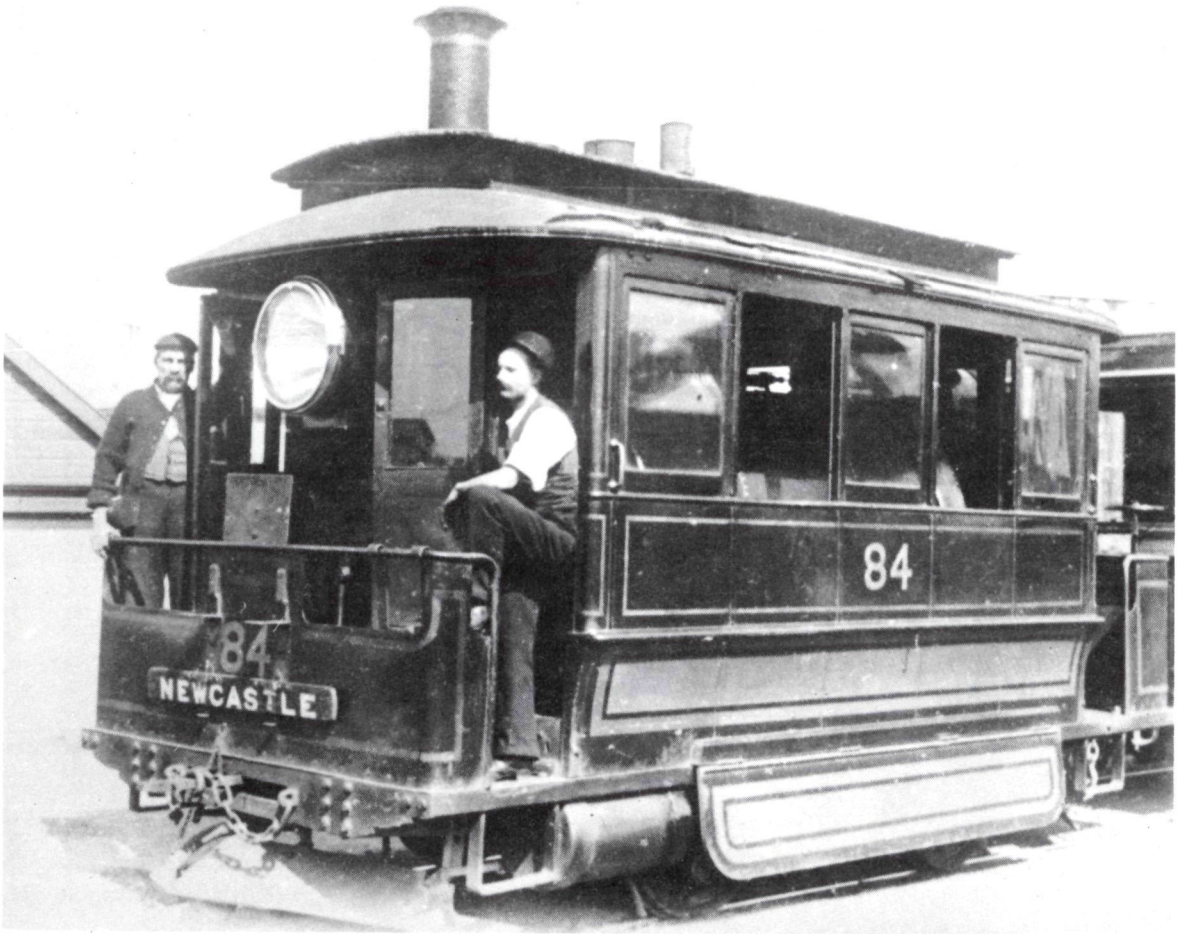
$1.80*

TROLLEY WIRE

JOURNAL OF . . .
AUSTRALIAN TRAMWAY MUSEUMS

April 1983
ISSUE No. 205



NEWCASTLE TRAMWAYS — Part 4

Registered by Australia Post — Publication No. NBH0804

TROLLEY WIRE

ISSN 0155-1264

APRIL 1983
Vol. 24, No. 2
Issue No. 205

* *Recomended Price*

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Published by the South Pacific Electric Railway Co-Operative Society Limited, Box 103 P.O. Sutherland, N.S.W. 2232.

