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# TROLLEY WIRE

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FRONT COVER: *Circular Quay in the mid 1920s, in the golden era of the Sydney electric tramway system. This photo is one of a series taken before work commenced on extending the shoreline and moving the tramlines in expectation of the imminent construction of the overhead railway, which ultimately proved to be 30 years in the future. The eastern tunnel mouth can be seen in the left background. Twenty trams, of seven different classes can be seen on the three groups of lines which served the Quay. On the George Street lines, on the left, are 2 St. Louis G, 4 L, 1 N and 1 O class; on the Elizabeth Street lines, in the centre and right background, are 2 K, 3 O and 1 P class, and on the Pitt Street lines, in the right foreground, are 4 E, 1 P and 1 P class. All 16 Gs were withdrawn in May 1927; P 1517, in the foreground bound for Crown Street, was built at Randwick in 1924. It was rebuilt to a PR1 in 1949 and written off in 1958. - N.S.W. State Archives*

BACK COVER TOP: *O 1111 stands on once familiar rails on the remanent of the outer track of the balloon loop at Manly Wharf as half cab single and double deck buses load passengers for a trip to Brookvale Bus Depot. Saturday 17 January 1981.*

BACK COVER BOTTOM: *A three car silver train loads passengers for Dandenong at platform 2 on the upper level of Melbourne's new Museum underground station, late in the evening of Monday 26 January 1981. The rear motor car (nearest camera) has the pantograph at the non driving end.*

- Peter Hallen



## TWENTY YEARS ONWARDS

by K. McCarthy

At 4.26 pm on Saturday 25 February 1961, Randwick Workshop gates closed behind R1 tramcar 1995, the last tram to leave Sydney streets. This closed an era in Sydney street transport which had witnessed the abortive horse tramway along Pitt Street from 1861 to 1866 followed by the successful tramway period between 1879 and 1961 employing steam, horse, cable and electric traction.

The sad decline and destruction of Sydney's valuable tramway assets at the hands of the politicians has been briefly outlined in the August and October 1977, as well as the February 1978 editions of this magazine so this area of recent history need not be traversed again so soon.

During the 1940's and 1950's the politicians and the contemporary press dished out a new diet of what U.S.A. cities in particular were doing in ridding their cities of tramways. But what of the light railway and tramway renaissance now being experienced in U.S.A. and Canadian cities? This movement has resulted in new tramways and light railways being reintroduced in locations which scrapped their tramways in the 1940's and 1950's

while those cities which retained tramway networks are now receiving new rollingstock and, in some instances, are carrying out route extensions. Local politicians and the press have displayed a remarkable silence on these trends.

"The Sydney Morning Herald" on 1 November 1980 did embark on a treatment of the San Francisco BART system in its pages, but it contained the same old cliches and catechism like phrases which the press developed on transportation topics in the 1940's. The main point avoided was the fact that only now are the surface electric tramways in San Francisco being diverted into tunnels under Market Street, and only when this transfer is completed can the high BART construction costs be judged as a failure or an excellent regional initiative.

The latest report which gives cause for concern is the Lonie investigation on Melbourne's transport. This is the fruits of the labour of that former B.H.P. executive chairing the Victorian Transport Study Group. One would imagine that the well maintained tramway and electric railway systems in Melbourne,

*R1 cars 2035 and 1995 on the up track at Maroubra Junction heading for Randwick Workshops on the last trip from La Perouse, 4pm Saturday 25 February 1961.*

- K. McCarthy



*The right of way remains intact along most of the length of Anzac Avenue and that which has been alienated could be easily reclaimed for use by a light rail system. In early 1961 a Railway bound R1 car slows to a stop at Burke Street Malabar. South of this point the tramway ran alongside Long Bay Gaol and Anzac Parade became a two lane road on the western side only.*



*Burning day at Randwick! O 1370 of 1913 and R1 1977 of 1935 came to the end of the line on Tuesday 19 March 1957. Near new, by Sydney standards, 1977 was burnt out at Double Bay on 2.12.56 when the overhead fell on to it. Towed back to Ruscutters Bay Depot, it was taken to Randwick Workshops on 17.12.56 and was the first prewar R1 to be scrapped. Post war R1 2018 was scrapped on 26.3.54 after being burnt out on its first day in traffic, 9.5.52. - B.Tooker*



*R1 cars 1961, 2035 and 1995 at the truncated city terminus at the corner of Elizabeth and Hunter Streets Sydney. The time is 2.45 pm on Saturday 25 February 1961 and these three trams are about to depart on the last trip to La Perouse. - K.McCarthy*

which have been continually improved and modernised, would not be candidates for truncation and bus replacement. This is especially so when it is obvious what chaotic problems can be expected in the future when a country places greater dependence on partially imported fuels, instead of striving for transport modes which use only locally produced fuels.

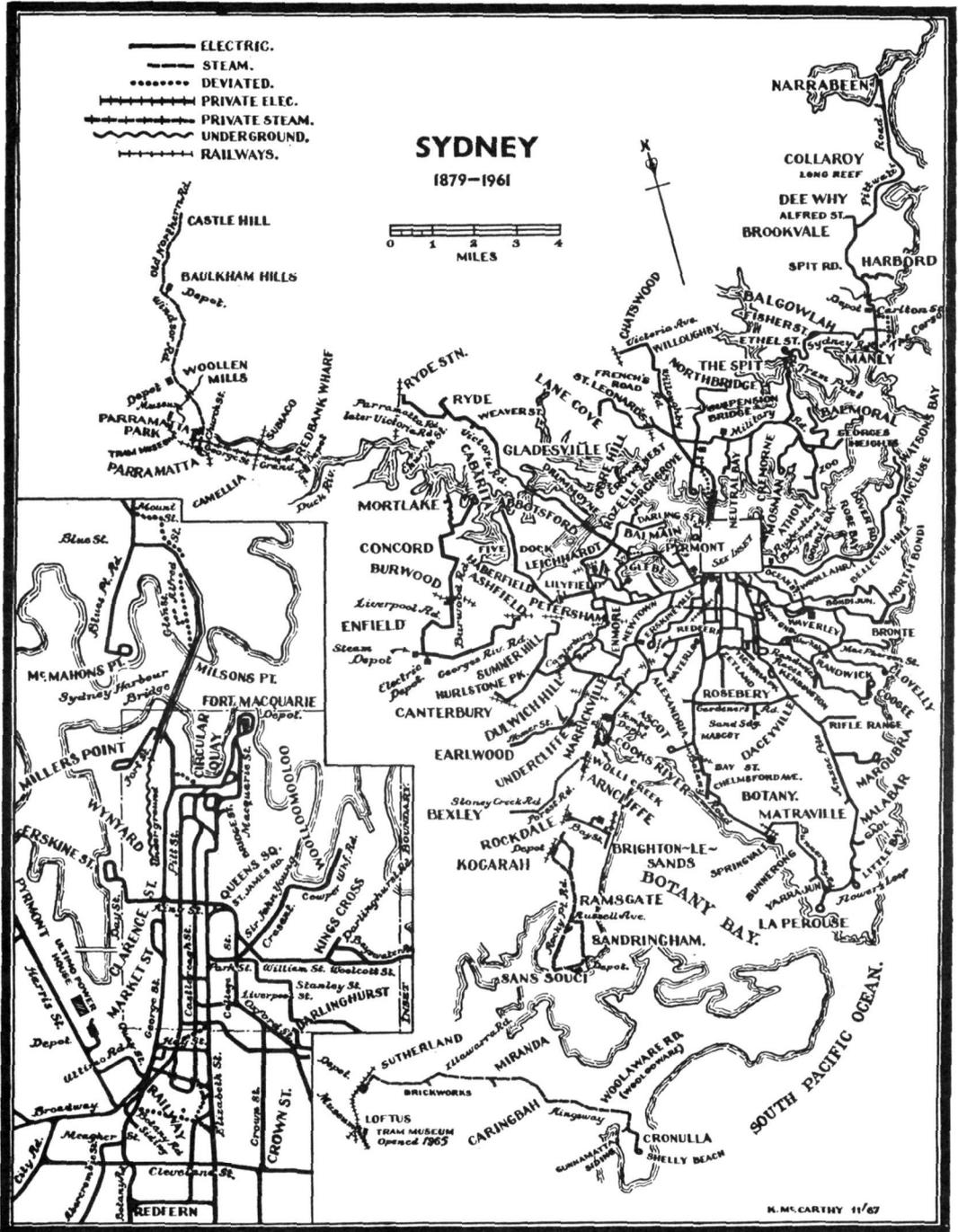
It is the same old story as experienced in Sydney in the 1940's and 1950's in such documents as the "Experts Report" of May 1949 and the "Ebasco" report of November 1957 (see TW pp6 Feb. 1971). It is the old "just do as the experts recommend and a new golden era will dawn" syndrome.

What the politicians and senior public servants must realise is that they are the custodians of valuable assets provided by the foresight, wealth and efforts of past generations. It is the responsibility of the present generation to make good use of these generous assets, to improve or modernise them, and so hand on something better to future generations. Our present track record in these areas is something about which we can not be particularly proud.

Since the closure of Sydney tramways there have been several attempts to have portions of the network reopened, particularly along the reserved

track (off the streets) sections in the eastern suburbs. The latest scheme proposed by Sydney engineer Dr. John Gerofi, envisages modern tramcars operating from unused city railway tunnels at St. James, radiating to the eastern suburbs along the old La Perouse tramway reservations and to the inner western suburbs of Balmain, Abbotsford and Leichhardt using part of the Glebe to Leichhardt freight railway. This deserves serious consideration, especially in the light of the success of recent similar undertakings in Canada, U.S.A., Europe and South America.

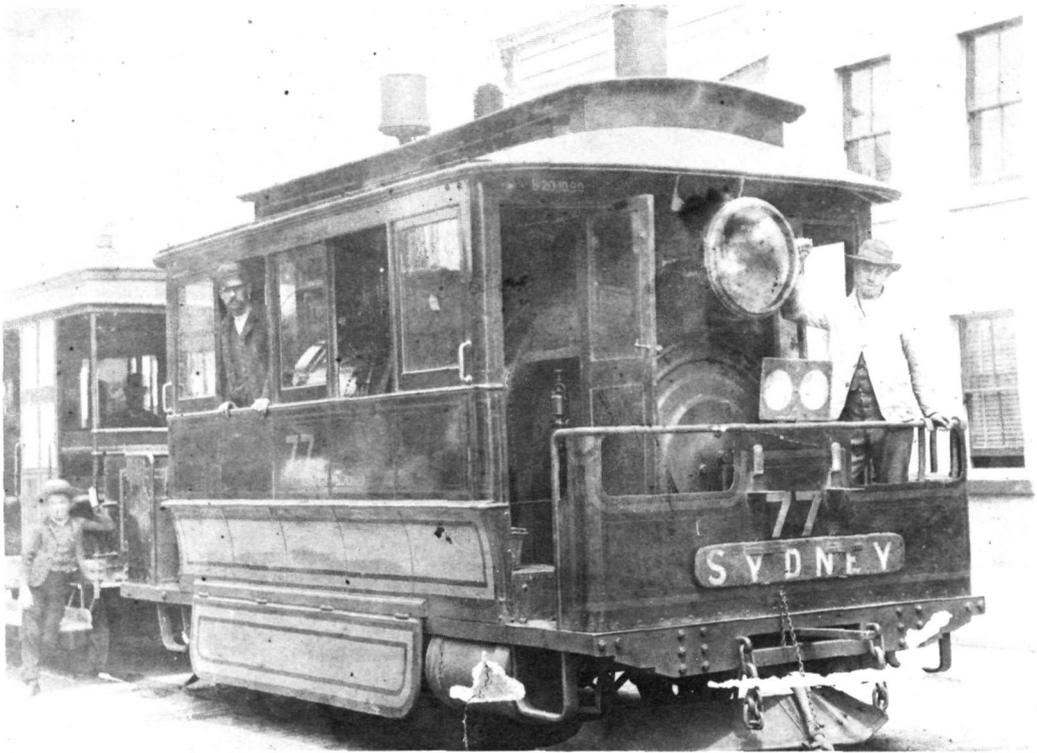
The Gerofi scheme could be launched with a budget no greater than that proposed for the "Expo 1988" display planned for Sydney. The politicians, no doubt, will nominate the "tinsel town" attraction of limited duration and worth to mark the bicentenary of European settlement in Australia. What a wonderful gift Sydney people would receive if this expenditure was used to introduce Dr. Gerofi's network to mark the bi-centenary. It would certainly match the excellent gift awarded to the people of Sydney in 1888 when Centennial Park was established for the perpetual use of the people.



