tram.

Above: on the last day of the Bondi and Bronte lines, 27 February 1960, 141s passes the Sports Ground on its way to the Greens Road connection. After suffering a dewirement the crew posed for the photographer before continuing their journey.

Dale Budd

Below: later the car returned to Dowling Street towing both R 1884 and R1 2085.

John Burgess



Reference was then made to “the possibility of closing down of certain carsheds in the comparatively near future.” It concluded that there should be only four conversions, “to cover major carsheds and that the balance of the sheds should be served by the best of the existing breakdown vehicles which could be relied upon to give reasonable service for several years”. The result of this decision was that ex-C class cars would serve Newtown Depot until it closed, and Rushcutters Bay until August 1958 when that depot received 143s, transferred after the North Sydney lines closed.

It is therefore recommended for the favourable consideration of the Commissioner that four converted O type cars be provided to the carsheds for breakdown purposes at a cost of £267 per vehicle. Total £1068.”

An addendum to the memo said that converted O type breakdown cars could be housed at all sheds except Rushcutters Bay. (There was no supporting information, and one of the cars later served at that depot.) It then said that “for the distant future and the

possibility of Rozelle, Waverley and Dowling Street remaining in operation for a good many years, the 4 cars would provide 1 spare for these sheds”. In fact the fourth car was allocated to North Sydney Depot.

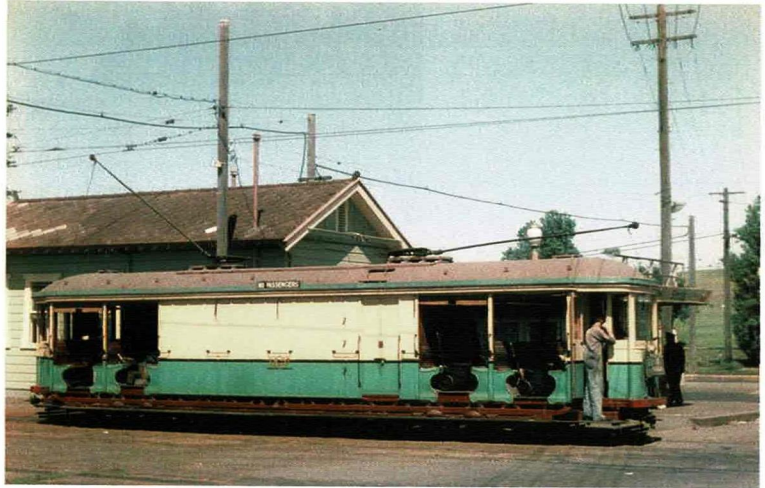
A following brief memo stated that the Commissioner on 5 July 1955 had agreed to the conversion of four cars.

The conversion made no changes to the multiple unit capability of the cars. Whereas previous breakdown and scrubber cars had the message “no passengers” painted across their aprons, the O type breakdown cars retained their destination boxes, with the same words displayed by letters punched through a fixed panel, replicating a destination sign.

Following are the four cars converted, on the dates shown on their record cards; and their allocation to depots:

822 to 140s on 28 July 1955; Rozelle Depot
1030 to 141s on 19 September 1955; Dowling Street

142s crosses Darley Road as it approaches Randwick Workshops for the last time, on 25 February 1961. In this guise the tram served for a little more than five years. Dale Budd



1229 to 142s on 21 October 1955; Waverley, then Dowling Street from February 1960
1000 to 143s on 15 November 1955; North Sydney until August 1958, then Rushcutters Bay.

At least three of the four cars had their GE238 motors replaced by GE247D equipment two years after their conversions: 140s and 141s on 4 November 1957, and 142s on 11 November. There is no equivalent entry on the record card for 143s.

The four trams had short lives in their new role. 140s and 143s were withdrawn when their respective depots closed; 142s joined 141s at Dowling Street after Waverley closed, both surviving until final closure

in February 1961. 141s is preserved by the Sydney Tramway Museum; 140s and 143s were scrapped by burning; the body of 142s went to Joadja (about 30km west of Mittagong NSW) with several R1 cars. 142s was used there as a shed until all were destroyed in a bushfire sometime after 1973.

My grateful thanks are extended to Ian Saxon for unearthing the memoranda on which this article is based.

Below Left:

143s was the last tram to leave the North Sydney system on 8 August 1958. The Truth

142s at Joadja on 17 June 1973.

Dale Budd



THREE ANNIVERSARIES

By Dale Budd

Three notable tram anniversaries occur in 2021: Australia's oldest electric tram, Sydney C class 290, reaches the age of 125 years; and the year also sees the centenary of the introduction Melbourne's L class and Sydney's P class trams.

On 31 October 1896 four small 4-wheel saloon tramcars were placed in service by the NSW Government Tramways. The C class, as they were later designated, reached a total of 97 cars soon after the opening of the George Street electric line in December 1899. Many of the C class were built as trailers and later motorised; this applied to one of the first group of four cars, which received motors on 6 September 1911. It then carried the number 290 and like others in the class was soon converted for breakdown use. It served in that capacity from 22 August 1914, now numbered 115s.

As a breakdown tram it was allocated to Enfield Depot until its closure in 1948, after which it went to Dowling Street until its withdrawal and donation for preservation on 22 December 1955. After progressive restoration to near-original condition it is now a prized operational exhibit at the Sydney Tramway Museum.

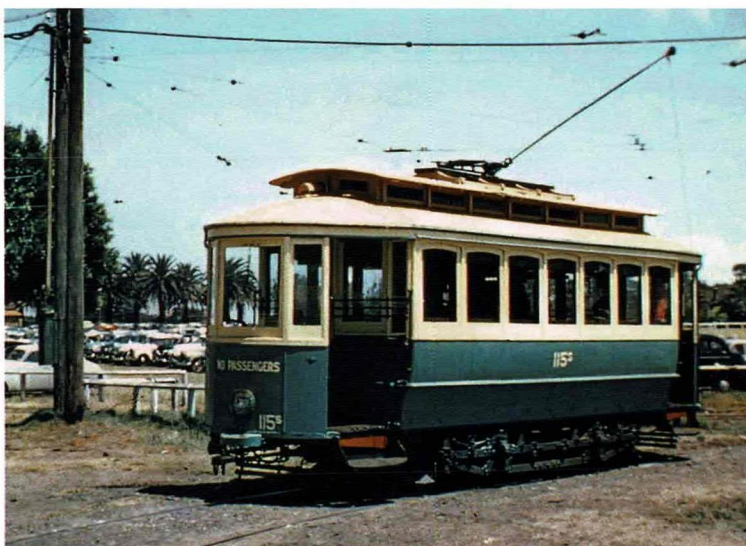
On 31 March 1921 the Melbourne and Metropolitan Tramways Board received the first of six new bogie

saloon cars which were in advance of any other trams in its fleet. Ordered by the Prahran and Malvern Tramways Trust but delivered after formation of the MMTB, they were the first four motor trams on the network; the Victorian Railways' line from St Kilda to Brighton had had four motor trams since 1917. The six L class trams, the last of which was delivered in September 1921, were the forerunners of the W series, the first of which appeared in 1923. They lasted in routine service until 1969, with limited use thereafter in a variety of roles. Four of the six Ls are preserved.

In Sydney the need for more trams for the expanding system saw the development of a new 80-seat footboard design; the first of an eventual 258 P class trams entered service on the Coogee line on 28 November 1921. The P class represented the ultimate refinement of the footboard trams which were dominant in Sydney for almost all of the tramway era. Withdrawn with the closing of the Bondi and Bronte lines in February 1960, some remained available for tours for a further year.

This article presents a brief pictorial coverage to mark these anniversaries. Thanks are gratefully extended to all those who contributed photographs, and to Mal Rowe, Vic Solomons and Randall Wilson for their help.

The C class were quickly displaced from front line duties by bogie cars, allowing many to be transferred to service stock roles. Car 290 became 115s, seen at the Showground in about 1954. It had been outshopped in November 1953 after its last repainting in government service. Noel Reed



A VIP event: aboard 290 as it crosses the Princes Highway on 17 September 1998 are Member for Hughes Danna Vale, Deputy Prime Minister Tim Fischer and Museum Chairman Howard Clark, accompanied by driver Bill Parkinson. Dale Budd



A highlight of 290's career occurred on 11 September 2000 when it conveyed the Olympic flame, carried by Bill Booth, from Loftus to the museum's northern terminus at Sutherland. Howard Clark

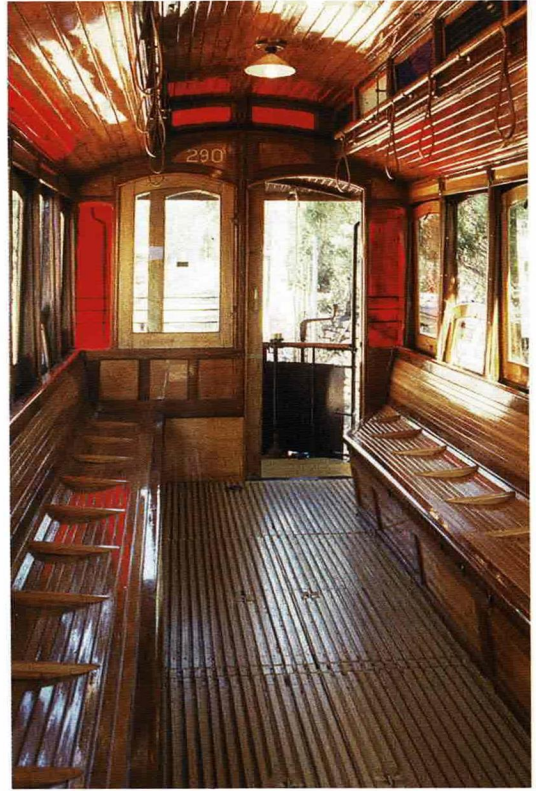
Returning from a trip to the Royal National Park, 290 is followed by classmate 29.