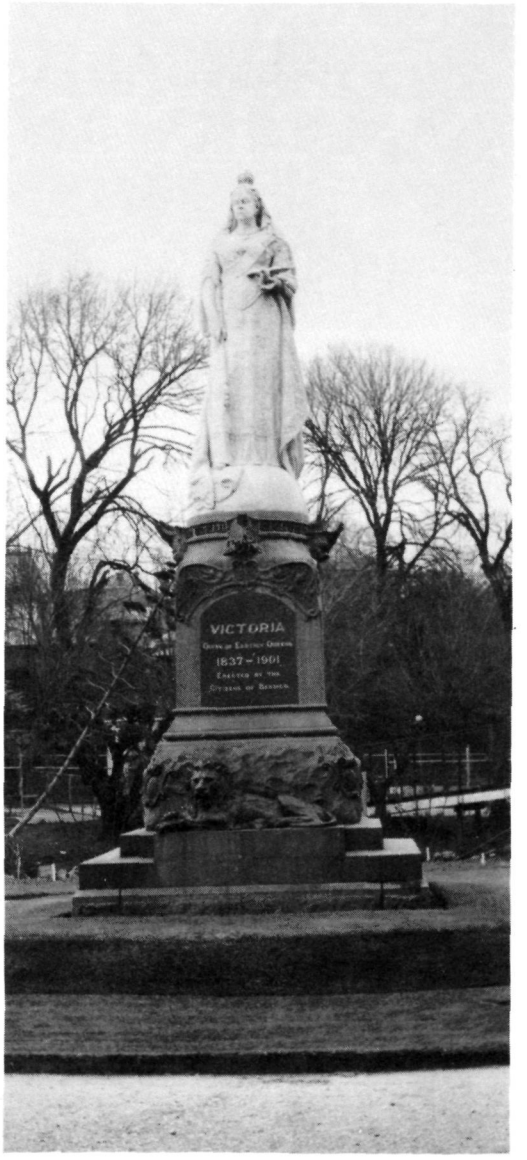
Printed by Meulen Graphics Pty. Ltd., 179 Wattle St., Bankstown, N.S.W. 2200. Phone (02) 705 6503.

Subscription rates for six issues per year to expire in December:

Australia $7.50
Overseas $9.00

All correspondence in relation to *Trolley Wire* and other publishing and sales matters should be forwarded to: Box 103 P.O. Sutherland, N.S.W. 2232.

PRODUCTION ..... Bob Merchant
SUBSCRIPTIONS ..... Norm Chinn, Jim O'Brien
DISTRIBUTION ..... Mal McAulay, Peter Hallen



Tramway street furniture — Bendigo style!
R.S.Jones

FRONT COVER:

Steam motor 84 at Parnell Place terminus. This photo, taken in 1904, shows the tram motor in the two man form.
K.Magor Collection

BACK COVER:

Brisbane dropcentre cars 246, 260 and 264 await peak hour duty outside Ipswich Road Depot on 1 September, 1966.
R.Merchant

NEWCASTLE TRAMWAYS
Expansion proposals in all directions
EXPANSION DEMANDS OF THE 1900 TO 1903 PERIOD

by K. McCARTHY

This is the fourth article in a series dealing with the history of the Newcastle NSW tramway system which operated from 1887 to 1950. The initial part, dealing with the pioneer section linking Newcastle with Plattsburg, appeared in the February 1977 issue of this magazine; the account of the 1893-94 expansion period was treated in the June 1980 edition; the proposals and constructions of 1895-1901 were featured in the October 1982 issue.

This material investigates the major tramway extension proposals of the first years of this century. The conversion of the large Sydney steam tramway system to electric operation was approaching a successful conclusion at this period, so civic groups and Members of Parliament of the outer Sydney suburban areas, as well as those in country regions, saw opportunities in the release of Sydney steam tramway rolling stock to have tramway facilities established in their constituencies.