To mark the 20th anniversary of the closure of Sydney tramways this magazine presents a brief account of the halcyon days of the Sydney steam tramways during the 1887-8 period. This treatment was prompted by the recent discovery of a detailed diary of steam tram driver Mr. Richard Walker who died in 1941. At this stage space does not permit the

publication of this diary in full, but excerpts are presented here which illustrate the conditions under which employees of that period laboured.

It is certainly a sorry state of affairs when one has to review periods now a long way in our past, when one wishes to recall optimistic periods in the development of Sydney's street transport system!



## WORKING ON THE TRAMS IN THE 1880's

by K. McCarthy

Recently Vic Solomons, the SPER Archivist, made the acquaintance of the grand daughter of a tramway employee who worked on the Sydney steam trams during the late 1880's. Amongst the family papers was an old exercise book of some 112 pages which contained detailed accounts of the day to day activities of his work as a steam tram driver for the periods August to November 1887 and from March to December 1888.

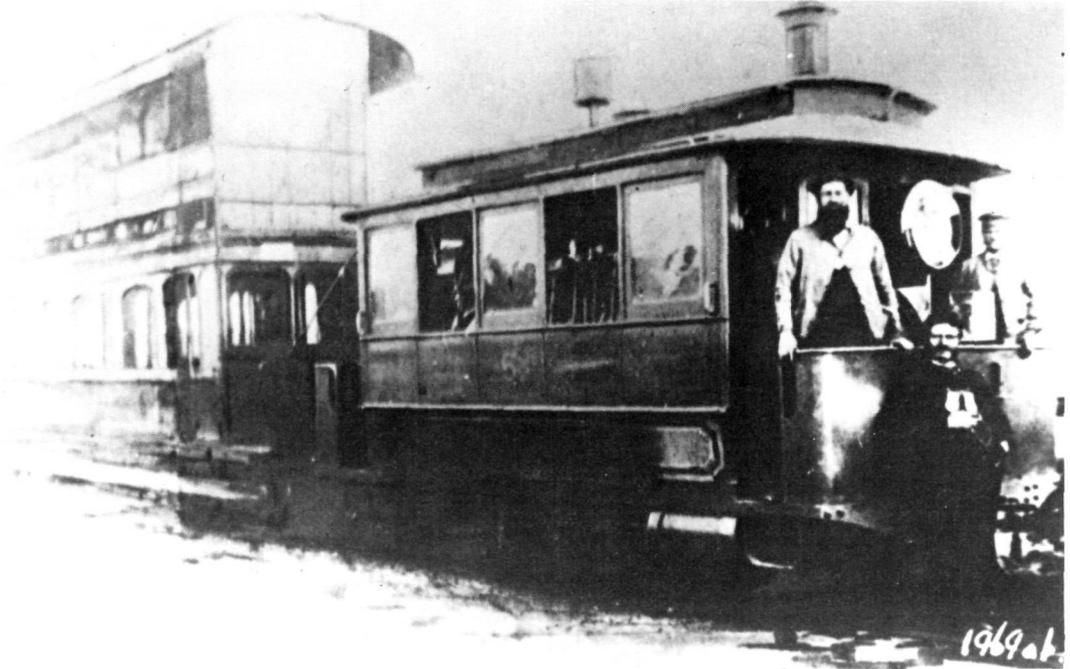
This very interesting document was compiled by Tramway Locomotive Driver Richard Walker. Mr. Walker entered government service in the Railway Locomotive Branch in 1880 where he was employed as a labourer from 8 March 1880 until 14 August 1882 when he received promotion to the position of locomotive cleaner, a job held until 1 October 1882. Mr. Walker then transferred to the rapidly expanding Tramway Locomotive Branch in which he occupied the position of fireman and acting driver between 2 October 1882 until 21 June 1888.

From 22 June 1888 until 28 September 1893 Mr. Walker worked as a steam tram driver.

On investigating the hours listed for each shift in Richard Walker's diary it is revealed that he often worked 80 hours in a week. He must have been an energetic person for during this period he found time and energy to participate in land speculation. This was a period of extreme economic "boom" conditions in Victoria, and although the economy in New South Wales did not reach the same buoyant condition as experienced in Melbourne, there were still small fortunes to be made in land deals in Sydney. New South Wales experienced an economic depression during the early 1890's but it was not of the same devastating magnitude as the "bust" which occurred at that time in Victoria.

In 1893 Mr. Walker was informed by his superiors that, being a Public Servant, he would have to make the decision of either abandoning his land speculating activities or vacating his occupation

*Richard Walker, driver, in the window of Steam tram motor 77 in late 1890.*  
- Photo courtesy Miss A.Walker



*Baldwin steam tram motor (1st) 5, circa 1885. This motor later became 23N on the separate Newcastle roster and was renumbered 120A on the uniform list after 1905. Mr. Walker was the driver on the motor on 27 May 1888 and again on 14 June and during August and September 1888. - Late R. Field collection*

in the Tramway Department. He resigned from the N.S.W. Government Tramways on 28 September 1893, giving up a job which paid 13/- (\$1.30) per day. This was at a period when labourers in the service received 6/6d (65c) per day and shop boys 2/3d (22c) per day.

The diary also reveals that Mr. Richard Walker, the son of James Walker, a former employee of the N.S.W. Government Railways, married Miss Emily Burns at the Bride's Redfern residence on 16 March 1887 with Rev. G. Adams as the officiating clergy.

A further entry discloses that on 24 April 1886 Lot 137 in Hanover Street Waterloo was purchased by Mr. Walker "with £70 for house" . . . "also 3 pounds 3 shillings for (duty) stamps" . . . Unfortunately Hanover Street no longer appears in the street directory, possibly being the victim of anti-German renaming during World War I.

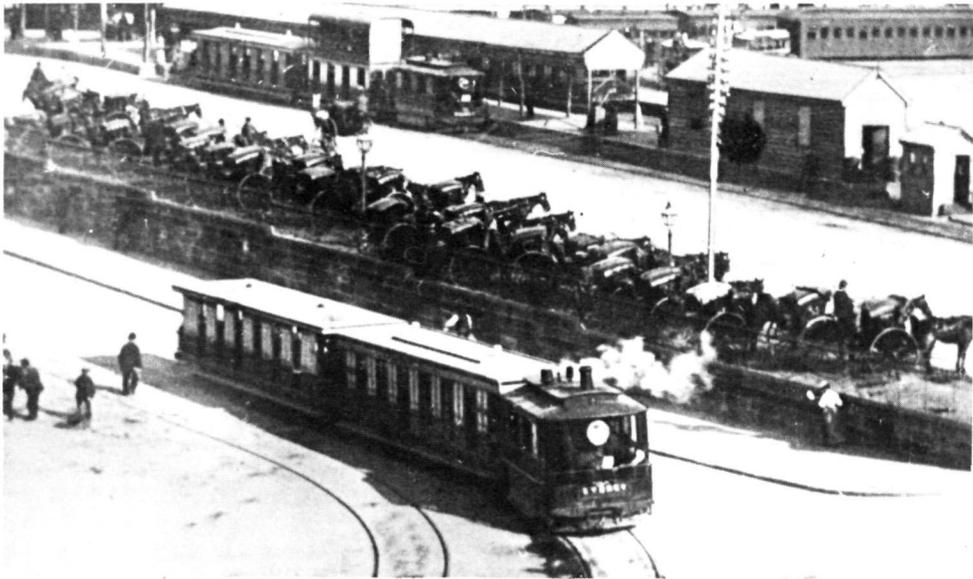
The 1887-8 period was a turbulent time in the upper levels of the Railway and Tramway administration in N.S.W. On 22 October 1888 the Parkes' Ministry replaced the politically controlled position of a single Railway Commissioner occupied by Mr. Charles Goodchap, with the independent triumvirate of Chief Commissioner Eddy assisted by Commissioners W. Fehon and C. Oliver. Mr. W.

Midleton has been appointed Head Locomotive Draughtsman in the N.S.W.G.R. during 1880 and while being groomed for the eventual position of Locomotive Engineer his headstrong personality emerged and this prevented him from receiving this important position when it became available in 1881. Midleton was dismissed by Commissioner Goodchap from the service in 1885 but was reappointed as Superintendent of Tramway Rolling Stock on 15 October 1886. He finally received the position of Railway Locomotive Engineer on 22 May 1888 only to be dismissed during the administration reorganisation in April 1889.

A more detailed account of these alterations appeared in the August and October editions of this magazine during 1970 when the biography of Thomas Wearne was published. Midleton's nature is perhaps best illustrated in the 1887 Annual Report when Commissioner Goodchap was forced to replace portion of Midleton's tramway report with asterisks as he felt that the report was "an acrimonious and hostile criticism of George Downe" the then Tramway Locomotive Superintendent.

By December 1887 the following sections of government tramways were in operation in N.S.W.:

Main Sydney steam system      29½ route miles



*The main Sydney railway terminal at Devonshire Street Redfern circa 1890. Motor 93 is hauling a two car tram in Devonshire Street bound for Sydney ex Botany; these cars are a new C2 type with a cut down former double deck. A car behind. Motor 90 can be seen at the railway station with a double deck A3 to A6 type car and a new C2 vehicle. - K.McCarthy collection*

North Sydney cable tramway 1½ route miles

Kogarah-Sans Souci steam tramway 5 route miles

Newcastle-Plattsburg steam tramway 7½ route miles

Campbelltown-Camden steam tramway 7½ route miles

In addition there were two privately owned street tramways at this time:-

Redbank Wharf to Parramatta Park Gates 2¾ route miles

Rockdale Station to Lady Robinson's Beach 1½ route miles

Although not directly relevant to this story, the following brief notes concern the government worked tramways of 1887 isolated from the main Sydney steam system:-

**North Sydney Cable Tramway.** Opened on 22 May 1886. By the close of 1887 a total of 8 grip cars and 8 saloon trailers served this tramway with one service truck on hand for removing cables.

**Kogarah-Sans Souci Steam Tramway.** Opened on 10 September 1887. The tramway opened with small 0-6-0 railway tank locos hauling end loading saloon railway carriages. The firm of B. Carne was awarded the contract to construct six tramcars of the C1 design for this tramway in September 1887. Three were completed on 26 October 1887 and the remainder on 23 December 1887. Standard steam motors were not used at Kogarah until 1891. The

Annual Report for December 1887 shows two locos and four cars working on this tramway.

**Newcastle-Plattsburg Steam Tramway.** Opened on 19 July 1887. By the close of 1887 six self contained steam cars (Nos. 70 to 75), two steam motors (Nos. 76 and 97) together with six C1 type trailers (Nos. 108 to 113) with open goods/ballast waggons (Nos. 5 and 6) had been transferred from the main Sydney tramway to Newcastle. Although the six self contained steam power units for the steam cars were numbered in the motor roster a total of seven car portions were available bearing the numbers 100 to 106 in the trailer roster. This gave a total rolling stock strength of 8 power units and 15 cars at Newcastle.