Dale Budd





The narrow width of the C cars, 2.04 metres, is apparent of this view of 290 in the doorway of the workshop at Loftus.
Dale Budd



Gleaming varnished timber demonstrated the skills of coachbuilders in the early tramway era. Dale Budd

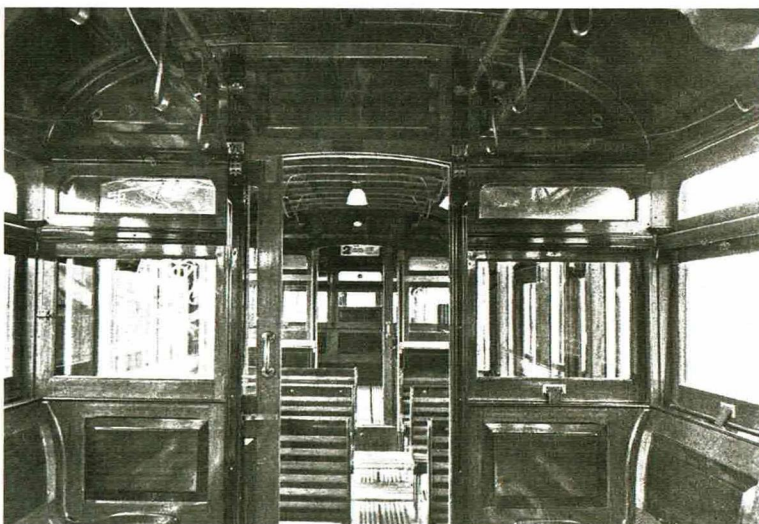
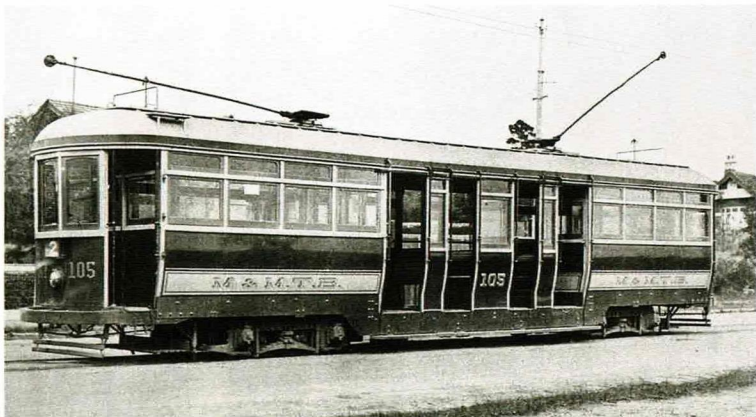


Restoration complete, No. 290 stands at the Sydney Tramway Museum in November 1997.

Dale Budd

Brand new L 105 presents a handsome sight in this photo from 1921. The L cars underwent considerable change during their careers; their centre sections were rebuilt with three doors on each side in 1934 and their drivers' cabs were significantly altered.

MMTB Annual Report



The Ls were built by James Moore & Co, who were primarily timber merchants and who demonstrated their wares with outstanding coachwork.

MMTB Annual Report

The widest trams in Melbourne at 2.78 metres and originally weighing 19.4 tonnes, the Ls provided a smooth and stately ride. Car 101 swings into Flinders Lane from William Street in June 1971.

Richard Jones





All six L cars were brought together for a photo at South Melbourne Depot on 23 March 1975 – a remarkable achievement on the part of Ron Scholten. Ray Marsh



In 1981 cars 104 and 106 were painted chocolate and cream for the film *Squizzy Taylor*; they are seen at Albert Park. The two trams have retained this colour scheme in preservation at Hawthorn. John Phillips



L 103 begins a run along Queens Way on recently-built reserved track, bound for East Brighton in March 1969. Richard Jones

The only L car currently in operation is 103, immaculately restored at Haddon.

Anthony Smith

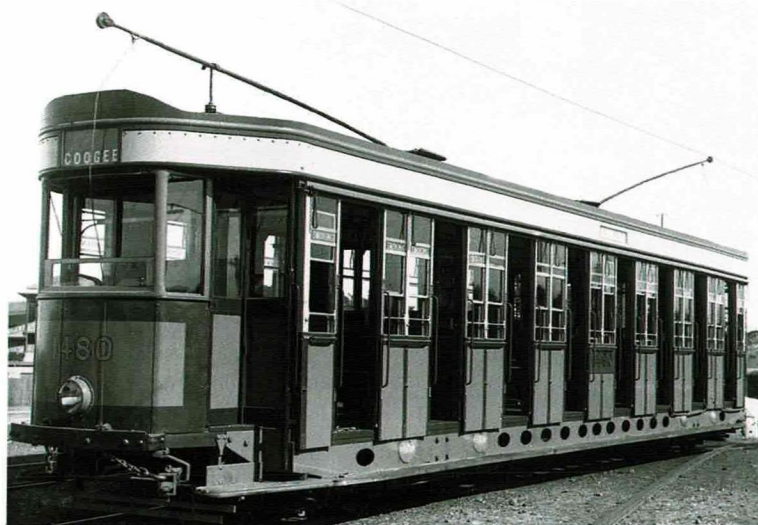


A century on, the interior of 103 continues to display the timber artistry of its builder.

Alan Cooper

The first of two prototypes, P car 1480 poses for the camera at Randwick Workshops in 1921. The distinctive style of underframe construction was not repeated on production cars, and the headboard above the destination sign was increased in size.

NSW Railways



This is what footboard cars were all about (1): a crowd tumbles from a pair of Ps at Bronte, eager to get to the beach on a picnic excursion. Will they all remember to tap off?

John Davenport

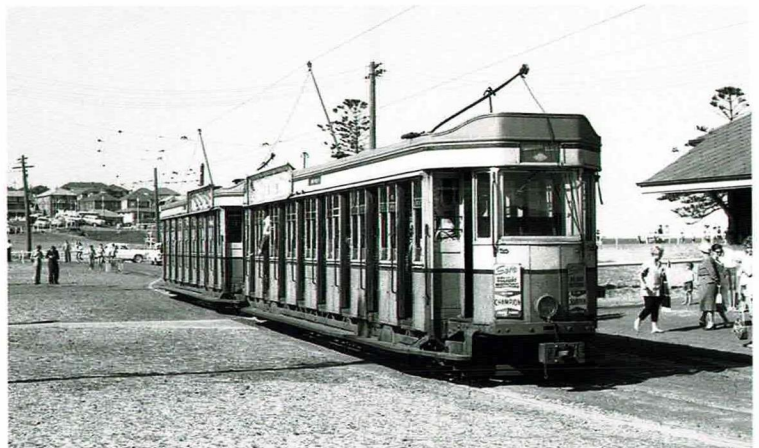


This is what footboard cars were all about (2): on 14 September 1959 more than 100 P class trams (and 7 R1 cars) were used to transport 14,500 schoolchildren to and from the Showground for a visit by Princess Alexandra of Kent. Here the fleet awaits the return journey.

John Alfred

The P car with the longest history was 1483; it first ran on 21 February 1922, and with 1497, it ran on an unofficial excursion on 19 February 1961, six days before final closure of the Sydney system. Here it stands with 1707 at Maroubra Beach on a tour on 9 October 1960.

Dale Budd



Car 1480 in about 1948, turning onto the Clovelly Line at Darley Road.

Norman Boxall



P 1456 in Botany Road at Henderson Street in 1959.

R Merchant collection

Right to the end, P cars provided a fast ride in the reservation along Oxford Street, maintaining the tradition of 'Shooting Through'. With a week to go, this picture was taken on 21 February 1960.

Ian Brady



A QUIET NEWS DAY

By Duncan MacAuslan

Whilst doing research on the never built Willoughby and Gordon Tramway I came across an article in the *McLeay Argus* of 13 June 1894, titled Self-contained electrical tramcars¹. It described a demonstration which occurred ‘recently’ in Brighton, England, of a self-contained car by the Electrical Car Co. It also suggested that one of the Immisch motors was on the way to Sydney and was expected to be tested on the Willoughby and Gordon tramline. Interesting I thought, as by 1894 that tramline’s land-booming promoters were in liquidation and the tramline itself nothing but a pile of unused material, although they had completed the Suspension Bridge by October 1892².

The tramcar used was one of the Brighton District Tramway’s summer cars electrified. It was described as having four parts: an ordinary tramcar body; a set of accumulators (batteries) under the seats; an Immisch type lightweight electric motor and gearing to drive the wheels

So, who was Immisch?

Moritz Immisch was born in Germany and trained as a watchmaker He migrated to England around 1860 and developed precision instruments. By the 1880s he had moved to the design and construction of electric motors and established a company to make them. By late 1888 the Electric Traction Company was using his motors in their accumulator cars³.

And when did the Brighton trial take place?

It is described in the *Directory of British Tramways*⁴ under the entry for the Brighton & Shoreham Tramway as occurring in 1887. Yes, seven years before it was news in Kempsey!

Horse car number 3 from what was then the Brighton District Tramways Co was hired by the Electric Traction Syndicate and converted to battery power for trials. The *Australian Star* of 14 April 1890⁵ carried an article from the *Pall Mall Gazette* reporting on electric traction in London and mentions the Immisch trial in Brighton.

Lord Bury, chairman of the Electric Traction Co said “In the first instance, Immisch wanted to push forward his motor, and thought of forming a company to take it up. It was really a very clever motor, indeed he had hit upon the very best thing there is in the motor market, In order to exhibit it, therefore, he got together a few friends—seven or eight of us in all — and permission was obtained to make experiments over a little line down at Brighton. We rigged up a worn-out car

¹ <http://nla.gov.au/nla.news-article233883993>

² Many references say January but the newspapers all point to October.