Wallsend to West Wallsend Tramway Proposals

On Monday, 19 November, 1900 a conference was held at Wallsend concerning the possible construction of a tramway extension beyond the Plattsburg terminus to the West Wallsend and Lake Macquarie areas. The Mayor of Wallsend occupied the Chair while the Mayor of Plattsburg and aldermen of both municipalities were in attendance.[1]

Route plans for the West Wallsend tramway had been formulated by the Public Works Department in 1897 but no further action had been taken at that stage. The meeting felt that construction of the new tramway was now urgently required as the population of the Cockle Creek and West Wallsend districts was approaching 5,000. This figure was expected to grow rapidly as the old coal mines close to Newcastle were being exhausted and future expansion in the industry would take place in the area south-westwards of Wallsend.

West Wallsend and adjacent settlements were served at this period by the private Seaham Joint Railway which branched from the main NSWGR Sydney to Newcastle route at Cockle Creek Station. The railway connection provided an indirect route to Newcastle and the pace of the Seaham line was geared to the handling of coal traffic rather than for rapid passenger transportation. Only two passenger trips were available each day and the Company had threatened to withdraw this facility entirely by the close of 1900.[2]

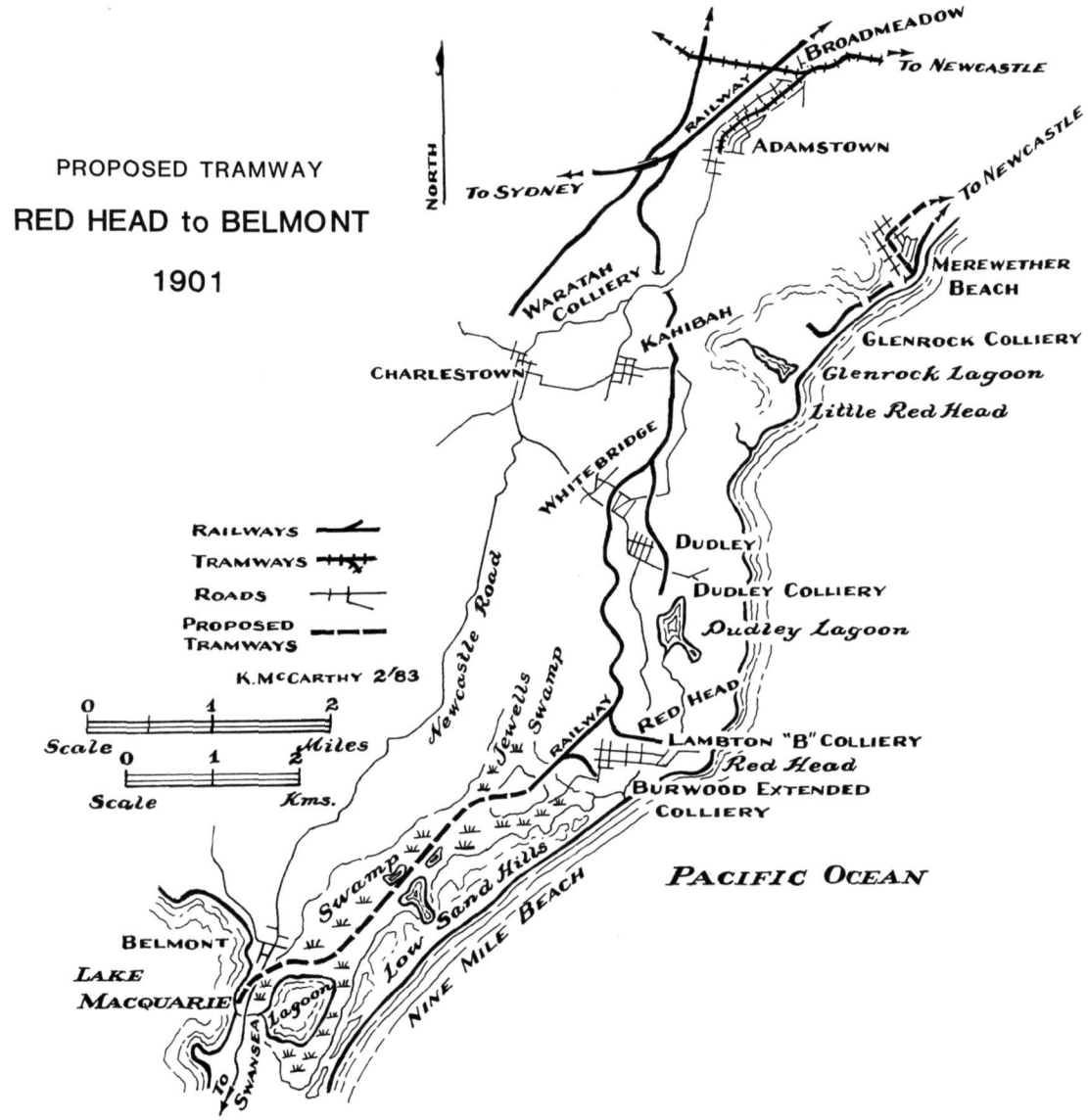
On Thursday, 14 February, 1901 representatives of the Plattsburg and Wallsend councils presented the Minister for Works with a petition of some 2,000 signatures in favour of the West Wallsend tramway extension. The Minister replied that as the expected cost of this 7½ miles extension would be in excess of £20,000 it would have to be submitted to the Public Works Committee for consideration and recommendation. If this body approved, he would see that it was placed on the next Newcastle tramway extension programme.[3]