**Campbelltown-Camden Steam Light Railway.** This rural line opened on 10 March 1882 with tramway rolling stock. Standard steam motors 6 and 8 with B1 type end loading saloon trailers 13, 14 and 15 were transferred from Sydney to launch the service. During July 1884 the tramway rolling stock returned to the main Sydney system and railway locos 292 and 293 were substituted hauling standard railway coaches. In May and September 1885 two specially constructed end and side loading saloon cars built to railway designs were introduced on this railway. These carried numbers 84 and 85 and were later classified as KA in the railway rollingstock code system. The financial statement of this line was still included in the

tramway section of the 1887 Annual Report.

By the end of 1887 the main Sydney tramway steam system extended to Glebe, Coogee, Waverley, Woollahra, Bondi Aquarium, Crown Street, Botany, Forest Lodge, Marrickville and Leichhardt. In addition a connecting tramway between Waverley and Randwick had recently been completed.

The next extension to the Sydney tramway was that from Marrickville to Dulwich Hill, but this was not opened until 14 August 1889. By 1890 the population of N.S.W. had reached 1,120,000 and that of the Sydney suburban region 380,000.

**Sheds.** The Sydney tramway rolling stock was stabled in six sheds or yards. Motor sheds were located in Pitt St. near the main Redfern railway terminal and at Randwick Workshops while trailers were housed at Bridge Street Yard at the main Sydney terminus, in Waverley Tanks shed adjacent to Oxford Street near Moncur Street and at Randwick Workshops. A small shed and siding was situated at Newtown Bridge; this was erected to house the motors and cars used on the Marrickville to Newtown tramway between 26 December 1881 and 2 October 1882 when this route was isolated from the Sydney system. This small shed stood on the site later occupied by the large Newtown electric tramway depot. A small shed was also located at the end of the long Botany line and this was used to house motors and trailers overnight.

**Rolling stock.** By December 1887 the Sydney tramways were worked by 88 self contained steam motors, 1 combination steam car (out of service), 108 passenger trailers, 14 bogie goods/ballast waggons and 3 water sprinkler cars.

**Steam Motors.** The roster consisted of "Standard" and "Non-standard" units. All the "Standard" units were Baldwin products at this time. Motors 76 and 97 built locally by Thomas Wearne to the standard Baldwin pattern had been transferred to Newcastle by this stage.

**Standard Motors.** (Classified by cylinder diameter) 0-4-0 Baldwin 11". Nos. 1 to 10, 19 (i), 34 to 41, 58 to 69, 77 to 96.

0-4-2 Baldwin 11". Nos. 12, 14, 20 to 25 (i).

0-4-0 Baldwin 10". Nos. 11, 13, 15 to 18, 26, 44 to 49, 51 to 54, 56, 57.

0-4-0 Baldwin 9". Nos. 27 to 33.

Note i: - Motor 19 had been built as an 0-4-2 engine but had been converted to the standard 0-4-0 design by 1887. The other 0-4-2 units were converted to this pattern soon after.

**Non Standard Motors.**

0-6-0 Kitson 11½". Nos. 42 and 43.

0-4-0 Merryweather 7½" No. 55

4-4 Kitson 7½" Self contained motor and car No. 50.

**Trailers.** By the close of 1887 the trailers hauled

behind the steam motors were of a very mixed design. By this stage all were mounted on eight wheels, but some had been constructed as four and six wheeled vehicles. The original broad classification had been based as follows:-

A type: Double deckers, cross bench lower deck, longitudinal seats upstairs.

B type: Single deck saloons, end loading platforms.

C type: Single deck enclosed cross bench style.

D type: Self contained steam cars.

By 31 December 1887 a programme of converting many of the double deck cars to the single deck design was well underway.

**A class** Original double deckers delivered to open the Sydney tramways in 1879. 90 passengers, to be altered to 70 seat single deck design. Nos. 3, 4, 6, 7, 8.

70 passengers, already converted to single deck enclosed cross bench design. No. 5.

**A1 class**

90 passenger, double deckers. Nos. (2nd) 1. Available for workmen only.

70 passenger, already converted to single decker. Nos. (2nd) 2, 42 to 46.

**A2 class**

90 passenger, double deckers. Nos. 21, 24 to 30, 34, 35, 37 to 41, 47.

70 passenger, already converted to single decker. Nos. 22, 31, 33, 36, 37, 107.

**A3 class**

60 passenger double deckers. Nos. 48 to 50.

**A4 class**

60 passenger double deckers. Nos. 51 to 80.

**A5 class**

60 passenger double deckers. Nos. 81 to 94.

**A6 class**

60 passenger double deckers. Nos 95 to 98.

**B class**

56 passenger (48 by 1887) end loading saloon. No. 9.

**B1 class**

56 passenger (48 by 1887) end loading saloon. No. 11

48 passenger end loading saloon. No. 23.

**C class**

80 passenger, cross bench enclosed, canvas side door blinds. Nos. 10, 99.

70 passenger, ditto. Nos. 17, 19, 20.

**C1 class**

60 passenger, cross bench enclosed with glass sliding side doors. Nos. 114 to 128 (ii)

**D class**

50 seat end loading double decker saloon self contained steam car. No. 50 in steam motor roster.

Note ii: Car 125 had been destroyed by fire but was rebuilt at Randwick Workshops.

In addition to the trailer cars transferred to Newcastle the following spaces appear in the above

car lists:-

B1 class cars 12 and 16 sold to the private Parramatta Tramway in 1883.

B1 class cars 13, 14, 15 broken up after returning from Camden.

C class car 18 broken up.

Hudson horse cars of 1879, nos. 1 & 2 were broken up during 1881.

#### New Design of Trailer Car

During 1887 Mr. J. Morrison of Burwood (Strathfield) received the contract to build 20 single deck trailers of the cross bench design with sliding glass side doors to seat 70 passengers. These vehicles were the first of the C2 type which became the standard steam trailer design on the N.S.W.G. T. systems.

These first 20 cars of the class received numbers 129 to 148 and were known as the "Strathfield" trams. Although the first seven vehicles of the order were expected before 20 December 1887 and the balance by 20 July 1888, the Annual Report dated 31 December 1887 does not show these on the rolling stock strength.

Mr. Walker's diary first mentioned the C2 cars on 14 June 1888 when motor 5 hauled cars 139 and 17. The last car of this new batch, number 148 is mentioned in the diary on 25 October 1888 when it was hauled behind motor 91. Trailer 147 was first

recorded on 17th September 1888 with motor number 5.

Several non passenger vehicles appear in Mr Walker's diary. By December 1887 these consisted of the open bogie goods-ballast eight wheel design which were later classified V and SV, and bogie water tank sprinkler cars which were later known as the X class.

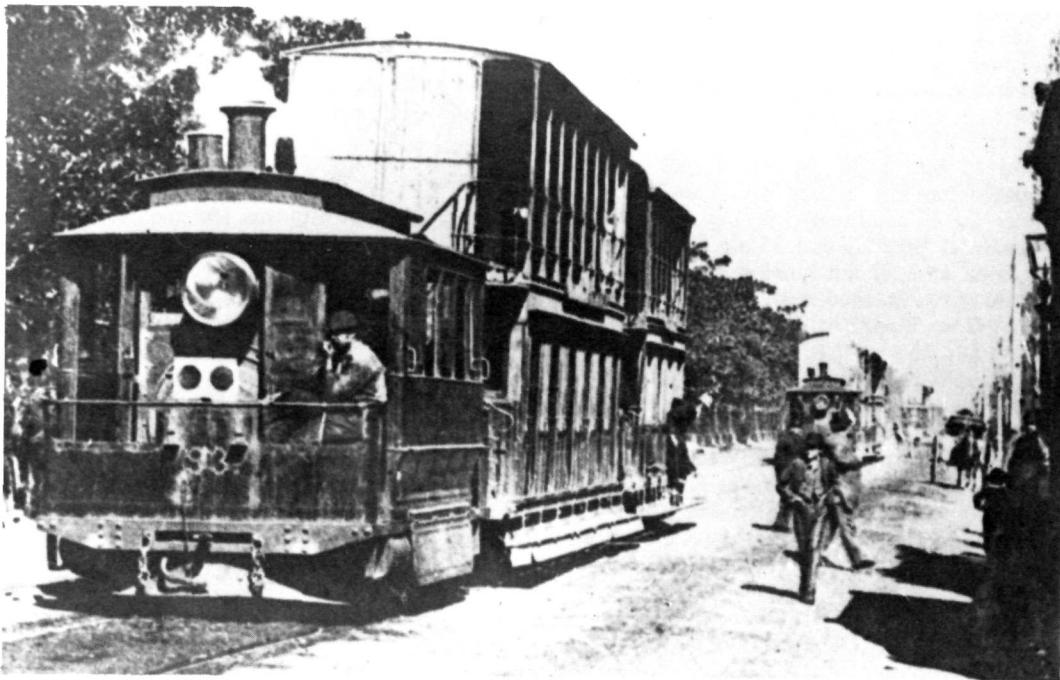
**Goods-Ballast Trucks:-** Nos. 1 to 4, 7 to 16.

**Water Sprinklers:-** Nos. 1 to 3 (iii)

Note iii:- Number 1 sprinkler was built in 1882 as a four wheel vehicle. During 1885 the tank and chassis was mounted on two bogies.

**Diary Entries.** The entire diary is too detailed to present in a brief account such as this article but a sequence of sixteen shifts from Tuesday 12th June 1888 is presented here with several other interesting daily accounts out of time sequence.

*Tuesday 12 June 1888.* At Pitt St. shed at 9pm. Departed Pitt St. all 11.45 pm with engine 49 and fireman W. Lancaster. Arrived at Bridge Street at 12.00 midnight, 1 bag of coke and 1 pot of oil. Departed Bridge St Yard at 12.05 am (Wednesday) with engine 84, arrived at Pitt St. shed at 12.20 am. Departed Pitt St. shed at 3.05 am with engine 84 hauling dead engine 41, arrived at Randwick (Workshops) at 3.40 am. Departed from Randwick



*Motor 93 hauling an original double deck A class trailer in its enclosed form and an A3 to A6 type car. This tram is heading north along Elizabeth Street Sydney at the Market Street intersection circa 1888. / J.Shoebridge collection*

at 3.50 am arrived at Pitt Street shed at 4.20 am, on shed duty shunting until 6 am. Used 2 bags of coke and 1 pot of oil. Total hours worked: 9.00.

*Wednesday 13 June 1888.* (Continued from previous shift). Pitt St. shed at 6 am, departed Pitt St. shed at 7 am with engine 45 and fireman Charles Lenora. Arrived Waterloo at 7.25 am. Changed over engine to driver Shaw. Departed from Waterloo with engine 54 at 7.30 am and arrived at Pitt St. shed at 7.55 am. Shed duty at Pitt St. shed until 8.30 am. Used 2 bags of coke and 1 pot of oil. Total hours worked: 2.30.

*Wednesday 13 June 1888.* At Pitt St. shed at 9 pm. Shed duty until 5.15 am (Thursday). Total hours worked: 8.15.

*Thursday 14 June 1888.* (Continued from previous shift). Departed from Pitt St. shed at 5.15 am with engine No. 5 and fireman Peter Riley. Arrived at Bridge St. Yard at 5.30 am. Departed from Bridge St. at 5.35 am with cars 139 and 17, arrived at Waterloo at 6.08 am. Departed from Waterloo at 6.23 am with cars 139 and 5. Arrived at Bridge St. at 6.56 am. Departed from Bridge St. at 7.05 am with car 5, arrived at Pitt St. shed at 7.20 am, relieved by driver Gooder. Used 3 bags of coke and 1 pot of oil. Total hours worked: 2.05.

*Thursday 14 June 1888.* At Pitt St. shed at 9 pm. Departed from Pitt St. shed at 1.50 am (Friday) with engine 46 and fireman W. Lancaster. Arrived at Randwick Workshops at 2.20 am and departed 2.50 am hauling engine 64 dead. Arrived at Pitt St. shed at 3.20 am. Shed duty until 6.05 am shunting. Used 2 bags of coke and 1 pot of oil. Total hours worked: 9.05.