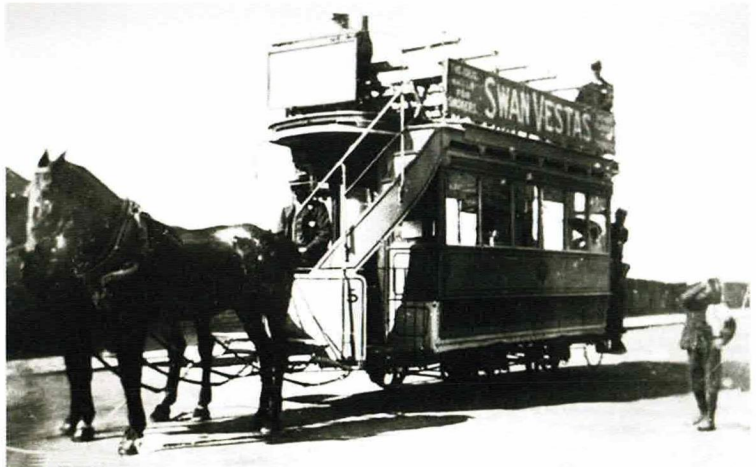
³ https://en.wikipedia.org/wiki/Moritz_Immisch

⁴ Turner K, *Directory of British Tramways Vol 1* p39, Tempus, England 2007

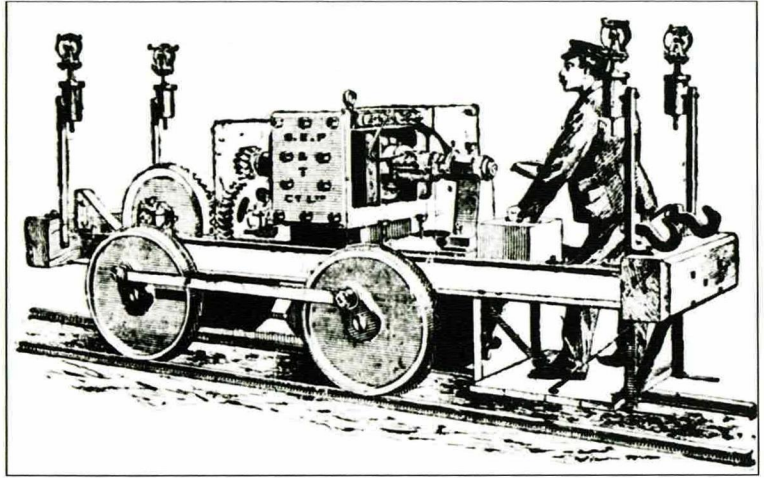
⁵ <http://nla.gov.au/nla.news-article230619174>

No photographs have been found of the Brighton or NMTc battery-operated cars. This is horsecar No 5 captured on a summer’s day in 1897 between Southwick and Fishersgate.

Tramways and Light Railway Society,
with thanks to David Voice



An Immisch motor.
vintagemachinery.com



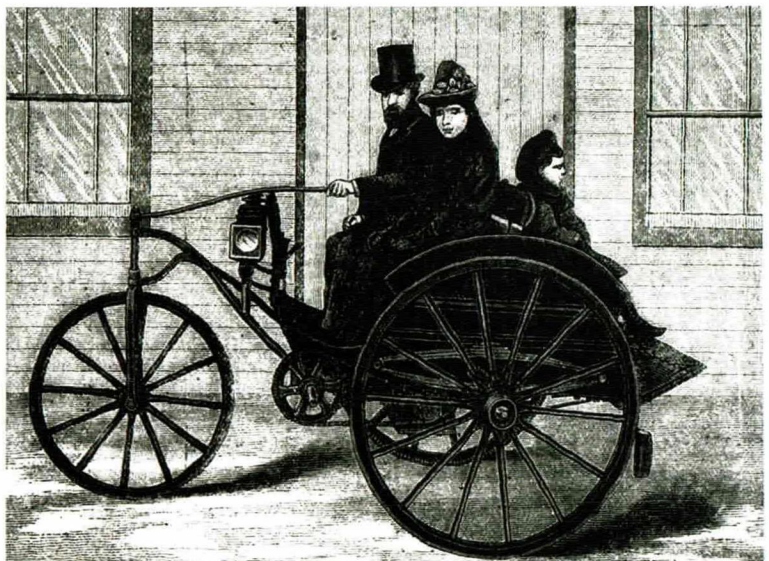
with the Immisch motor, put in accumulators, invented a rough sort of gearing, and started away. Sometimes we went well, and sometimes broke down, and we soon found it was quite useless in the then state of electrical science to form a company to develop electrical traction. Had we done that we should have committed the mistake which others have done and met with failure. We persevered none the less, trying to overcome the many difficulties which presented themselves, but keeping the results of our experiments and our failures to ourselves. We experimented for about two years at Brighton with two cars, which we tortured in every conceivable way. At last, we thought our progress was sufficient to warrant us in approaching the North Metropolitan Co.”

The North Metropolitan Tramways company trial was conducted on their isolated Barking Road line between 1889 and August 1892 and, whilst successful, did not lead to application on their horse drawn lines. In part this was because NMTC's lease was expiring in 1897 and investment was too risky.

And was there an Immisch tram motor sent to Australia?

It appears that there was interest in them but no trams were powered by Immisch motors.

Sir Saul Samuel, NSW Agent General in London, visited Immisch's workshops in September 1887 and witnessed a trial run of a car and noted it as a great success. The company offered to send to Sydney,



A dogcart powered by an
Immisch motor.
Australian Town &
Country Journal

with no obligation, a car and a competent electrician to supervise trials. A 40 to 46 seat car complete with accumulators and motor was quoted at £622 and the dynamo, motor and other equipment needed to run a car for 10 miles at 25hp £1054, and at 50hp £1521 15s⁶.

Edward Eddy was appointed chief commissioner of NSW railways in 1888. Before leaving England he reportedly made a thorough examination of the Immisch electric motor with a view to using it on small branch railways⁷.

A conference of the Sandhurst and Eaglehawk councils in April 1888 to discuss the proposed Bendigo tramway the proposal by Booth, Ellson and Co included the Immisch and Julien systems⁸. However, the tramway when built by them, used a Reckenzaun battery and motor system. It was a failure.

Magnus Volk, famous for the Brighton Electric Railway, had a dog-cart built by Messrs Pack, coachbuilders, with a ½hp Immisch motor with sixteen Electric Power Supply accumulators which was capable of six hours running⁹. Volk was later employed by Immisch's company.

The small size of the Immisch motor meant it was useful in British mines for haulage on tracks as narrow as 22-inch gauge, and to drive pump and winding plants¹⁰. The motor was also used to drive electric boats which were popular on the Thames.

Despite the interest there is no indication in the press that any Immisch products came to Australia.

It must have been a very quiet news day in Kempsey back in 1894!

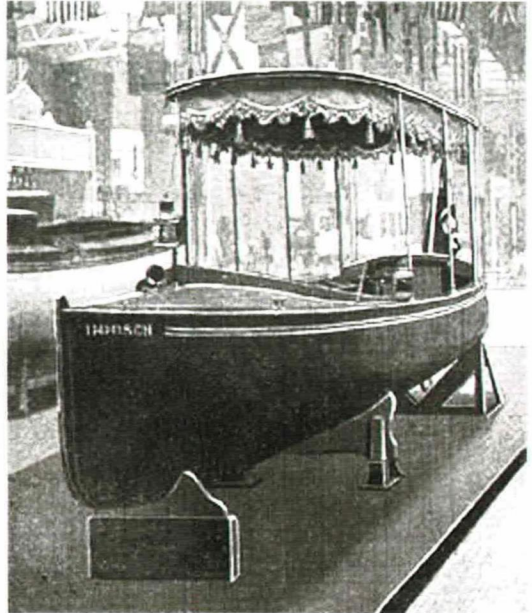
⁶ ELECTRIC TRAMCARS. (1888, April 12). *The Sydney Morning Herald* (NSW : 1842 - 1954), p. 5. <http://nla.gov.au/nla.news-article13682932>.

⁷ Advertising (1888, October 20). *Hamilton Spectator* (Vic. : 1870 - 1918), p. 3. <http://nla.gov.au/nla.news-article225803948>

⁸ THE TRAMWAY QUESTION. (1888, April 17). *Bendigo Advertiser* (Vic. : 1855 - 1918), p. 4. <http://nla.gov.au/nla.news-article88547714>

⁹ OUR ILLUSTRATIONS. (1888, April 28). *The Sydney Mail and New South Wales Advertiser* (NSW : 1871 - 1912), p. 901. <http://nla.gov.au/nla.news-article164356859>

¹⁰ *An Electric Engine*. (1893, January 7). *Australian Town and Country Journal* (Sydney, NSW : 1870 - 1919), p. 24. <http://nla.gov.au/nla.news-article71193898>



*Electric boat powered by an Immisch electric motor.
Twickenham Museum*

**NSW Department of
Road Transport and Tramways**

Memo from Works Manager, Randwick to Mr Bedwell (Acting)

15 March 1950

Painting of Rolling Stock Service Vehicles

It has been the practice in the past to paint rail grinding with shade No. 11 Ggreen, in future when service and breakdown vehicles to be repainted please arrange for them to be painted the standard tramcar colour No. 10 Green.

Originally published in *The Australian Women's Weekly*, 30 August 1961.

TRAMS (ten of them!) DOWN ON THE FARM

By Carol Tattersfield

The view from "Carrabee Farm," near Bowral, N.S.W., is spectacular – rolling hills carrying stock, bush, and trams. Trams everywhere.

"Ten trams," said Sam Stirling, Sydney company director and "Carrabee Farm" proprietor, sweeping an arm around the horizon. "Positioned wherever they'll be most useful." Useful for what? "Cheap cupboard space," said Mr Stirling. "If you don't have trams you have to build sheds. It takes a lot of time and money to build sheds. Now, trams...."