Merewether Beach Proposal

During the visit of the Railway Commissioners to Newcastle in 1896, the opinion was expressed that a tramway extension to Merewether Beach would "not pay for its axle grease".[4] This official opinion now changed for on 15 May, 1901 the Minister for Works informed local M.P. Mr. Edden that approval had been given for the levels to be taken for such a tramway. The residential population at the Beach had increased considerably since an earlier report on the tramway had been prepared by Tramway Engineer G. Fischer on 8 August, 1892.

Belmont Tramway

At this time the Belmont tramway proposal developed into a live issue. A press release of Friday, 7 June, 1901 revealed that Members of Parliament, Edden, Dick and Norton had introduced a deputation to the Minister for Works on the previous day requesting that a tramway from Burwood Extended Colliery to Belmont be considered at a cost of from £5,000 to £8,000 and improvements be made to the road between Belmont and Swansea.[5] Mr. E. W. O'Sullivan, the Minister for Works, said that he would provide for the Belmont tramway in the next estimates and would also make provision for two other tramways, those to Merewether Beach and from Stockton towards Port Stephens (Salt Ash), in the direction of Fullerton Cove.



Inspections by Tramway Engineer

On 11 June, 1901 Mr. G. Fischer, Engineer for Tramway Construction and Mr. D. Reeves, Tramway Inspector, arrived in Newcastle to report upon the proposed extensions. The following itinerary was followed:—

Wednesday morning 12 June — Inspect Stockton to Salt Ash proposal.

Wednesday afternoon 12 June — Inspect The Junction to Merewether Beach branch proposal.

Thursday morning 13 June — Inspect proposed Carrington tramway.

Thursday afternoon 13 June — Inspect proposed Broadmeadow to Waratah line as well as the Lambton to Mayfield cross-country route.

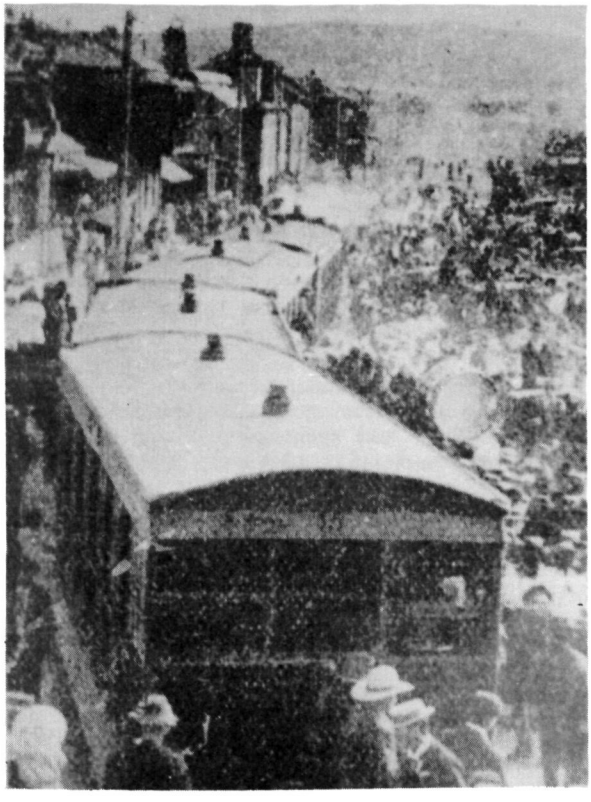
Friday morning 14 June — Inspect the Wallsend to West Wallsend proposal as well as a branch tramway to Speer's Point.