*Friday 15 June 1888.* At Pitt St. shed at 9 pm. Departed from Pitt St. shed at 1.05 am (Saturday) with engine 34 and fireman W. Lancaster, arrived at Randwick Workshops 1.35 am. Departed from Randwick at 1.50 am hauling engine 19 dead. Arrived at Pitt St. shed at 2.20 am. On shed duty until 6.10 am. Used 2 bags of coke and 1 pot of oil. Total hours worked: 9.10.

*Saturday 16 June 1888.* At Pitt St. shed 9 pm. Took engine 12 and truck 16 to Randwick Workshops. On shed duty at Pitt St. shed until 6.15 am (Sunday). Total hours worked: 9.15.

*Sunday 17th June 1888.* At Pitt St. shed 9 pm. Shed duty at Pitt St. until 5.45 am. Total hours worked: 8.45.

*Monday 18 June 1888.* (Continued from previous shift) Departed from Pitt St. shed at 5.45 am with engine 19 and fireman Patrick Duffie. Arrived at Bridge St. 5.58 am. Departed from Bridge St. yard at 6.02 am with car 34, arrived at Waverley 6.40 am. Departed from Waverley at 6.49 am, arrived Bridge St. at 7.27 am. Departed from Bridge St. at 7.33 am with cars 121 and 25, arrived Liverpool St. at 7.45 am. Relieved at 7.45 am at Liverpool St.

Used 3 bags of coke and 1 pot of oil. Total hours worked: 2.00.

*Monday 18 June 1888.* At Pitt St. shed 9 pm. Shed duty at Pitt St. until 6.10 am. Total hours worked shunting: 9.10.

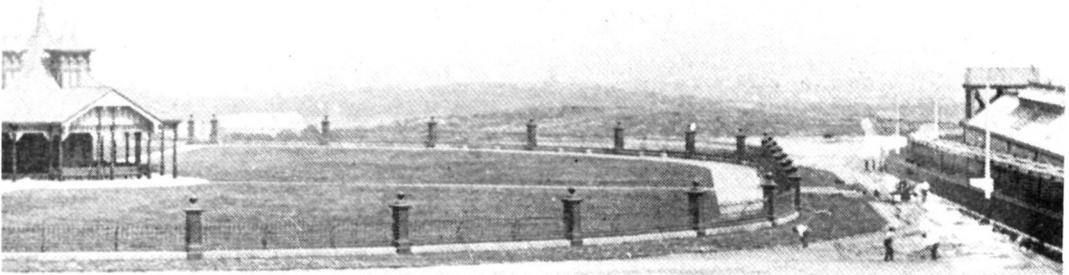
*Tuesday 19th June 1888.* At Pitt St. shed 9 pm. Departed from Pitt St. shed at 3.10 am (Wednesday) with engine 45 and truck No. 2 carrying a damaged pair of wheels. Towed engine 83 dead. Arrived Randwick Workshops at 3.50 am. Departed from Randwick at 3.50 am, arrived Pitt St. shed at 4.20 am. Used 2 bags of coke and 1 pot of oil. Shed duty at Pitt St. until 6.05 am. Total hours worked: 9.05.

*Wednesday 20th June 1888.* Pitt St. shed at 9 pm - There is no further entry for this day. Mr. Walker was promoted to the position of permanent steam driver from June 22 1888 having served in that job in a temporary capacity for some time. It is possible that his roster was adjusted from June 21.

*Thursday 21 June 1888.* At Pitt St. shed 7.30 am. Departed from Pitt St. at 8.00 am, arrived at Enmore with cars 72 and 45 at 8.40 am. Departed from Enmore at 8.50 am, arrived at Bridge St 9.25 am. Departed from Bridge St. at 9.40 am with cars 139, 124, 94, 72 and 45, arrived at Moore Park 10.00 am. Departed from Moore Park at 10.05 am and arrived at Bridge St. 10.25 am. Departed from Bridge St. at 10.28 am with car 25 and arrived Enmore at 10.58 am. Departed from Enmore at 11 am, arrived Bridge St. all 11.25 am. Departed from Bridge St. at 11.45 am arrived at Pitt St shed at 12.00 noon, signed off at 12.30 pm.

Departed from Pitt St. shed at 3.00 pm, arrived at Moore Park 3.20 pm, departed from Moore Park at 4.10 pm with cars 130, 120, 59 and 58, arrived at Bridge St. yard 4.30 pm. Departed from Bridge St. Yard at 5.04 pm with cars 130 and 59, arrived at Newtown Bridge 5.34 pm. Departed from Newtown Bridge at 5.35 pm, arrived at Bridge St. 6.00 pm. Departed from Bridge St. at 6.04 pm with cars 130 and 59, arrived at Enmore 6.39 pm. Departed from Enmore at 6.45 pm, arrived Pitt St. shed at 7.20 pm. Total hours worked: 9.20.

*Friday 22nd June 1888.* Ex Pitt St. shed, arrived at Enmore 8.40 am with cars 123 and 50 and engine 81. Fireman P. Bourke. Departed from Enmore at 8.50 am, arrived Bridge St. yard at 9.25 am. Departed from Bridge St. at 9.27 am with cars 123 and 50, arrived at Glebe Point 9.35 am. Departed from Glebe Point at 10.07 am, arrived Bridge St. at 10.35 am. Departed from Bridge St. at 11.10 am with cars 142, 123, 32, 67 and 56, arrived at Moore Park 11.30 am. Departed from Moore Park at 11.40 am, arrived at Pitt St. shed at 12.00 noon. Departed from Pitt St. shed at 3.00 pm, arrived at Moore Park 3.26 pm. Departed from Moore Park at 4.20 pm with cars 140, 70, 87 and 48, arrived at Bridge St. yard at 4.40 pm. Departed from Bridge St. at 5.04



*The large shed and elevated tanks can just be seen at the right of this photo of Waverley Tanks circa 1888. At least 14 trailers are visible in this view. The open land in the background now forms part of Centennial Park. - K. McCarthy collection*

pm with cars 87 and 48, arrived Newtown Bridge at 5.34 pm. Departed from Newtown Bridge at 5.35 pm, arrived at Bridge St. 6.00 pm. Departed Bridge St. at 6.04 pm, arrived at Enmore 6.39 pm, departed from Enmore at 6.45 pm, arrived at Pitt St. shed at 7.20 pm. Used 10 bags of coke, 3 pots of oils, 1 can of tallow and  $\frac{3}{4}$ lb of cotton waste. Total hours worked: 9.20.

**Saturday 23 June 1888.** Departed from Pitt St. shed at 8.00 am with cars 31 and 10. Arrived at Enmore 8.40 am, departed from Enmore at 8.50 am. Arrived at Bridge St. Yard 9.25 am, departed from Bridge St. with cars 44, 31, 126 and 10 at 9.40 am, arrived at Waverley Tanks at 10.10 am. Departed from Waverley Tanks at 10.26 am, arrived at Bridge St. 11.10 am. Departed from Bridge St. at 11.15 am with car 86, arrived at Coogee Bay 11.58 am, departed at 12.40 pm with cars 86 and 38, arrived at Bridge St at 1.23 pm. Departed from Bridge St. at 1.30 pm, arrived Coogee Bay at 2.13 pm, departed at 2.40 pm returning back at Bridge St. at 3.23 pm. Departed from Bridge St. at 3.30 pm arrived at Coogee Bay 4.13 pm, departed 4.40 pm arrived at Bridge St. yard at 5.23 pm. Departed at 5.30 pm and arrived at Coogee Bay at 6.13 pm, departed 6.40 pm, arrived at Bridge St. at 7.25 pm. Departed from Bridge St. at 7.40 pm, arrived at Pitt St. shed 7.55 pm. Signed off at 8.25 pm. Coke used amounted to 2 bags from Pitt St., 1 bag from Moore Park and 16 bags from Bridge St. coke stages, 3 pots of oil, 1 can of tallow and  $\frac{1}{4}$ lb of cotton waste. Engine 81 was used with fireman Patrick Bourke. Total hours worked: 12.55.

**Sunday 24 June 1888.** Departed from Pitt St. shed at 1.15 pm, arrived at Bridge St. 1.30 pm, departed at 2.45 pm with cars 123 and 70, arrived at Bondi

Aquarium 3.28 pm. Departed from Bondi Aquarium at 4.55 pm, arrived at Bridge St. at 5.28 pm. Departed from Bridge St. yard at 6.01 pm with cars 123 and 76, arrived at Leichhardt 6.46 pm, departed at 8.35 pm, arrived at Bridge St. 9.20 pm. Departed Bridge St. at 9.40 pm, arrived Pitt St. shed at 10.00 pm, signed off at 10.30 pm. Used 9 bags of coke, 3 pots of oil, 1 can of tallow and  $\frac{1}{4}$ lb of cotton waste. Total hours worked: 9.45.

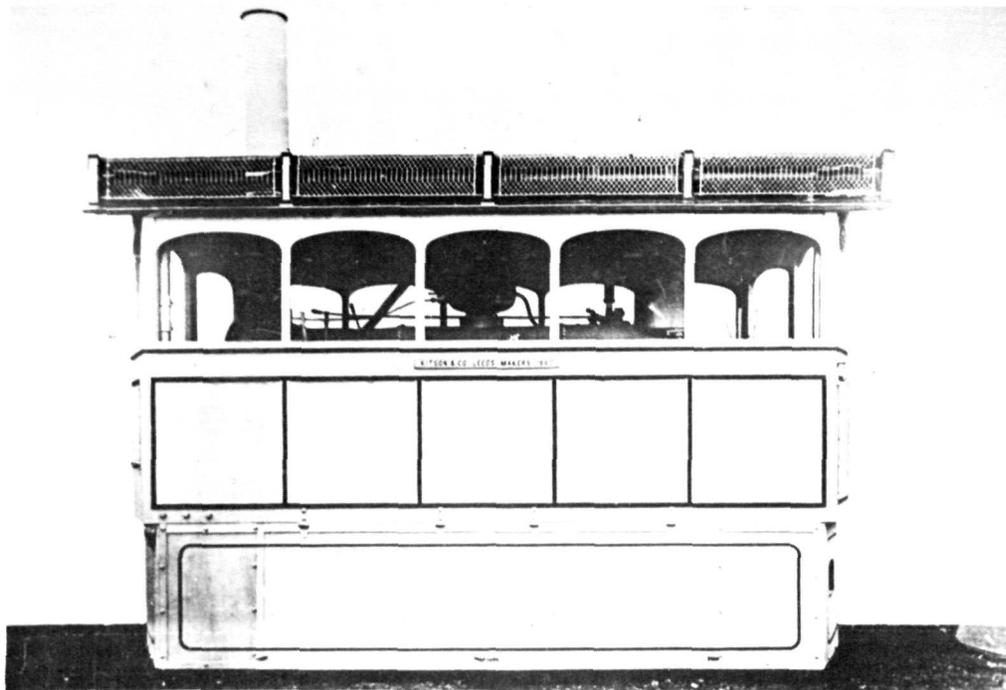
The following diary extracts are presented to illustrate some interesting isolated workings carried out by Driver Walker.

On this occasion Kitson motor No. 42 was taken to Randwick Workshops.

**Tuesday 1st November 1887.** At Pitt St. shed 9.00 pm. Departed from Pitt St. at 1.45 am (Wednesday) with engine No. 42 disabled. Arrived at Randwick Workshops 2.25 am, departed 2.40 am, arrived at Pitt St. shed with engine 64 and fireman W. Lancaster. Used 2 bags of coke and 1 pot of oil. Shed duty shunting until 6.10 am.

The following entry shows motor 81 hauling a total of seven cars from Moore Park to Bridge Street in 20 minutes!