Purchased from the Transport Department in Sydney, they cost about £50 each. Trams are not too much trouble to transport. For £55 each they travel happily by truck to "Carrabee Farm." For another £5 they sit like lambs on simple concrete blocks.

"Besides," said Mr Stirling, sheds spoil the look of the landscape. I like trams. They're doing a good job of work, too. That one by the sheepyards is handy for sheep-dip and foot-rot cure. The one by the stable is the harness room. I've planned on for an office. There's one near the cattle yard for fodder and fencing material. Over there – you can't see it from here – there's the last tram that ever ran in Sydney, for odds and ends, Then there's"

"What about our tram, Daddy?" asks Amber Stirling, aged eight. "It's the most!" Tram No. 1863, which belongs to the five Stirling children, is the belle of the batch. The oldest – about 25 years old – it's the only one with three compartments and some seats left in it, which makes it ideal for a cubbyhouse.

Into it the children, Pushie, 13, Diana and Robert, 11, Susan, 10, and Amber, have put a good deal of work and contriving. "We planted shrubs all round to make it prettier," said Diana, "and we're going to put in bunks and the pianola." It hold a lot already – toys, sports gear, furniture, and crockery. "Whenever something's missing from the kitchen," said Mrs Stirling, "I look for it in the tram."

A tram tea-party is the social function down on the farm. And manners must be watched. "Do not spit in the car. Penalty £2," warns the notice in the "sitting-room". "Do not lean out the windows," and "Please tender correct fare" are also plain for guests to read.

A lucky guest is allowed to work the "destination roll" from the driver's compartment, to roll it past signs of "Bondi," Maroubra," till the destination on the front reads "Carrabee Farm." This special roll was presented to the children by Mr Norman Boxall, secretary of the

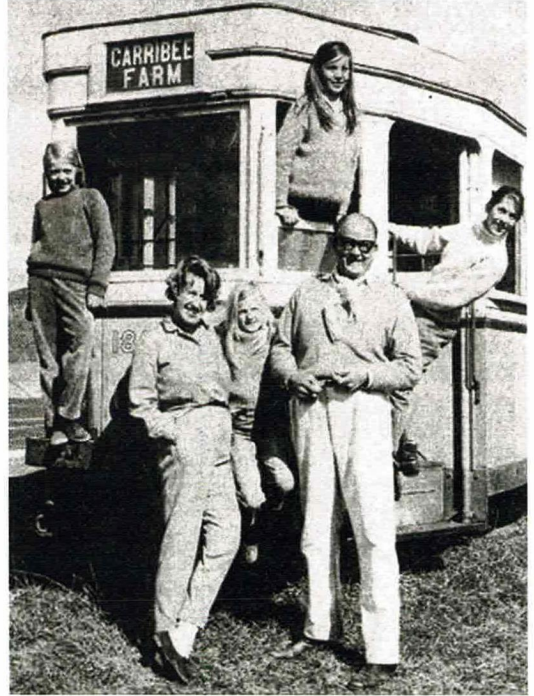
Traffic Jam? One of the ten Sydney trams that are doing a picturesque job at a standstill on the Bowral farm of Mr Sam Stirling (on horseback). In the doorway, his 8-year-old daughter Amber: at left, the farm manager Kit James. This one is the "hospital" – it stores dip and sheep medicines near the sheepyard.



New South Wales Tramway Historical Association. He deplors that some of the old Sydney tram have been burnt and is particularly happy that at least ten have been put out to grass in such clover as the Stirling farm.

Mr Stirling (who is chairman of directors of the international firm of Ready-Mixed Concrete Ltd.) is so happy with the trams that he has ordered another ten for his newest property, "Greenstead," 19 miles from "Carribee." And, as luck would have it, the next batch will include the second-last tram that ran in Sydney, the third-to-last and the last tram to carry mail.

"Gee!" said Amber, "we're going to have lots of trams."



All Aboard : The Stirling family – Susan, Mrs Stirling, Amber, Diana, Mr Stirling, "Pushie."



Cubby Tram: Diana, Susan, and Amber get ready for a tea-party in the tram that's their very own.



Harness Room: Farm manager Kit James makes good use of this tram. Other occupants: Amber and one of the sheep dogs.

All photos by *The Australian Women's Weekly*.

Originally published in *The Sun-Herald*, 17 September 1961, Page 71.

THERE'S STILL 79 MILES OF TRACK TO GO...

By David Burke

In two years more, repair gangs expect to finish the ejob which our forefathers began exactly 95 years ago this month – tearing up Sydney's unwanted tram-lines.

First city track to go under the axe belonged to the unpopular Pitt Street horse-cars (Circular Quay to Devonshire Street), opened on December 23, 1861. When angry citizens had enough of stubbing their toes on the protruding rails, the service was abandoned in September, 1866, the horses put out to graze while presumably the lines were turned into hitching posts.

The second era of pulling up tramlines happened at the turn of the century, with the closure of North Sydney and Ocean Street cable car services. Maybe the gangs were a little careless then, because at the top of William Street, Kings Cross, you can still see an old cable rail sticking up through the bitumen.

Later, isolated steam tramways were removed from such now forgotten routes as Parramatta to Castle Hill, Arncliffe to Bexley and Manly to Brookvale.

But the rails being pulled up in the present day belong to the third, grand era of Sydney tramways which began in September, 1893, with the first electric service to Spit Junction and ended just seven months ago with the last tram to La Perouse.

In the years between Sydney put together the second largest (only London was bigger) tramway in the British Commonwealth, with some 2,000 pieces of rolling stock and 300 miles of track.

Considering that large mileage – nearly all of it in heavily trafficked city and suburban streets – a spokesman for the Government Transport Department this week said the gangs had done a pretty good job in getting rid of the old rails so fast. In the past five years they have ripped out 150 miles of track. In the past two years, 90 miles of it (45 miles of double track) have gone and the roads resurfaced with bitumen.

A total of 79 miles remains to be tackled, and at the present rate of progress these should be annihilated by 1963. A recent grant of £100,000 from the State Government for track removal to counter credit-squeezing unemployment was helping the job along nicely, the spokesman also said.

But for Sydney motorists, even two years seems a long time to wait before they can expect a smoother ride. Potholes around crossings, lumps of asphalt covering pointwork and raised railheads are some of the city's more treacherous driving hazards, although the department has emergency gangs who fill in the crevasses after every downpour – until the next wet day washes them out again.

Alderman Kyle, at a City Council meeting, recently complained of tram holes almost a foot deep along Broadway, after rain fell. These "tram traps" have a needlessly high accident rate. Last year, police credited 46 smashes to "wheel catching or skidding on tram rails." One was fatal, while 23 others were injured.

In the past few years, tracks have been taken out of Pitt and Castlereagh Streets and much of George Street; all of the defunct North Sydney system has disappeared, while lines have also gone from many main thoroughfares, including Princes Highway to Cooks River, and Parramatta Road.

Current works include pulling up the rails in College Street, City, and in Chalmers and Elizabeth Streets, Redfern. Removals listed for the near future are the Broadway "horror stretch" between Railway Square and Harris Street, King, Day and Erskine Streets, and sections of Pitt, Goulburn and Elizabeth Streets – all in the city.

Sometimes the Transport Department people do the entire work of removing rails and replacing the road, while in other instances they merely tackle the tracks, and leave the rest to council gangs. The City Council reckons the cost of track removal and road repairs at £2/10/ a square yard, of which the department pays £1/19/.

According to an old regulation, tramway territory extends for 18 inches beyond each outside running rail, and the department's repairs must cover this distance.

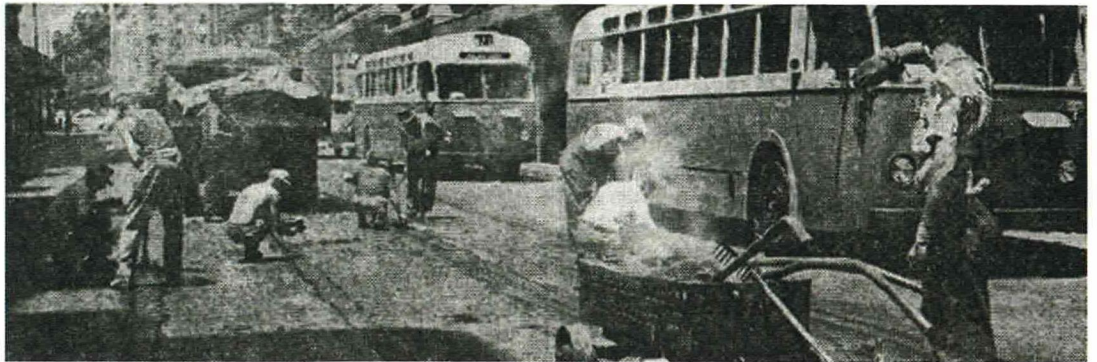
Tramlines come in three types – the old-fashioned variety with rails laid on wooden sleepers, covered ballast and coated with bitumen; another has the tracks set in concrete to sleeper tops and then bitumen

**Another
2 years
of this**



Workmen are constantly employed ripping up Sydney's disused tram tracks and repairing the streets afterwards.

The Sun-Herald



sealed; while a third is entirely set in concrete.

To remove the lines, the Department has a force of 150 men armed with pneumatic drills, steamrollers (a couple

of long-funnelled yellow terrors, among the last of their breed in Sydney) and a tractor equipped with a lethal looking claw which Government Transport engineers designed especially for wrestling with the rails.

Originally published in *The Sun-Herald*, 10 July 1960, Page 93.

THOSE EARLY TRAMS WERE EXCITING

- ASK FRED NYMAN

By David Burke

An 85-year-old Grafton man who helped build Sydney's first electric tram is feeling nostalgic today. The tramline he worked on as young conductor and driver is now no more. Gone with it are the

memories of prawn parties in the trailer car; rushing down Bayswater Road hill "at 60 miles an hour"; and labouring on long shifts for the princely sum of 6/6 a day.