**Thursday 12 July 1888.** Departed from Pitt St. shed at 8 am with engine 81 and fireman P. Pourke hauling cars 32 and 50. Arrived at Enmore at 8.40 am, departed at 8.50 am and arrived at Bridge St. 9.23 am. Departed from Bridge St. at 9.27 am hauling car 32, arrived at Cleveland Street (Crown St. terminus) at 9.46 am, departed at 9.49 am and arrived at Bridge St. 10.09 am. Departed from Bridge St. at 10.20 am with cars 59 and 32, arrived at Enmore 10.55 am, departed at 11.00 am, arrived at Bridge St. 11.35 am. Departed from Bridge St. at 11.40 am with cars 22, 97, 59 and 31, arrived at Waverley Tanks at 12.10 pm, departed at 12.20



0-6-0 Kitson steam tram motor of 1882. This is either Sydney motor 42 or 43 and is shown with the side flaps down to cover the motion. Kitson motor 42 was hauled disabled by motor 64 in Mr. Walker's diary entry for 1 November 1887.

- K. McCarthy collection

pm, arrived at Pitt St. shed at 12.50 pm, signed off duty.

Departed from Pitt St. shed at 3 pm, arrived at Moore Park at 3.20 pm, departed at 4.20 pm hauling cars 76, 138, 68, 74, 61, 122 and 119, arrived at Bridge St. yard at 4.40 pm. Departed from Bridge St. at 5.04 pm with cars 138 and 76, arrived at Newtown Bridge at 5.34 pm, departed 5.35 pm arrived at Bridge St. 6.02 pm. Departed from Bridge St. at 6.05 pm with cars 138 and 76, arrived at Enmore at 6.40 pm, departed at 6.45 pm, arrived at Pitt St. shed at 7.20 pm. Used 8 bags of coke, 2 cans of tallow, 3 pots of oil and ¼ lb of cotton waste. Total hours worked: 10.10.

On an earlier occasion car 115 was damaged. *Saturday 10 September 1887.* At Pitt St. shed 9pm, departed at 9.50 pm with engine 88 hauling trucks 8 and 7. Fireman T. Hinds, 2 bags of coke and 1 pot of oil. Departed from Pitt St. shed at 3 am (Sunday) with engine 47 and cars 117, 116, 115 and 114, arrived at Randwick Workshops 3.30 am. Departed from Randwick at 3.40 am, arrived at Pitt St. shed 4.10 am. Shunting with B. Hicks as fireman. I beg to state that I found the end of car 115 broken, and I took car 115 to Randwick Workshops this morning at 3 am. Shed duty at Pitt St. shed until 6.20 am. Total hours worked: 9.10.

The following account mentions an accident which damaged car 17. This was possibly due to the gravity shunting procedures carried out in the crowded Bridge St. Yards.

*Monday 13 August 1888.* Departed from Pitt St. shed at 5.10 am with fireman W. Maywell and engine 84. Arrived at Bridge St. 5.23 am and then departed at 5.35 am with cars 144 and 91, arrived at Waterloo 6.08 am, departed at 6.23 am with cars 78 and 17, arrived at Bridge St. 6.56 am. Departed from Bridge St. at 7.00 am and arrived at Waterloo at 7.38 am, departed 7.50 am, arrived at Bridge St. 8.23 am. A car ran into engine 84 when standing in number 3 road (at Bridge St. Yards). The car only struck the engine on the corner, slightly injuring the end of car 17. No damage was done to the engine. Departed from Bridge St. at 8.35 am with car 78, arrived at Waterloo 9.08 am. Departed from Waterloo at 9.15 am, arrived at Bridge St. 9.48 am, departed at 10.06 am with cars 144 and 78, arrived at Waterloo 10.39 am, departed at 10.43 am with cars 144 and 143. Arrived at Bridge St. at 11.16 am, departed 11.20 am, arrived at Waterloo 11.53 am, departed at 12.03 pm, arrived at Bridge St. 12.36 pm.

Departed from Bridge St. at 12.59 pm, arrived at Waterloo 1.32 pm, departed at 1.35 pm, arrived at

Bridge St. at 2.08 pm. Used 12 bags of coke, 2½ pots of oil, 1 can of tallow and 2 lbs of cotton waste. Total hours worked: 9.28.

The following extract from the diary gives details of a 19 hour 48 minute shift worked by Driver Walker. As there is a great deal of repetition, "B.St" is used for Bridge St. while "Wat" is employed as an abbreviation for Waterloo.

*Saturday 18 August 1888.* Engine 84 with fireman James Garvey. Departed from Pitt St. shed at 5.10 am, arrived B.St. at 5.25 am, departed at 5.33 am with cars 40 and 77. Arrived at Wat. 6.08 am, departed at 6.23 am with cars 66 and 5, arrived B.St. at 6.56 am. Departed from B.St. with car 5 at 7.05 am, arrived at Wat. 7.38 am, departed at 7.50 am, arrived B.St. at 8.23 am. Departed from B.St. at 8.35 am, arrived Wat. a 9.08 am departed 9.10 am, arrived at B.St. at 9.48 am, departed 10.06 am, arrived Wat. at 10.39 am. Departed from Wat. at 10.43 am, with car 137, arrived at B.St. 11.16 am, departed 11.20 am, arrived Wat. at 11.53 am, departed at 12.03 pm, arrived B.St. at 12.36 pm. Departed from B.St. at 12.59 pm with cars 134, 139 and 42, arrived Wat. at 1.32 pm, departed 1.35 pm, arrived B.St. at 2.08 pm, departed 2.15 pm with cars 137 and 42, arrived Wat. at 2.48 pm, departed 2.58 pm, arrived B.St. 3.31 pm. Departed from B.St. at 3.45 pm, arrived Wat. at 4.18 pm, departed 4.25 pm arrived B.St. at 4.58 pm, departed 5.06 pm with cars 137, 42 and 40, arrived at Wat. 5.39 pm, departed 5.43 pm with cars 74 and 92, arrived at B.St. at 6.16 pm. Departed from B.St. at 6.25pm arrived Wat. at 6.55 pm departed at 7.06 pm, arrived B.St. at 7.39 pm. Departed from B.St. at 7.45 pm, arrived Wat. 8.18 pm, departed 8.25 pm, arrived B.St. at 8.58pm, departed 9.06 pm, arrived Wat. 9.39 pm, departed 9.42 pm, arrived B.St. at 10.16 pm. Departed from B.St. at

10.25 pm with cars 97 and 51, arrived Wat. at 10.58 pm, departed 11.06 pm, arrived B.St. at 11.39 pm, departed at 11.45 pm, to Pitt. St. sheds, arrived 12 midnight, off duty at 12.30 am (Sunday). Total hours worked: 19.48. 21½ bags of coke used, 5½ pots of oil, 2 cans of tallow and ¼lb of cotton waste.

The final extracts from the diary give details of the street watering schedules of that time.

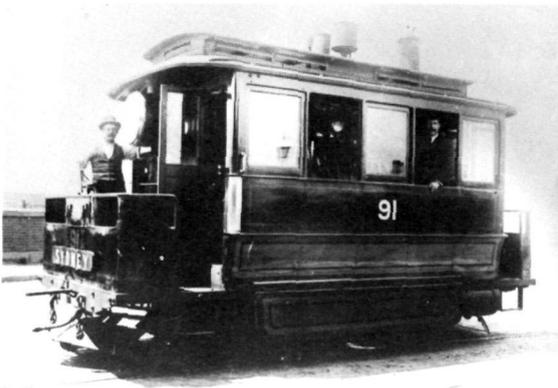
*Monday 3 December 1888.* Shed duty at Pitt St. from 5.30 am until 8.05 am. Departed from Bridge St. at 8.30 am with car 130, arrived Waterloo at 9.03 am, departed at 9.13 am and arrived at Bridge St. at 9.46 am. Departed from Bridge St. at 10.00 am with cars 10, 17 and 20 to Randwick, arrived 10.30 am, departed at 10.50 am, arrived at Pitt St. sheds at 11.20 am. Departed from Pitt St. at 11.50 am arrived at Railway siding tank at 12 noon, departed at 12.15 pm to Forest Lodge with tank car number 1. Fireman Oliver Orchard. Worked four tanks of salt water and one tank of fresh water from Waterloo. Used 8 bags of coke, 3 pots of oil on run No. 53. Total hours worked: 15.05.

*Tuesday 4 December, 1888.* Engine No. 16 with fireman Oliver Orchard. Departed from Pitt St. shed at 8.05 am, arrived at Bridge St. at 8.20 am. Departed from Bridge St. at 8.30 am with car number 55, arrived Waterloo at 9.03 am, departed from Waterloo at 9.15 am, arrived at Bridge St. yards at 9.46 am. Worked six tanks of salt water in water tank number 1 and three tanks of fresh water from Waterloo. Departed from Bridge St. at 4.50 pm with car 44. Used 8 bags of coke, 3 pots of oil on ordinary run No. 53. Total hours worked: 11.30.

*Wednesday 5 December 1888.* Engine No. 16 with fireman Oliver Orchard. Departed from Pitt St. shed at 8.05 am and Bridge St. at 8.38 am. Worked six tanks of salt water in tank car number 1 from Railway siding and two tanks of fresh water from Waterloo. Run number 53. Used 8 bags of coke, 3 pots of oil; Total hours worked: 11.30.

When one reads through this diary the following features must be admired: The fast trips made between the city and the suburban terminals; the large number of trailers hauled at busy periods; the large amount of special trips made in the small hours of the morning hauling ballast cars and towing dead motors to and from Randwick Workshops; the fast turn arounds at Bridge St. Yards and outer terminals; the very long periods of time when there are no days free from labour.

One wonders where Richard Walker found time to participate in land speculation activities. This part time activity proved profitable enough to enable Mr. Walker to resign from the secure job of steam tram driver in 1893 in the midst of a financial depression.



*Baldwin steam motor 91. Mr. Walker was the driver of this motor on 25.9.1887 and again on 25.10.1888. - R.F.Moag collection*

# SYDNEY TRAMWAY MEMORIES

by Mark Braine

Many people with an affection for trams (or any other form of transport) have treasured memories often stemming from childhood, associated with their favourite system and prototypes. Mine have always been associated with the trams of Sydney, no matter how many other systems I have managed to visit in the intervening years, notably in Europe. Sydney trams captured my imagination and, perhaps more importantly, provided me with a lifelong interest in tramways. Today, living in the United Kingdom I am fortunate to live a mere ten miles from Crich Tramway Museum, one of the world's most active and enterprising amateur tramway projects. One of the greatest omissions in its collection is, however, an Australian car!

To a small boy disembarking from the migrant ship RMS Orontes at Pyrmont in early 1958, Sydney seemed a wondrous place: as the ship slowly moved up the harbour and under the Bridge,

the overhead rumble of what appeared to be a single deck light green and cream tramcar distracted his attention from speculation as to whether the ship's tall masts would clear the Bridge decking. The tram appeared to be of a 'toastrack' type but the structure of the bridge and the ship's forward motion soon screened this interesting looking vehicle from fascinated eyes. I was that boy.

The bustle of disembarkation and being bundled with baggage onto waiting buses drew my thoughts away from trams, but did not prevent an observant boy from noting two curiosities near the wharf, which only later were realised to form a commonplace part of the Sydney scene: half a telephone box on two posts, so arranged that the user's legs were visible below the structure; and a corner shop which sold almost anything!

Our destination, Bunnerong Migrant Hostel, and our home for over six months, proved to be a



*1230 is the second car of a coupled set of O cars Wynyard bound in the am peak. - J.Powe*



*The sand continued right across the terminus at Maroubra Beach.*

collection of huge echoing hanger-like structures situated in Heffron Park, Matraville. It was an exciting place for a boy, but I suspect less so for my parents, experiencing the stress of adjustment to their new lives. After a period of rest, the family began to foray out on excursions, the purpose of some to look for accommodation, others pure recreation. The beach seemed a natural place for the latter, and two places, both served by trams soon established themselves as firm favourites — Maroubra and La Perouse.

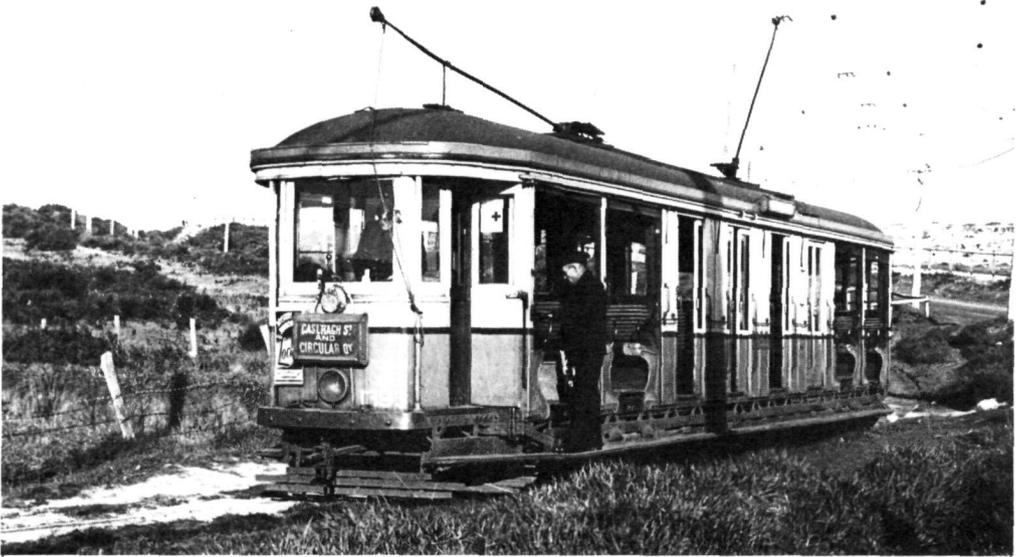
A long dusty walk down Fitzgerald Avenue, Matraville, brought us to our nearest tram stop, convenient for City-bound and La Perouse cars, less so for trips to Maroubra. This was so because a City-bound car would have to be boarded as far as Maroubra Junction where a change would be effected for a car down to Maroubra Beach, often entailing a wait; after the long walk from the Hostel, the arrival of a Maroubra-bound car at the Junction was a welcome respite.

La Perouse was always a favourite destination. What a superb stretch of reservation, mile after mile down Anzac Parade and a model of modern Light Rail practice, so thoughtlessly thrown away on abandonment! Strongest memories are of riding in a coupled P set, sitting on wooden slatted seats near the open canvas door watching the loose ballast and tufts of coarse grass flash by on the adjoining track: the 'connie' swinging along the footboard; the grind of the gears, the singing trolley

and the wooden poles flashing past. What a mysterious place was Long Bay Gaol with the remnants of the long disused siding for miscreants lying rusting and truncated. Did anyone other than myself experience a sense of curiosity at Yarra Junction, where the remains of a rusting set of points trailing in from the Bunnerong Road direction suggested a line to who knew where? It was many years later when I discovered that much of that very track had been removed by members of SPER for a most laudable purpose! Soon after passing this point the tracks ran onto roadside (as opposed to median strip) reservation for the last few hundred yards to the terminus. The track always appeared more heavily ballasted there.

Finally, the terminus, with its balloon loop, pine trees, curious circular cafe (is it still there?) and the round enclosure where the 'snake man' demonstrated his fearlessness with his charges. The wide vista of Botany Bay with the ever present raw stench of crude oil borne by the breeze, tankers at anchor, the distant skyline of Kurnell, and the trams at the terminus; the squealing progress of the tram round the loop giving an ever changing vista, to the final grinding stop alongside a car, perhaps an RI for the Railway, waiting for departure time.

Congwong Bay, was, in my youthful opinion, one of the finest Sydney beaches - purely because, at the top of that long stairway from the beach, trams could be seen and heard negotiating the balloon loop!



*The line from Yarra Junction to 'who knew where' once extended past Botany Cemetery to Matraville and thence to the City via Botany. Only about a mile was entirely abandoned originally as change of shift workings for Bunnerong Power Station continued until the Matraville line itself was cut back to Botany. O 1393 stands at the end of the usable track at the end of the cutting near Military Road in a scene which has now been obliterated by road widening. - A.W.Perry*



*La Perouse Loop with an R1 awaiting departure to the Railway; however on this occasion the Quay tram is an R. - R.Merchant*



*An R1 car winds its way down the single track through Gap Park to Watsons Bay.*

In retrospect, the La Perouse line, like many in Sydney, seemed to represent all that was finest in electric tramways: the long stretches of reservation equalled the finest in tramway practice anywhere in the world. A Glenelg style of operation would surely have been practicable after the cessation of operations on all other routes; particularly so since it was connected to overhaul facilities at Randwick.

Nowhere was this potential more obvious than at the other end of the route through Moore Park. The maze of tracks and junctions in the Cleveland St. area and the lavish layout of the Showground sidings was a tramway feast to a young enthusiast such as myself. The speed of the cars always seemed higher along this stretch than anywhere else on the system, especially when pacing fast moving motor traffic on the adjacent Anzac Parade.

Further family outings covered new tramway territory, recalling two further favourite locations: firstly, Gap Park with the steep reverse curves down to the terminus at Watsons Bay. Years later, walking up the gravelly path of the former tramway reservation, the atmosphere was still present especially after dark. The trams, although long gone, had never seemed to desert this location in spirit. Secondly, what a fascinating location was Circular Quay! Even in the later years of my recollection, after the closure of Fort Macquarie depot and the George St. routes, it retained an atmosphere of tramway bustle. Not until the final

banishment of trams to the sad terminus opposite the Qantas building did Circular Quay lose much of its fascination.

Alas, my father's move of employment to Parramatta meant a move of area and a home of our own at Prospect. Sydney tram journeys now became a rarity and I was limited to glimpses of the cars on their journeys about the city, during occasional visits. The family had made friends with a



*Coupled sets of P cars stretch out of sight along Driver Avenue outside the Sports Ground in the Moore Park/Showground complex.*



*Circular Quay has long been a fascinating location, especially after the trams arrived in 1899. -SRA*

married couple who lived in Kingsford, so visits were eagerly anticipated since Kingsford remained on a tram route, despite an ever dwindling network. Strong memories of this location are the roundabout in Wilson Place with tram tracks running through the centre, and the blue flashes of trolleys often visible above the rooftops of houses on Bunnerong Road, from the parallel tramway on Anzac Parade, during the hours of darkness.

As the Sixties dawned, Sydney was becoming a melancholy place for a boy interested in trams; long stretches of disused track, the truncated stubs of abandoned junctions and trams picking themselves over usable pieces of trackwork, all pointed to the inevitable. Although the heyday of Sydney tramways were long since over, with the variety of cars running until the early 1950's long gone, miles of track and whole chunks of the system such as North Sydney, abandoned, for me the trams retained their magic to the end. The standardised R and R1 saloon cars (not at all a characteristic Sydney design) were all that remained. Gone even were the P and O classes that had once seemed so numerous.

Now, many years later, domiciled in England, separated even from the locations that once knew Sydney trams, I still derive pleasure from memories of a unique tramway system. I consider it a great

privilege to have known and ridden upon that most unpretentious of vehicles - the humble Sydney tram.



*The Daceyville via Waterloo service terminated in Gardeners Road at the junction of Bunnerong Road and Anzac Parade Kingsford. It provided an alternate, but longer, service to the City. - J.Powe*

# Return to MANLY

The newly constituted Urban Transit Authority of New South Wales in its first major public relations exercise sponsored a display, in conjunction with the Manly Summer Festival, on Saturday 17 and Sunday 18 January 1981 to mark the 70th anniversary of the opening of the first electric tramway in Manly – from The Spit to Manly Wharf – on Monday 9 January 1911.

The display was in two parts, connected by a free bus service. A comprehensive display of tram, bus and ferry models, photos, tickets and artifacts, generally pertaining to the Manly–Warringah area, was arranged in the Institute building at Brookvale Bus Depot; an added attraction was provided by trips through the washing plant in a Leyland Leopard.

The other part of the display was in the bus parking area at Manly Wharf. O car 1111, the best known and last surviving Manly electric tram, was brought from Loftus and unloaded onto the remaining portion of the outer track of the balloon loop. Short lengths of the two tracks of the off street section of the loop still remain more than 40 years after the last tram passed. 1111 was supported by 6 single deck and 8 double deck buses, the majority of which provided the connecting service to Brookvale.

Three buses were provided by the UTA, 3 from the STM and 8 were privately owned by

HCVA and SPER members and dated from 1937 – 1275 and 1286 to 1980 – 2515. All crews were volunteer and were drawn from the UTA, HCVA, SPER, ST&RPS and Truck & Bus Transportation.

The O car left Loftus on the Friday morning and stayed overnight at Dowling Street Depot and was unloaded at Manly on Saturday morning. It returned direct to Loftus on the following Monday.

The buses were assembled at Willoughby Depot during the preceding week and were reviewed by UTA Chief Executive Mr. Eric Lyndon before travelling in convoy via the Roseville Bridge to Manly on Saturday morning; they returned to Willoughby on Saturday night. A breakdown service, which was called on once, was provided by Brookvale Depot.

The display attracted a large crowd and the bus service to Brookvale ran at approximately 15 minutes interval between 10 am and 5 pm. A marked preference was shown for the double deck vehicles, the top decks of which filled up far in advance of departure.

The UTA produced a brochure advertising the display and a leaflet describing the development of public transport in Sydney and an outline of tram and bus services in Manly–Warringah.

*O 1111 waits on its low loader in the yard at Dowling Street Depot on Friday 16.1.81. The bogies are on the truck to the right.*



*BUSES ON DISPLAY*

No.	MAKE & TYPE		YEAR	COLOUR
1275	Leyland Tiger TS7	Half Cab	1937	Green
1286	AEC Regent 0661	Double Deck	1937	Red
1615	Albion Venturer CX19W	Double Deck	1939	Red
1792	AEC Regent 3	Double Deck	1947	Green
2023	Albion Venturer SPCX19W	Double Deck	1948	Green
2079	AEC Regent 3	Double Deck	1948	Private
2087	Leyland OPD2/1	Double Deck	1948	Green
2599	Leyland OPS2/1	31 Seater	1952	Green
2619	AEC Regent 3	Double Deck	1952	Green
2669	Daimler CVG6	31 Seater	1953	Green
2878	AEC Regal 3	31 Seater	1954	Blue
3520	Leyland Royal Tiger Cub	Underfloor	1964	New Blue
1023	Leyland Atlantean	Double Deck	1970	Blue
2515	Mercedes 0305 Mk2	Underfloor	1980	New Blue

NOTES: 1275 was the oldest bus on display having entered service on 11 February 1937.  
 1286 which entered service on 15 March 1937 is the oldest double decker operating in Australia.  
 1615 is one of the Manly tramway replacement buses.  
 2669 – All 20 Daimlers spent their entire working life at North Sydney and Brookvale Depots.  
 3520 is the only non Mercedes bus painted in the new two tone blue and white colours.  
 1023 was replaced by 1137 on Sunday.  
 2515 is the 750th Mercedes bus in service in Sydney and is signwritten to this effect.



*The bus (and tram) parking area at Manly Wharf on Sunday 18.1.81. The buses, from l to r, are 2087, 1286, 2515, 1275, 3520, 2669 and 1137. - Vic Solomons*

# CITY SECTION

TRANSPORT NEWS FROM MELBOURNE

## TRAMWAYS

The major track renewal job in Bridge Road Richmond, between Hoddle Street and Church Street, commenced on Wednesday 21 January, at the western end of the outbound track. To early February, this track had been completed to Lennox Street (about half way) and the adjacent inbound track was well in hand. 'Temporary' type track construction is being used—concrete base and around rails, blue metal filling and bituminous top.