That line, to Watson's Bay, was replaced by buses in the early hours of this morning. In its original condition as a cable tramway from Erskine Street Wharf to Ocean Street, Edgecliff, via Kings Cross, it was full of excitement for Mr Frederick Nyman, of Queen Street, Grafton.

Mr Nyman is believed to be the only survivor in N.S.W. of the men who built Sydney's first electric trams. He retired from the Railways as a foreman of the Eveleigh Carriage Workshops 21 years ago, and now lives in Grafton "pottering around the garden" at the home of his married daughter.

His romance with the trams began 71 years ago, Mr Nyman recalled this week. "I started work as an apprentice carriage builder with the firm of Hudson Brothers Ltd. in Newcastle on a wage of 7/6 a week, he said. Later he transferred to the firm's head works at Granville, where they were making cable and electric trams for Sydney's growing system. (Today the firm is incorporated in Clyde Engineering, which manufactures buses and diesel locomotives.

"I helped build the trams for the city's first electric line, from Circular Quay, along George Street, to Ultimo. When the line was opened in December 1899, I was allowed a free ride on it all day. Those early trams had their trucks (undercarriages) and motors imported from the Peckham Works in America. We made the bodies at Hudsons. I remember when we tried out the first bogie (eight-wheeled) tram on the then isolated electric line from Ocean Street, Edgecliff, to Rose Bay. There was quite a ceremony at the terminus. I stuck to the lemonade. The tram had a very long overhang. On the way home the driver, Mr Brain, who was in charge of the tramways, went too fast around a bend and the passengers on the outside seats ended up lying in the middle of the road."

Mr Nyman joined Randwick Workshops in 1902 as a carriage builder to keep the steam, electric and cable trams in repair. But at Christmas or Easter, he was frequently called out to act as a driver or conductor on the under-staffed trams.

"The experiences I had on the original cable trams from Erskine Street Wharf, through King's Cross to Ocean Street, would fill a book," he went on. "The cable trams consisted of two units - a 'dummy' in front in which the gripman rode, and a saloon trailer car pulled behind it. Huge crowds travelled on the 'cables.' They hung on like flies, and everyone was deaf when you asked for fares. Pubs were open until 11 o'clock at night and travelling only cost 1d a section. Grades were steep. The trams crawled out of the city, up William Street, to the Cross. Once they were over the crest at the top, the drivers would 'drop' the cable if they were running late and whizz down Bayswater

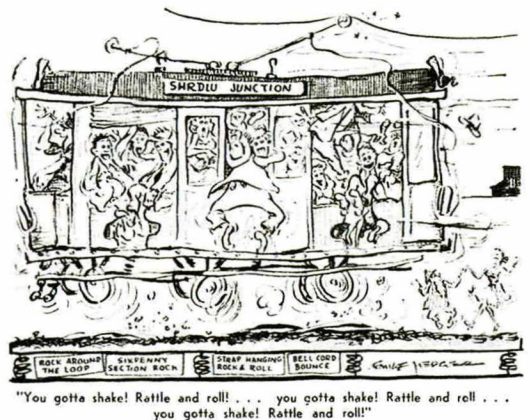
Road at a mile a minute. Kings Cross was full of big houses in the cable days, nothing like it is now," Mr Nyman said. "It was very respectable, then."

"We had a lot of distinguished passengers, Dan O'Connor, T.M. Slattery, the Minister for Justice, Brunton, the flour miller, Harry Rickard and a lot of other actors and actresses. Sometimes at midnight on Saturday the passengers would hold a prawn party in the trailer car. Hours were long. They paid us 6/6 a shift, night or day, rain, shine or breakdown - take it or leave it. No overtime, no sir! Maybe it made me tough."

Occasionally Mr Nyman found himself a member of the steam tram crew on the rambling Botany route, a really wild line. "We had to keep the aborigines from travelling to the city after midday on Friday until Monday," he continued. "We'd say, 'No good today, Jackie' to the blacks at the terminus, and did they abuse us! One of them called himself Sir Harry Rawson, who was Governor at the time."

"Chinese hawked pakapu tickets at 6d each on the journey, too. They followed the conductor around on the Botany tram, saying 'Tickets.' Passengers could end up with a ticket in a pakapu game, instead of their fare. Drunks were carefully handled and placed on the adjacent footpath. Before the ticket system was introduced, conductors carried a little machine around their necks, and 'rang up' the fares 1d at a time. The machines went 'ping.'"

"Conductors had a saying when they pocketed some of the fares on a crowded tram instead of ringing them up - 'One ping for the department, and two pings for me.' Conductors were dubbed 'the troubadours' because of their brass buttons. Like all men n uniforms then, they were great hits with the girls. Plenty more could be spoken about the good old times on Sydney's disappearing trams," Mr Nyman concluded. "They were like the curate's eggs, good in parts...."



HERE AND THERE

AUSTRALIAN AND OVERSEAS NEWS

Melbourne – W8 program complete

On 20 August 2021 the twelfth and final W8 tram, No. 1000, was delivered from the Bendigo Tramways workshop to Melbourne, completing a program which began in 2011.

The upgrade of these trams was officially announced by the then Victorian Premier, Ted Baillieu, on a visit to Preston Workshops on 22 July 2012. He inspected car 946 on which work was well under way. Cars 957 and 959 had already been sent to Bendigo for body overhauls in 2011. Details of the upgrade work are given in Destination Waterfront City. Key aspects include rebuilding of the drivers' cabins with steel framing and the fitting of a chopper control system (previously applied to restaurant cars 935 and 964). Car 946 was ready for trials by the end of 2012, and entered service in March 2013. It was followed by the first Bendigo conversion, car 959 in August 2013. Ten further trams from Bendigo followed over the next eight years.

Advent of the W8s signalled a return to traditional MMTB green and cream for the City Circle fleet, which had used a predominantly burgundy colour scheme since the start of the service in 1994.

All but two of the W8s previously ran in the burgundy colour. The exceptions are 946, which was running a route 30 service in La Trobe Street when it suffered



Car 957 was the first to display a large City Circle emblem with route number on its aprons. All W8s now have this identification. Dale Budd

Car 856 entered service in June 1940 as an SW6 class tram; now the oldest member of Yarra Trams' operational fleet, it is seen near South Wharf in November 2019. Ian Green

an electrical fire in January 2009 (it did not run again until chosen to be the first W8), and 959 which was retrieved from storage at Newport Workshops. It is so far the only tram from Newport to have been returned to service.

Fleet numbers of the W8s are 856, 888, 925, 928, 946, 957, 959, 961, 981, 983, 1000 and 1010. Car 961 ran briefly on the City Circle in March 2019 but has since been stored; it is reportedly reserved to become a restaurant tram. Conversion of 1010 to a

Restaurant tram 935 and W8 946 on display for the centenary of Kew Depot on 3 May 2015. Unusually displaying route number 42, No. 946 ran shuttle trips to Victoria Gardens on this day.

Ian Green



W8 revealed some complications relating to the car's different structure from an SW6, and therefore no more W7s were selected for the upgrade. In 2018 it was anticipated that cars 954 and 977 would be the last two W8s, but 925 and 1000 were substituted.

On these pages we present pictures of W8s in operation, including examples of appearances away from their normal City Circle route. Thanks are extended to Ian Green for provision of all but two of the photographs.



On transfer from Preston Workshops to Southbank Depot, brand new W8 1010 turns into Gisborne Street at St. Vincent's Plaza on 18 March 2016.

Ian Green

Well away from the City Circle, 961 nears Bundoora on 11 February 2019 during its commissioning runs. It would soon enter service briefly before being stored for possible conversion to a restaurant tram.

Ian Green



In the heart of the city: due to track renewal works in La Trobe and Spencer Streets, W8 957 returns to Southbank Depot via Bourke Street on 7 April 2021.
Ian Green



Newly arrived from Bendigo, W8 1000 is towed from the Preston unloading ramp by a tractor before being propelled into the workshops on 20 August 2021.
Brenden Schonfelder

It should not now be too long when Adinga Street is not the final terminus for Canberra.
Hugh Ballment



BALLARAT

BALLARAT TRAMWAY MUSEUM

PO Box 632, Ballarat, Victoria 3353

www.btm.org.au

Dave Macartney and Warren Doubleday

50th celebrations

One event that was planned, but delayed due to another COVID outbreak, was the celebration of the establishment of the Museum organisation, the Ballarat Tramway Preservation Society on 29 May 1971.

Originally planned as a luncheon at the Royal Mail Hotel Sebastopol for the same day 50 years later, it had to be postponed to Saturday 31 July. A very successful event was held with our first Secretary, Clyde Croft speaking. Clyde related stories from setting up the organisation, getting Council approval, convincing an insurance company to insure us and setting up the driver training programme through the MMTB.

The celebration of the 50th anniversary of the closure of the SEC system was due to be staged with a spectacular extravaganza on 19 September. Then came the lockdown in Melbourne. A smaller event was being considered, then Ballarat also went into lockdown. So nothing physically happened on the day, but the Museum produced photographic and video items for our website, Facebook and other social media. The Ballarat Courier published stories and WIN News in Ballarat produced a video from its film holdings. The Museum did a Zoom event for its members and friends, attended by over 60 people. All those around at the time well remembered the day and reminisced. A ghostly tramcar gong was heard outside the Royal Mail Hotel Sebastopol at about 7.30pm but only the gong ringer and one other person saw it.

Operations

Though Ballarat COVID restrictions (at mid-October 2021) are not as severe as those in Melbourne, tram operations are not possible given the allowable passenger numbers in each tram and the possibility that Ballarat could be locked down again at any time. Our crews are eager to return.

Discussion is taking place as to what form the service will take with the opening of the new building after COVID restrictions are relaxed. The days of only running in Wendouree Parade throughout the day, taking cash fares may be nearing an end.