Over the weekend of Saturday 31 January/Sunday 1 February the western segment of Camberwell Junction was renewed. The junction turnout points and straight track back to the two points serving the connecting curves north and south into Burke Road were removed and renewed; all has been set in concrete right up to the western rail of the Burke Road tracks.

Sunday 1 February saw the final batch of Z class cars enter service on the North Coburg route. However, weekday peak periods still see three W type cars used on this line, as they also run trips on the Lygon Street routes, which are also operated by Brunswick Depot.

Initial reports indicate that the first Z cars to be allocated to Essendon Depot will go into service in April on the Essendon Airport/West Maribyrnong routes (trips are interworked on these two routes).

Although stored and no longer classed as spare cars, veteran L class 105 was ushered into service on Monday 19 January and operated on route 64, East Brighton—City, and route 67, Carnegie—City. It also made a brief appearance in the morning peak on Tuesday 20 January. On Tuesday 27 January, at 8.50 am, L 104 was seen in Swanston Street near Museum Station. Whilst the front destination showed South Melbourne Depot, the rear showed Hanna St. Depot!

As the Board's Preston workshops are closed over the Christmas—New Year period rollingstock shortages sometime occur and it becomes necessary to use spare and stored cars. L cars were last thus used in 1979 when 102 and 105 saw brief service.

Some W6 cars have appeared in service refitted with resilient wheels. Since Z cars entered service six years ago at Preston and North Fitzroy Depots, many W6 and W7 cars have been sent to other depots and have gradually had their resilient wheels replaced with disk ones. However, Preston workshops have recommenced overhauling no. 15 bogies with resilient wheels. South Melbourne 997 and 998 have emerged with

new sets as has W7 1017 at Glenhuntly Depot. W5 738 has been running from Kew Depot for some time fitted with resilient wheels.

The following W2 cars are in storage awaiting disposal:

222 269 273 333 347 358 360 362 364  
405 446 474 479 543 571 572 589 630

These trams are stored at various locations and are usually sold by tender. Since withdrawal of this class of car commenced some years ago, a number have found their way into museums and preservation groups. 512, 518, 482 and 272 have gone to Seattle in the USA whilst 294 went to the AETM and was later joined by 354 for use as a works car. 331 is now with the TMSV at Bylands.

## BUSES

The MMTB has indicated that it wants to convert the Bulleen/Collingwood/City/Port Melbourne/Fishermens Bend two-man bus route to one man operation before the end of the year. Crews have been handing out pamphlets to passengers seeking their support to keep conductors employed on these buses. (Presumably the Market Street/Coode Canal routes would also be involved in the conversion.)

Signs have recently appeared on the rear of MMTB buses, at the off-side corner, indicating to motorists that they should allow buses to move out from stops. This is in accordance with a traffic regulation brought into force about five months ago. The signs have also appeared on some private buses.

Some of the new MAN buses have recently been fitted with exterior advertising on the side panels.

It is reported that an area of vacant land on the south side of Brunswick Depot, originally the site of the cable car shed and laterly a super size employee car park, is to be fenced and used to store surplus AEC Mk6 buses.

The bus lanes in Johnson Street Collingwood were assessed at the end of the trial period and it was decided to cease using the pm lane but continue with the am lane; it will be reviewed in due course.

## MELBOURNE PAGENT

Melbourne's commemoration of Australia Day appears to have settled down to a routine procedure. Again this year there was a one week programme with various activities and events culminating on the Monday holiday, 26 January, with a cavalcade through city streets, activities

in Fitzroy Gardens, a vintage electric tram service, horse trams, a vintage train service and a railway display.

The train service ran from Spencer Street to Clifton Hill and was to have been hauled by veteran steam locos but a declared day of total fire ban forced the use of veteran E class electric locos, which are nearing the end of their days. VicRail provided a rolling stock display at Spencer Street station together with a pictorial display.

The MMTB contributed its two tourist trams, V214 and X2 676, to the vintage tram service which ran from Spencer Street to Simpson Street East Melbourne. The TMSV provided S 164 and Birney 217 and the BTPS brought four wheeler 27 down for the occasion. The two Societies had a combined sales tent in the Fitzroy Gardens, while the TMSV operated horse trams 253 and 256 on the Simpson Street siding. The day was extremely hot, resulting in crowds only being moderate.

Other displays were provided by the Bus and Coach Society of Victoria, the Military Vehicle Association and veteran and vintage car clubs.

### LONIE REPORT

Discussion and protest on the Lonie Report continues, but at a much reduced rate, although it would appear that behind the scenes action at Government level has risen a great deal.

From Monday 2 February the MMTB was instructed to abandon the Market Street terminal of the Williamstown Road area buses and route them further east along Flinders Street to terminate before Swanston Street; they then have to loop around Russell, Collins and Exhibition Streets to start from outside Flinders Street station. This is reported to be in preparation for these routes taking most of the passengers from the Port Melbourne railway when it closes.

Although the St. Kilda railway was given a three months reprieve, reports indicate that an express bus service parallel to it will commence in May. The existing Brighton to St. Kilda railway station buses will continue to the city and not feed into the trains. Melbourne-Brighton Bus Lines, at early February, had withdrawn two vehicles from sale, received one new bus and had six more on order for delivery by the end of April. As the Lonie Report and the Government consider that the St. Kilda line already carries too few passengers for it to be retained, it is obvious that this express bus service will ensure a considerable drop in loadings and thus make the line even less attractive. One theme of the Report for the metropolitan area is the elimination of duplicated transport services. In this instance a duplication is being created—obviously for the purpose of subsequently elim-



inating the duplication, but not the duplicator!

Further reports indicate that the Government wants the Upfield railway closed by 1 August 1981. To facilitate this it is prepared to extend the North Coburg tramway to Fawkner, with MMTB buses providing a limited service northwards along the highway to Upfield with the existing private operator continuing to serve the residential areas to the east.

The Government appears to be determined to close the suburban lines in question and pull up the tracks and probably alienate the right of way before the next State election, which it will probably lose. After a brief period of reform, the Liberal Party has returned to a pro freeway policy and will probably use the rights of way of the Port Melbourne and St. Kilda lines to extend the Westgate Bridge approach network. The Upfield line right of way, although narrow in parts, could be used to supplement the Sydney Road.

Early in February Premier Hamer stated that cuts in VicRail services recommended would not be made solely on the purely economic grounds on which the report was based. He said that other factors such as the availability of alternative services, their cost, speed and comfort, would be taken into account.

Springvale Road, in the outer eastern suburbs, runs north/south for many miles, but is served only by parts of six privately operated routes. Before the last State election it was reported that an MMTB route would traverse this road and probably extend further south. No action has been taken but the matter is again in the news with requests from local MPs for a multiple franchise route from Donvale to Keysborough.



*FAR LEFT: After the Pagent finished Ballarat 27 returned to Preston Workshops to await transport back to Ballarat.*

*LEFT: S 164 almost has the road to itself as it carries another load of passengers to Simpson Street from the City.*

- both Peter Hallen

## MELBOURNE UNDERGROUND RAILWAY OPENS

Melbourne's long awaited underground railway serving the city area eventually opened to the public on the Australia Day weekend.

The Chairman of VicRail, Mr. A.S.Reiher, officially opened Museum station and the first two of the four loops on Saturday morning 24 January 1981. The opening ceremony was carried out before approximately 200 invited guests behind locked doors, as outside in the street a small demonstration was held to protest about the proposed suburban railway closures. Neither the Premier or any Ministers were present.

Following the opening ceremony, guests travelled in a six car stainless steel train from platform 4 to Burnley then returned to Flinders Street.

The public were able to ride free on special trains during the afternoon and on the Sunday. The special trains operated clockwise around both the Caulfield (platform 2) and Burnley (platform 4) Loops with the first train departing from Flinders Street at 12.57 pm on the Burnley Loop. The services ran to Caulfield and Camberwell respectively.

Regular services commenced on the Australia Day holiday, Monday 26 January and ran to Saturday timetables with normal weekday services commencing on Tuesday 26 January. All pre-opening trips had utilised silver trains but regular services on the Caulfield Loop were commenced by a Harris train and on the Burnley Loop by a Tait train.

There have been a few teething troubles but generally operations have gone smoothly. At the middle of the first week certain statements were made condemning the use of the old Tait (wooden) trains through the tunnels and Mr. Reiher ordered that this cease. Consequently all Tait sets have been banished from the Burnley and Caulfield groups of lines and only Harris and silver trains run these services now. The result has been the concentration of Tait sets on the Clifton Hill group of lines, to Epping and Hurstbridge, operating out of Princes Bridge station and the end of 8 car Tait sets.

Museum station, situated beneath Latrobe Street between Elizabeth and Swanston Streets, is spacious and well finished.

There are three entrances, from the corner of Swanston and Latrobe Streets, midway along Latrobe Street and at the corner of Elizabeth and Latrobe Streets; the latter is not yet in use. The station has three main levels, the concourse, upper platforms 1 and 2, lower platforms 3 and 4, with the station offices on a mezzanine floor above the Swanston Street end of the concourse. Entry from Swanston Street is by escalator and lift and from Latrobe Street by ramp and stairs. The concourse is connected to the upper platforms by four pairs of escalators and to the lower platforms by two pairs of escalators. The two platform levels are connected by a pair of escalators. Two lifts connect all levels of the station in marked contrast to the ESR stations

in Sydney.

The Melbourne underground is complex in design and operation. There will ultimately be four bi-directional single track loops on two levels with island platform stations at three locations. Besides Museum, these will be Flagstaff, in Latrobe Street between King and William Streets and Parliament, in Spring Street at the top of Bourke Street. Each loop bears the name of the group of lines that will use it exclusively. The Caulfield Loop, the top outer track, serves Dandenong/Pakenham and Frankston; the Burnley Loop, the bottom outer track, serves Alamein, Belgrave, Lilydale and Glen Waverley; the Clifton Hill Loop, the top inner track, will serve Epping and Hurstbridge and will have an additional connection to form a City Circle; the North Melbourne Loop, the bottom inner track, will serve the north and western suburbs.

The direction of traffic flow around each loop will be reversed during the day. On weekdays in the morning peak inbound trains using the loops will do so before reaching Flinders Street. This means that the three eastern lines loops will operate anti-clockwise and the North Melbourne Loop clockwise. This flow will change in mid morning, but there will always be three loops operating in the same direction with the fourth, the North Melbourne, going the other way. From the start of service on the Burnley and Caulfield Loops at about 6.30am until about 11.30am 40% of trains transverse the loops anti-clockwise and 60% run direct to Flinders Street to terminate or proceed to the north and western suburbs. From 11.30am to 3.30 and from 6.00pm to midnight all trains

will use the loops in a clockwise direction. Between 3.30pm and 6.00pm approximately 40% of trains will use the loops, still in a clockwise direction and 60% will start from Flinders Street and run direct to Richmond.

Visual display destination indicators are provided on the concourse and platforms at Museum, with a distinctive background colour for each loop, and will also be provided at Flagstaff and Parliament. They have also been installed at Richmond, Flinders Street and Spencer Street. Background colours are:

Burnley	Green
Caulfield	Blue
Clifton Hill	Red
North Melbourne	Yellow

The destination display on the concourse at Museum is comprehensive and shows all suburban lines and directions for connections where necessary. When the present two loops are operating clockwise and it is not practical to make a connection for north and western lines the indicator shows *Take tram to Flinders Street*.

VicRail issued a small booklet which explains by word and diagram how the new system works; where the trains go, the layout of Museum station and how to read the signs and indicators. Also issued were two leaflets, one for each loop, explaining how the bi-directional system works and when it changes. This literature was obviously prepared for the anticipated opening in November 1980 which was deferred due to industrial action, as the system map in the booklet shows all existing lines in the appropriate colours as part of the City Loop system, whereas implementation of the Lonie report will see Upfield, Williamstown and Altona disappear.