The new building

The Museum's new exhibition building was officially handed over by the building contractor, MKM Constructions on 2 October. Now comes the fitting out of the exhibitions, the selection of trams to display, installing furnishings and moving the collection into the new storeroom. Work and planning is well under way to enable this.

Trackwork

The City of Ballarat has commenced the documentation for the further reconstruction of Wendouree Parade funded by grant from the Victorian Government, as reported in the August issue of Trolley Wire. As well, the design of the trackwork for the new building access tracks is well advanced.



The new building looking north-west on 26 September 2021.
Paul Mong

View from the board room on 16 September showing the well lit building. Paul Mong



Below:
One of the folding doors being opened on 2 August. The trolley wire will be terminated on the outside of the building. Paul Mong

Below right:
Painting car 14's number on 20 September 2021. Alastair Reither



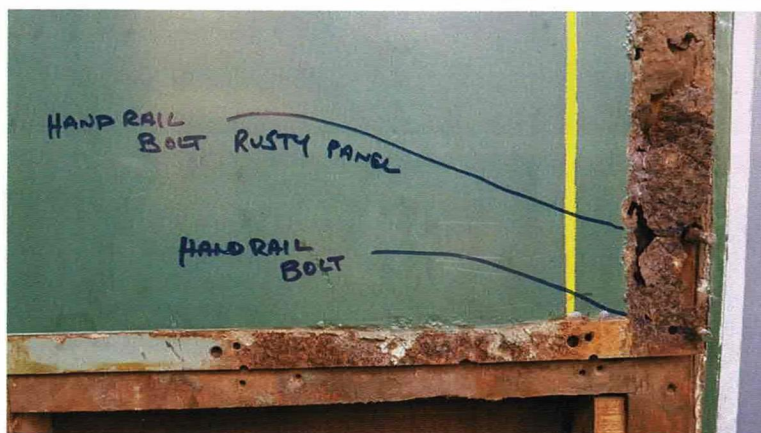
Workshop projects

The workshops staff have been able to catch up on a few tasks. Ballarat No. 14 has had a replacement metal panel installed. This was due to rust that had been concealed by a cover strip. Repainting of the tram has been undertaken too. This work was carried out when the tram was on jacks whilst a motor was receiving attention. The ever-reliable No. 27 is also out of action with a gear problem.

ESCo No. 12 is slowly coming together. The roof has been covered with Durascrim material and painted with Azcoflex. The saloon windows have been installed, and the aprons have been completed and fitted to the ends of the car. Research work has been carried out on the bulkhead panels to determine the wording for the signs. The timber work for the trolley deck has been built but has not yet been installed.

Off-site at Bungaree, W7 1029 is nearing completion. The seats are being recovered with the original style of material, the same as being installed in the W8s. This

Work on ESCo 12 continues with windows and protection bars fitted. Alastair Reither



Tram 14's rusted panel with the bolts marked. Alastair Reither

The new giant shed being assembled on the ground on 9 October 2021. When the roof is sheeted it will be lifted and the columns placed in position.

Paul Mong



has been obtained from a supplier in Fawkner by one of our drivers. New trolley decks have been built to replace the deteriorated ones.

The framework for a further shed at Bungaree, a 'giant' compared to our other sheds, is being assembled. This is a project funded largely

by VicTrack with BTM financial and physical input. It will provide undercover accommodation for some of the remaining stored W series cars at Newport Workshops. The methodology is that the roof is built on the ground with all the roof sheeting and lights in position. It is then lifted by cranes and the columns positioned. Wall sheeting then follows.

The new (second-hand) platform truck at work in Wendouree Parade on 26 September 2021. Paul Mong



A recent acquisition is an overhead scissor platform truck which is no longer required by Yarra Trams. The truck was received through a VicTrack program that finds good homes at tourist railways and tramways for equipment that is no longer needed. Following a roadworthy inspection, the truck has already seen service in the course of repairing some bracket arms, overhead supporting wires and other fittings.

Other news

The illuminated night tram, No. 18, was also curtailed

after a promising start. While the service was running under onerous COVID restrictions between lockdowns, the patronage was surprisingly good, particularly for winter. Originally part of the Ballarat Heritage Festival and supported by Council, the last trips were done in conjunction with the Winter Festival. It was a free event with all bookings made through Trybooking. There were six trips each night and most were booked out.

BENDIGO

BENDIGO TRAMWAYS

1 Tramways Avenue, Bendigo, Victoria 3550

www.bendigotramways.com

Website

Bendigo Tramways are temporarily closed due to the Victorian Covid-19 pandemic lock-down.

The depot and workshop remain temporarily closed.



BYLANDS

TRAMWAY MUSEUM SOCIETY OF VICTORIA

38 Piccadilly Crescent, Keysborough, Victoria 3173

www.tramwaymuseum.org.au

Press release

On Saturday 4 September 2021 a neighbor noticed some suspicious activity at the Byland museum site. It was reported that several persons were in the process of removing some infrastructure items from the Society's tram line.

The Police were notified and duly attended in quick time but no persons or activity were found.

However, it was discovered that a length of over 500 metres of the museum's tramway overhead wire was missing and a number of bracket support arms had been removed from the poles.

To say we are devastated is an understatement, when you consider that the museum has been closed for most of the time since the beginning of the COVID pandemic back in March last year.

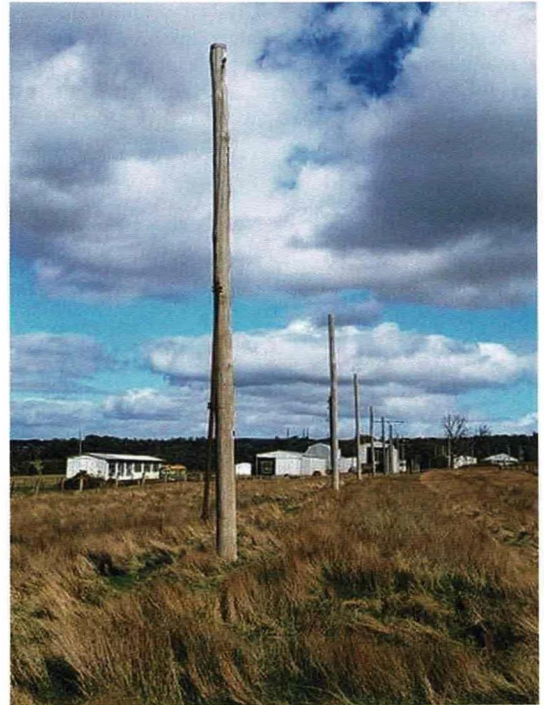
It is also distressing that as the Society is a voluntary, not-for-profit organisation, it relies on people's good nature and generosity to survive.

We are yet to calculate the value of the items stolen and the cost involved to replace and re-install, but it is suspected it will be in excess of \$100,000.

Kilmore and Wallan police must be congratulated for their rapid response and the on-going investigations.



A view looking towards the museum showing the trolley wire cut.



The overhead bracket arms were left dangling from the poles.

FERNY GROVE

BRISBANE TRAMWAY MUSEUM SOCIETY

PO Box 94, Ferny Hills, Queensland 4055

www.brisbanetramwaymuseum.org

Peter Hyde

Sunday 26th September saw 650 people attend a gala day/night at the Museum.

The occasion, originally scheduled for August but postponed because of COVID restrictions, was planned to commemorate the 70th anniversary of the commencement of trolley bus operation in Brisbane on 12 August, the commencement of horse tram operation on 10 August 1885 and the official opening of the museum on 10 August 1980. When eventually staged it ended up replacing the Museum's normal night operations to commemorate the fire that destroyed Paddington depot on 28 September 1962!

The theme of the day was electric transportation as in June this year the Brisbane City Council introduced the

first of a fleet of battery-operated buses operating on the free Spring Hill loop which, subject to alterations caused by present one-way streets, replicates the original trolley bus line from the Gardens to Gregory Terrace.

The first of these new electric buses was parked beside trolley bus No 1 to illustrate 70 years of development of electric buses. The Brisbane Airport Corporation supplied one of their battery-operated buses which provided short demonstration rides through the suburb of Ferny Grove. Additional displays were mounted by firms selling electric cars, scooters, bicycles, etc, and Australia Post provided one of their new electric parcel delivery vehicles.

The firms selling electric vehicles had displays in the depot yard.
Glen Dyer



Visitors gathering for the horse tram pulling competition.

Glen Dyer

The forecast showers fortunately held off until very late and enabled the large crowd to enjoy what was

largely an outdoor event with the usual sausage sizzle, coffee vans and donut outlets.

The first trolley bus and latest battery electric bus.

Graeme Prideoux



The horse tram pulling competition in progress.

Glen Dyer

Another view of the two electric buses. The E in front of the number on the new bus indicates it is allocated to Eagle Farm Depot. Peter Hyde



Another feature of the day was the now annual horse tram pulling competition, where teams from local gyms compete to see who can pull Horse Tram 41

most quickly along the (slightly uphill) 50m marked course.



FM tram 429 on one of the trips at night time. Glen Dyer

HADDON

MELBOURNE TRAMCAR PRESERVATION ASSOCIATION

324 Sago Hill Road, Haddon, Victoria 3351

www.mtpa.com.au

Anthony Smith

COVID-19 and the museum

Like so many other establishments, the museum has been closed for some time due to the ongoing COVID 19 pandemic restrictions. This has had a severe effect on our ability to generate income from visitors. It has also meant that a number of our regular volunteer workers have not been able to be on site. This has resulted in a number of planned projects being cancelled and others delayed.

Our resident workforce has been concentrating on the maintenance of the site and infrastructure as well as ongoing restoration of tram 792. Planning is now under way for the next few months when it is hoped the government will start to ease travel restrictions and density limits so we can once again open up and welcome visitors.

Restoration of 792

In the past few months, work has commenced on installing the new blackwood ceiling panels to the dropcentre and both saloon areas. These new ply panels were supplied cut to size by our contract joinery. They were then prepared, and received four coats of clear lacquer prior to installation.

We have also restored the top and bottom cover strip mouldings for these panels utilising the best of those removed from 792 and 826. New vertical brass cover straps have also been manufactured. Work has now commenced on fitting these panels into 792 with both saloons complete.

Work has also started on the new timber cable ducting required for the roof of this tram. To enable the ducting to be correctly positioned on the roof and the securing screws centred over the roof ribs, a grid pattern was marked out on the roof canvas from end to end. The ducting has now been temporarily installed pending the arrival of the traction cabling from the supplier. Once the roof wiring loom is made up, the ducting will be permanently secured and sealed. This will then allow the remaining roof fittings such as trolley base platforms, lightning arrestor box, pole hooks and route number boxes to be fitted.

Trackwork

In August, the track surface on both the southwest



View showing new roof panels and cover strips on 792.
Anthony Smith



Anthony Smith fitting the roof mounted cable duct on 792.
Jacqui Smith



Removing excess road fill from the edge of the outer rail on the northwest curve.
Anthony Smith

and northwest curves was lowered slightly in the vicinity of the outer rail. This will make it easier to manually grease the running edge of the rail. We are also trialling a new type of graphite grease, which will be

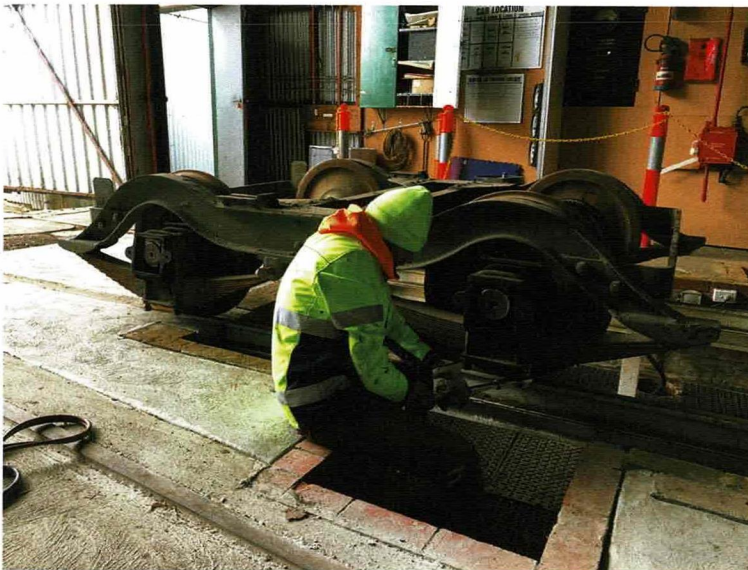
easier to apply and last longer. This project was undertaken by Daniel Edwards utilising his excavator.

Dismantling of spare parts trucks

Another long overdue project undertaken in the last two months has been the dismantling of our spare No. 9B truck. This truck was purchased from the Australian Electric Transport Museum some years ago primarily as a source of spare MV 101AZ motors for

our operable W3 and W4 cars. After the removal of the traction motors, all brake rigging and suspension components were also taken out and placed into store. The wheel and axle sets which are currently stored in the carbarn will eventually be moved into a shipping container for long term storage.

We have also dismantled the No. 15 truck that was given to us by the Ballarat Tramway Museum to provide a suitable diameter wheel and axle set for one of the No. 15 trucks set aside for use under 792. This is necessary because although three of the wheel sets have good tyre thickness and flange profile, one wheel set has been worn down to condemning level.



Daniel Edwards preparing a No. 15 truck for dismantling.
Anthony Smith



The dismantled No. 15 truck frame being moved into storage.
Anthony Smith

New forklift

The association now has the use of an additional forklift. This overhauled 2.5-ton unit was purchased by member Anthony Smith and has been made available for use, free of charge. This will be particularly handy as it will reduce the workload on our own unit, which is starting to show its age. It also helps defer the need to fund a replacement unit at this time.

Site works

Work has started on providing a skillion roof structure over 4 of our 40-foot former shipping containers that store the association's valuable collection of spare parts. Although the roof structure on these containers is still in sound condition, it was felt that due to their flat nature, it would only be a matter of time before they started leaking. Roof insulation will also be provided. In early September, steel uprights were welded into position for the roof beams. This work is being undertaken by our building contractor and will be completed shortly.



The new forklift on delivery at Haddon. Anthony Smith



Brackets for roof beams being welded into position on former shipping containers.

Anthony Smith

LOFTUS

SOUTH PACIFIC ELECTRIC RAILWAY CO-OP SOCIETY

PO Box 103, Sutherland, NSW 1499

www.sydneyframwaymuseum.com.au

Danny Adamopoulos and Michael Giddey

Although shut down since the COVID-19 lockdown came into effect in June, the museum has not been abandoned.

Local members David Critchley, Andy McDonald and Bruce Jackson have been checking the site almost daily, keeping the gardens in check, cutting the grass, attending to trees along the line, and checking all fences and doors.

Other members received travel approvals from the NSW government to attend the site on Saturdays. They have undertaken essential maintenance tasks such as topping up and charging tram batteries, starting motor vehicles and giving them a brief run. Further jobs have included alarm repairs and upgrades; works on the south shed to get security lighting and security cameras installed, and fire inspections and compliance requirements.

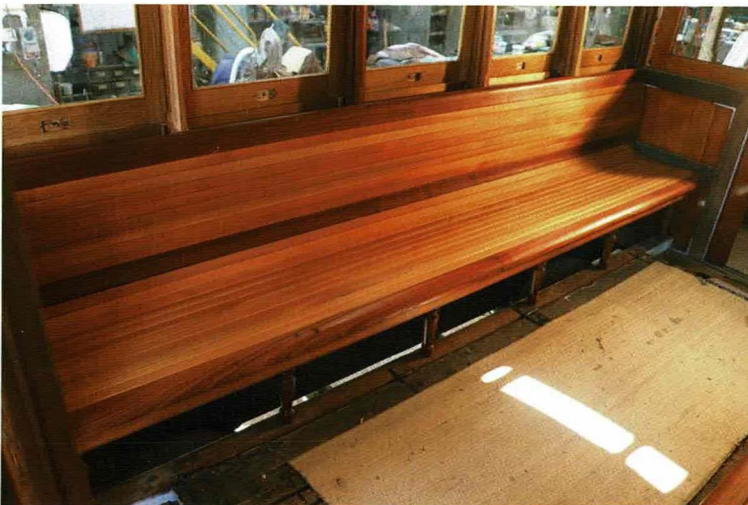
Some open trenches near the highway crossing have been backfilled. It is planned that steel sleepers will be installed between the highway crossing and the curve near the railway boundary due to the condition of timber sleepers in that section. The plan is to re-gauge the track and weld in steel sleepers that will be concreted in place. The remaining timber sleepers will then be removed and the four-foot concreted.

Now plans are turning to re-opening the museum to the public sometime in November. It will be all-hands-on-deck once we come out of lockdown.



Sydney P class 1497 on a test run at the northern terminus on 15 September 2021.

Danny Adamopoulos



One of the seats in Sydney D 117 has been lovingly restored and installed. Martin Pinches

The former Melbourne Essanee track grinder 3 in Cross Street during our Trams After dark even on 19 June 2021.

Martin Pinches



Melbourne W2 249 stands at the Railway Square waiting shed on 19 June 2021.

Martin Pinches

Melbourne Z2 111 waits for passengers in Tramway Avenue before heading to the northern terminus on 19 June 2021.

Martin Pinches



ST KILDA

AUSTRALIAN ELECTRIC TRANSPORT MUSEUM (SA) INC

PO Box 213, Salisbury, South Australia 5108

www.trammuseumadelaide.com.au

Colin Seymour

Public Operations

Since resuming tram operations on Sunday 2 May 2021 we are settling down to a routine now and have had some very good financial days. We have also gained some new members.

Cleaning Day for Ballarat 34

Following the decision to return car 34 to Ballarat it was retrieved from the Tram Storage Shed on 12 July

2021 and brought over the pit (Road 6) in the Tram Maintenance Building. Over the next 2 weeks it was carefully checked over and serviced.

After nearly a decade in storage it needed a good clean so a Cleaning Day was organised for Saturday 14 August 2021. The Cleaning Day was well attended by both older and newer members.



A hive of activity on the car 34 Cleaning Day on 14 August 2021.
Colin Seymour



Ballarat 34 near the Playground stop after its clean on 14 August 2021.
Nick Benn

Ballarat 34 approaching the main depot fan during its move from the Tram Storage Shed on 12 July 2021. Damian Hill



Ballarat 34 after it had been placed over the pit on 12 July 2021. Nic Benn

A good three hours was spent thoroughly dusting and washing the interior and exterior. Dennis Thorogood cooked an excellent barbeque lunch after which a number of test runs were made.

Ballarat 34 is not currently considered suitable for public running before it leaves for Ballarat. However, it was relocated to Road 10 in the Northern Depot after Operations on 22 August 2021 enabling the public to take a last look at it.

Track and Overhead

The proposed movement of car 34 to Victoria and the delivery of H cars 351 and 352 to the Museum has been deferred until later in the year due to unsuitable

weather conditions causing soft ground at the loading area. Another reason is the Covid virus presenting problems to the transport contractors.

Film Location

A strange building was recently erected in the Museum grounds to the east of the car park area. It is not another Museum building, but a film set. The Museum location is proving a popular place for film crews given the ample production vehicle space and nearness to the CBD. The building was erected for a Stan mini series titled *The Tourist*.

Yet another smaller film production have arranged to use the film set already built, in addition to building a

small set of their own nearby. These film projects are turning into a good money earner for the AETM.