*A Tait train bound for Glen Waverley loads at platform 4 at Museum station on Monday 26.1.81. - Peter Hallen*



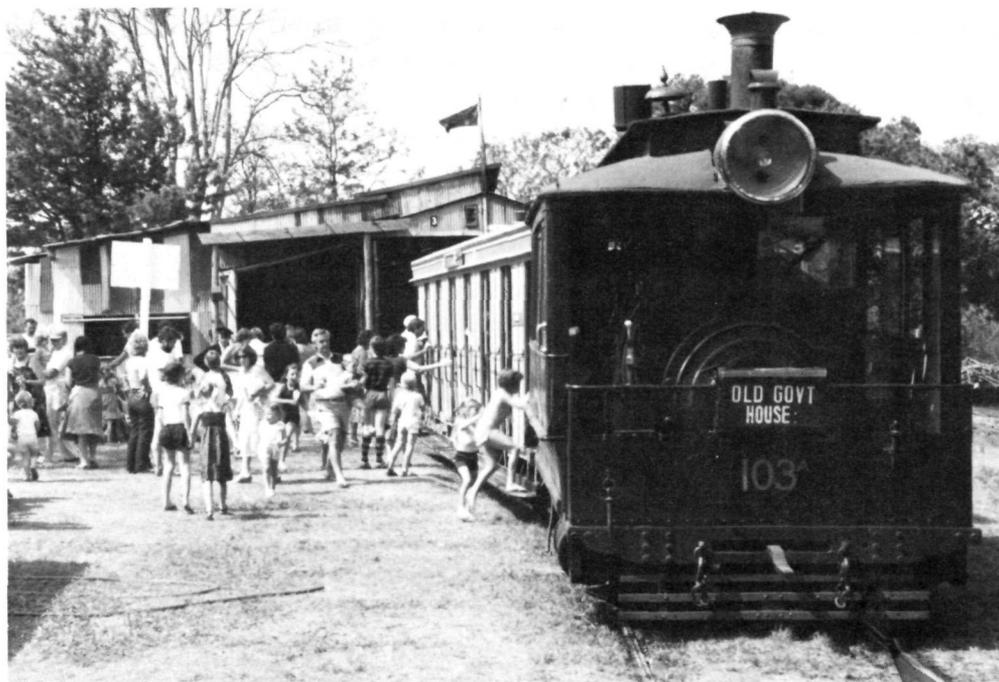
# ★ *Museum Notes and News*



## PARRAMATTA . . .



Steam Tram & Railway Preservation Society



*Scene outside the Parramatta Park steam tram depot in November 1980. The new bookshop is located at the left of the building. - Peter Stock*

Since the last report in *TW* the steam trams have continued to function in Parramatta Park. The Society is still unable to embark on any re-location of the track nor to generally tidy up the appearance of the depot building. This has irked the Society since the Parramatta Park Trust was disbanded in 1975. However, a little light is now at the end of the tunnel so to speak, with the release of the Management Plan for Parramatta Park just prior to Christmas 1980.

The plan generally is most pleasing and shows concern for park and visitors alike.

Whilst some proposals relating to the redevelopment of Cumberland Oval are, to say the least, controversial, the proposal for the steam tram is quite acceptable.

The Society was invited to submit its views regarding future location and asked to remain where it is now. The Society would re-align the tramway which presently twists and turns up to the terminus. This was the result of dodging trees and gardens during construction, but then the trees died and the gardens fell into disuse and removed but the track remained in situ.

The plan as released suggests that the depot building be relocated in the south west corner of the park near the railway line, with a circular circuit of the Westmead side. This proposed track would, at its eastern extremity, connect with the present track.

In response to a suggestion by the Society that the old Baulkham Hills steam tram depot, which was removed to Northmead in 1923 when the line was cut back and which has been promised to the Society, be eventually re-erected in the park, the planners have agreed to its use.

As the plan has only recently been released its adoption by the relevant authorities is required before any redevelopment can take place.

Meanwhile, the sales outlet has been transferred from the C car into its own area. Situated at the front of the building with proper display facilities, the 'Tram Stop' creates better visitor

access and interest. Coupled with the acquisition of a reliable refrigerator the opportunity to vend cans of drinks has added to the range of services.

### *Tramcar Restoration*

B 74 is presently out of service whilst undergoing a thorough rebuilding. Like its sister, 191, the entire floor, sidepanels, etc, are being renewed. There is little of the floor that can be reused, but much of the side panels are reusable.

At the time of writing, January 1981, the car has had the headstocks renewed and preparations were underway for placement of the new floorboards. The experience gained by the restoration of 191 has enabled the Society to undertake this project with more confidence and greater expertise.

## FERNY GROVE . . .



## Brisbane Tramway Museum Society

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### *Trackwork*

Work has started on the single line extension from the terminus area fronting McGinn Road down to the Samford/McGinn Road corner, a distance of approximately 300 metres.

Work started from the Samford Road end and to date about 30 metres of track has been laid and spiked. In association with this project, a contractor was called in to excavate the curve leading off the present running track down towards Samford Road. The set of points paralleling McGinn Road has been placed in position and the curve measured and pegged out.

The museum site end of the Ferny Grove dump has now been filled, levelled out and grassed and the Society will be entering into negotiations with the Brisbane City Council so that the exact position of the right of way through the park can be determined.

### *Restoration*

The services of an ex-tramway body builder will be sought before any more work on the restoration of Dreadnought 136 continues. Meanwhile work on the repainting of Drop centre 341 has recommenced. Under the guidance of new Workshops manager Peter Burden, Wednesday night and weekend work parties have been sand-

ing back all external woodwork on this car. Peter has also been busy colour matching original paint samples on the body to enable it to be accurately returned to a mid 1930s paint scheme.

Drop centre 277 was withdrawn from passenger service for a short time while worn wear plates in one bogie were replaced. This was successfully undertaken utilising the pit in the depot.

### *Annual General Meeting*

The Annual General Meeting of the Brisbane Tramway Museum Society was held on Friday 7 November 1980.

Long serving President Bill Daniells announced his intention to step down after almost 12 years in that position.

The election at the meeting resulted in the following Council being chosen for the ensuing year:

PRESIDENT:	Tim Atherton
VICE PRESIDENTS:	Alan Ward Noel West
SECRETARY:	Garry Ford
TREASURER:	Peter Hyde
COUNCILLORS:	John Hudson Peter Burden Sel Churchward

*Excavation work has been completed and the right hand turnout is in place for the track which will form a triangular connection from the present running track to the new single track from the McGinn Road terminus down to the McGinn/Samford Roads corner. This curve has since been measured and pegged and the second turnout positioned. -Tim Atherton*



## BYLANDS . . .

### Tramway Museum Society of Victoria



A notable event occurred at Bylands on Saturday 31 January 1981 when the first overhead wire was erected. Heavy, multi-strand, galvanised steel wire was hoisted into position in the ears along the eastern bracket arms and northwards to the stores area. Galvanised wire is being used because it is much cheaper than genuine trolley wire and it will not be used for current collection as there is no track beneath it. It will provide a balancing effect for the bracket arms and the vista, as well as being a feeder. Also, as the coils are relatively small, compared with the trolley wire drums, and easy to handle, a little practice has been gained before tackling the 'real thing'. A drum of condemned trolley wire has been purchased from the

MMTB which, although of no further use for heavy daily service on the streets of Melbourne, is good enough for the museum operation. There is sufficient for immediate needs within the yard area of the mainline and the depot fan.

The annual Golden Sunset tour on Boxing Day 1980 saw the group travel by bus to Geelong, where some of the old tram routes were traversed, en route to Queenscliff. March of this year is the 25th anniversary of the closure of the Geelong tramways, so it was appropriate that this city be visited. The remains of the powerhouse, office and depot were visited, together with the bogie car weathering in Queens Park. At Queenscliff the 3ft 6in gauge Bellarine Peninsular Rail-

way was joined for aride to Laker's Siding; the Country Fire Authority had imposed this limit of operation due to the high fire risk from long grass further on to the terminus at Drysdale. Once again a most enjoyable day.

Bylands caretaker George Wilcox entered a Melbourne hospital on Australia Day for an operation on his left knee, being a recurrence of an old injury. George was making good progress a few days later and he is wished a successful and speedy recovery.

As reported in *City Section*, the now annual Transport Cavalcade of the week long Melbourne

Pagent was held on Monday 26 January 1981. The TMSV provided two horse trams and two electric trams, S 164 and X 217. The Society also provided conductors to collect fares on MMTB X2 676, staffed a table in the sales tent in the Fitzroy Gardens and looked after the combined tickets and revenue. The weather did not smile on patronage - the temperature reached 41.8° ! Crowds were reasonable under the circumstances, but staff put even more 'blood, sweat and tears' into the day than previously - there was a down pour about 5.20 pm as the horse cars were being loaded for return to Bylands.

*L class tramcas 102 and 104 ready to leave Malvern Depot on 31 May 1980 for the tour to commemorate the 70th anniversary of the establishment of the Prahran and Malvern Tramways Trust. - K.S.Kings*



## ST KILDA ...

### Australian Electric Transport Museum



#### **Development of New Depot**

Work has been started by Museum members to develop the recently erected new tram depot at St. Kilda. Rubble has been spread to establish levels around the building and boxing has

been constructed in modules for the pouring of sills around the foot of the walls.

Drawings have been accepted for the design of the trackwork within the depot and its connection to the main line. It is intended that much

of the trackwork will be laid in concrete with tie bars rather than using wooden sleeper construction.

### **Tower Wagon Arrives**

Former MMTB (ex Sydney) Bedford tower waggon 15 was driven from Coburg Depot to Adelaide in 11 hours on Monday 30 December 1980 and completed its journey to St. Kilda the following morning where it was immediately put to work in a program to repaint span poles in the depot yard. Other duties it has been used on include trimming trees in the visitor's car park and making minor repairs to the depot buildings.

### **Pole Replaced**

On 23 - 24 January 1981, the Museum undertook its first major overhead replacement when pole 29, located along the lake causeway adjacent to Mangrove Loop was replaced.

At the time of the original construction of the St. Kilda tramway, it proved difficult to secure sufficient similar second hand tubular steel tramway poles and it became necessary to use several poles of lower standard. An additional consignment of poles became available after the line was completed. The original pole 29 was oxy cut off near ground level (though not until a quantity of rain water had been drained from it after drilling a small hole in its base). By using a socket cut from the concentric upper section of another pole, a new pole was then inserted into the original base and the components welded together. The surgery was then covered with a decorative cast iron base and the bracket arm reinstalled.

*D 192 approaches the new building at St. Kilda as it returns to the Museum after completing the final trip for the day. The new building is south of the existing depot fan and west of the trolleybus depot, which can be seen at rear. - J.C.Radcliffe*

### **Members' Lounge Refurbished**

Refurbishment of the members' lounge was recently completed with the installation of an insulated ceiling together with ornate polished brass light fittings of the type used in D and E 1 type cars. Lining of the walls had earlier been completed using pinus timber which after varnishing presents an attractive appearance. The lounge had originally been constructed as the Museum's first workshop in the early 1960s and was used for the initial restoration of A type car 1 prior to the opening of the Museum as a static display in 1967.

### **Special Bus Policy Meeting**

A Special General Meeting of the Australian Electric Transport Museum was scheduled for Friday 20 February 1981 to receive the report commissioned from Mr. Collin Seymour at the 1980 ACM on the future bus policy for the AETM. Historic films which the STA has recently had transferred to video tape were also scheduled to be shown at the meeting.

### **New Meeting Venue**

Following the recent sale of the Sir William Goodman Hall on Hackney Road by the Adelaide Electric Tramways Club (recently renamed the STA Employees Association), the STA has kindly agreed to make the staff training room at Hackney Depot available for meetings. The training room, which is attractively appointed, is located upstairs above the Marshal's Office immediately adjacent to the former track 1 in A bay of the tram depot.