Vale - Charlie Rodgers

Maintenance team member Charlie Rodgers passed away in June 2021 after a period of deteriorating health. Charlie has been one of the stalwarts over the past decade, participating in work on the Christopher Steele Shed, Bib and Bub 14 & 15, 118, 381 and many more activities. He has been an integral participant in many of the Museum's projects. Charlie's humorous wit in particular with quick one-liners kept us entertained.



Charlie Rodgers with car 186 at the Playground stop in September 2011.

John Radcliffe

Vale - Max Fenner

Former long term member Max Fenner passed away suddenly on 21 August 2021. Max joined the AETM during the 1960s prior to the Museum opening to the public and prior to tram operations commencing.

He was an active member for over thirty years, participating in all areas of Museum activity, until ceasing involvement during the late 1990s.

The graphical skills that Max had are seen in the restorations of Adelaide trams 1 and 42 with their detailed gold leaf lined liveries. Max is also remembered and recognised for funding the AETM's solid-state rectifier in the early 1970s, initially through loaning the Museum the funds for its purchase and then donating back the repayments, with this rectifier still in use today.

When trams started operating at St Kilda, Max took on the role of Operations Manager and oversaw the rostering and running of the Museum services.

Max retired early from high school teaching in the mid-1980s. At that time the Museum was hosting multiple group charters each week, and Max crewed most of these in conjunction with a number of other members who assisted.



Max being introduced to HRH, The Duke of Edinburgh by President, Paul Shillabeer on 11 March 1986.

John Radcliffe

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



Fines will apply



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 40th Annual General Meeting was held in the members' room at the Car barn on Sunday, 12 September. The following office bearers were elected: President, Allan Kelly; Vice-President, Michael Stukely; Secretary, Robert Pearce; Treasurer, Tony Kelly; Councillors, David Brown, Ray Blackmore, Gordon Blackmore, Shane Parsons and John Bain.

In the 12 months to 31 March 2021 our three available trams ran a total of only 3,024 km (the 2019-20 total was 9,531.8 km). The mainstays of the tram fleet were Melbourne W7 1017 (1,536km) and SW6 891 (1,377.6km), while WAGT (Perth) E 66 ran 110.4km.

Operations were severely curtailed with almost seven months of passenger services lost in this period due to the COVID-19 pandemic. All PETS public passenger services were suspended from 18 March to 11 October 2020. This also had a major effect on our finances, with a gradual recovery then taking place.

New arrival

The body of Fremantle Municipal Tramways No. 30 arrived at Whiteman Park on 29 August after its acquisition from the owners of a farm at Kronkup, west of Albany on WA's south coast. It was unloaded onto dollies and moved to the rear of Road 4 in the Oketon Geddes Car barn.

This tram is significant as it is the only known surviving tram body built by the Perth firm, Bolton and Sons. It was the first of three cars, Nos. 30-32, built for the FMT by Bolton and Sons in 1925.

After the closure of the Fremantle tramways in 1952, the body of No. 30 was sold (with several others including our restored WAGR-built FMT tram 29) to the operators of the Rose Park caravan park at Emu Point, Albany, for use as holiday accommodation. When the tram bodies were placed out of use there in the 1970s, No. 30 went to a property inland at Rocky Gully; then in the late 1990s it was moved to the front of the store at Elleker, near the south coast. In 2006 it was sold and moved to nearby Kronkup.

Traffic operations and service cars

Passenger services have continued in compliance with the current official COVID-19 guidelines for Western Australia. In recent months, to October, restrictions in WA have been minimal. Passengers must register when boarding the tram, either by using the SafeWA phone app to scan the Society's QR code displayed at the entrances of each tram, or on paper. Cash fares are collected as usual. Sanitising of designated surfaces in the tram is carried out at prescribed intervals.

The body of Fremantle 30 en route to Whiteman Park from Kronkup, on the WA south coast, on the semi-trailer heading north on Tonkin Highway near Maddington on 29 August.

Robert Pearce



The body of Fremantle No. 30 arrives at the PETS carbarn fan on 29 August. Robert Pearce

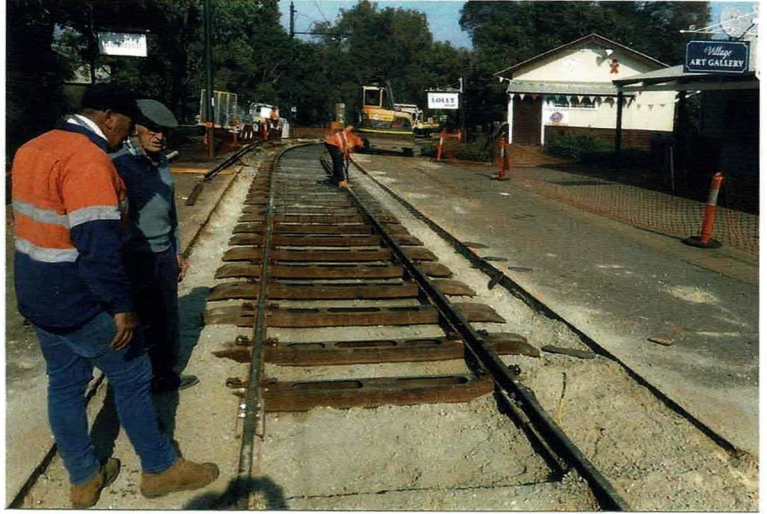
Concrete being delivered and spread on the new track in the Village Mall on 29 April.

Lindsay Richardson



Stage 2 of the Village Mall track upgrade (see Trolley Wire August 2021): Noel Blackmore viewing the newly-laid track in the Village Mall on 28 April with our contractors, Allworks, before concreting. Openings have been cut in the surfaces of the steel sleepers to allow the concrete to fill the voids below as it is poured.

Lindsay Richardson



The new track on Camel Curve being prepared for concreting on 28 April.

Lindsay Richardson

The completed Stage Two of the Village Mall track upgrade, from the western end, on 5 May.

Lindsay Richardson





Only at Whiteman Park: Perth Electric Tramway Society's Melbourne W7 1017 pauses at Stockmans Triangle North points at the conclusion of the service on 19 July. Western Grey kangaroos enjoy the hay placed there for the resident cattle. Michael Stukely



WAGT (Perth) E class 66 departs the Village for Mussel Pool on a wet school holiday Monday, 12 July. Michael Stukely

Ian Kelly viewing his handiwork of refitted mountings on the Lincoln welder, organised by Graeme Churcher of Cockburn Cement. 29 April. Lindsay Richardson





WAGT (Perth) E class 66 stands outside the Visitor Information Centre at the Whiteman Park Village tram stop on 15 June.

Michael Stukely

A lockdown imposed in the Perth and Peel regions from 29 June to 2 July resulted in the loss of one day's services.

Patronage was steady through June, and the school holidays in July brought very good numbers of passengers with the usual seven days per week operation. August patronage was again steady.

Service cars in June-August were Melbourne SW6 891 and W7 1017, and WAGT (Perth) E class 66. No. 66 ran more frequently than usual in both June and July.

Maintenance of trams and infrastructure

Work has continued refurbishing trucks to enable the return to service of Melbourne W2 class 393

which has been out of use for several years due to the unavailability of serviceable wheels. Our thanks go again to our midweek teams for this work as well as for the ongoing maintenance of the regular service trams.

Special steel sleepers of extra length have been received from the manufacturer for use on the points on the main line, for the replacement of life-expired timber sleepers. Len Pearce is making templates for the drilling of these sleepers as required for their installation on the points. Brian Rourke has continued laying out the tramway points to be installed in the main line for access to the new Don and Laurie Tyler Car barn fan.

On the track workday on 17 July, two steel and two



Brian Rourke viewing his preparatory work for turnouts to be installed in the main line approach to the three roads leading to the Tyler Car barn. 7 July.

Lindsay Richardson

Terry Young (left) and Lindsay Richardson digging out roadbase on Road 3 inside the Oketon Geddes Car barn due to spreading of the gauge caused by three failed timber sleepers, since replaced by steel sleepers. 23 June.

Supplied by Lindsay Richardson



Setting rails to gauge and welding the holding straps and rail joints on the concrete base of the South Road in the Don and Laurie Tyler Car barn on 21 July. Lindsay Richardson



the Oketon Geddes Car barn doors on Road 3, where pooling of rainwater over the years had caused severe deterioration of the original timber sleepers. This was heavy work due to the confined space and the hard-set roadbase. General maintenance has continued at other locations.

Tram restoration

Work on the body restoration of WAGT (Perth) A Class 130 continues. John Davies has completed revarnishing the internal timber ceiling boards. Gavin Casey has continued the sanding and repairs to the saloon window frames. Members have agreed that the livery period for 130 will be changed from 1938 to 1946. This enables several later features, some safety-related, to be included on the body as well.

A priority for the restoration team in recent months has been the refurbishment of Fremantle 29 which has been out of service with controller issues. The saloon side panels are being removed, the structure inspected and the panels re-attached more securely. The body tension will be adjusted for straightness. FMT 29 has been operating at Whiteman Park since 1992 following its original restoration by PETS. It is interesting to note that it ran in Fremantle from late 1921 to 1952, a similar period of operation.

General

The annual exhibition of the Australian Model Railway Association (AMRA), normally held over the June long weekend, was again cancelled due to the uncertainty around possible lockdowns resulting from COVID-19 precautions. This is normally one of our best external display events.

timber sleepers were installed at the Stockmans Triangle East points to replace deteriorating timbers. These points are used only for turning trams on the Triangle. On 7 August, seven steels were installed on the main line west of Stockmans Triangle. On 18 September, three steel sleepers were installed inside



The Australian Electric Transport Museum's Ballarat bogie car 34 is near the Playground stop after its good clean on 14 August 2021.

Nic Benn



Brisbane Phoenix car 548 stands in the Sydney Tramway Museum's depot yard during the museum's Trams After Dark event on 19 June 2021.

Michael Hatton