Hannell Street to Broadmeadow Duplication

Engineer Fischer also met a deputation from Hamilton concerning the duplication of the main line tramway between Hannel St. (Bank Corner) and Broadmeadow. G. Fischer replied that the duplication and a 15 minute service as far as Broadmeadow had already received the approval of the Railway Commissioner and would soon be constructed.[6]

Preliminary steps had already been undertaken on this duplication project. On 5 October, 1900 an expenditure of £217/2s/0d had been approved for the relocation of the Newcastle Gas. Coy. mains along Tudor Street, Hamilton. This would enable the existing single tramway track along that thoroughfare to be relaid on an alignment which would permit later duplication.

When not involved in field inspections the tramway party was subjected to numerous other deputations and courted at official dinners during the three days in Newcastle.



A tram motor hauling four trailers southwards along Union Street (then Melville Road) circa 1900. Three of the trailers are of the shortened 50 seat C1 type transferred to Newcastle from Sydney in 1887 and 1888. The number carried by the car in the foreground appears to be 15(N). Arnott's "Steam Biscuit Factory" is situated to the left just beyond the steam motor while a parade seems to be assembling at the right. K. McCarthy Collection

Stockton to Salt Ash Tramway

During July 1892 the estimated cost for the construction of an isolated steam tramway from Stockton ferry wharf to Salt Ash on Port Stephens, a distance of 15 miles, was revealed as £65,232, of which amount £20,000 would be required for earthworks. During the following November Members of Parliament Regan, Scott, Grahame and Hart made representations to the Minister for Works stating that a 2ft gauge light railway would satisfy the local transport needs as the location was isolated from other railways and tramways and the cost could be cut to £32,902. The Minister decided that the matter should "stand over" at that stage.[7]

In the meantime the Stockton to Salt Ash tramway scheme had grown into the nucleus of a grandiose network. Mr. Price M.P. reported on 12 June, 1901 that the Minister for Works would press ahead with the Salt Ash steam tramway if the report lodged by the current inspection party proved favourable. Mr. Price revealed that the initial 15 miles line from Stockton to Salt Ash would be the first link in a co-ordinated transportation chain planned to connect the Hunter and Manning Rivers.

Branch tramways were planned to link Williamtown with Raymond Terrace, Miller's Forest and Tarro while a further extension would reach north-east from Salt Ash to Nelson Bay. Ships would connect the Port Stephens tramway terminus with Myall Lake by way of the Myall River while another tramway could provide transport from the vicinity of Bungwal to Smith's Lake and Wallis Lake. Following another ferry or launch journey to Tuncurry a final tramway would run northwards to Tinonee on the Manning River, one hundred miles from Stockton!

When Mr. Fischer inspected the Stockton to Salt Ash proposal on 12 June he observed that very little passenger traffic would be available along the line but a considerable traffic in fish and dairy freight, being then carried by horse-drawn road transport, could be handled by the tramway. If the line was constructed some 60,000 acres of land could be opened for settlement.

Carrington Tramway

The Merewether Beach inspection did not earn a comment in the press but the Carrington proposal inspected on the following day was judged more newsworthy.

Earlier proposals to construct a branch tramway to Bullock Island or Carrington had to be postponed due to the flimsy nature of the Denison Street road bridge which linked the southern end of the island with Hunter Street, near Union Street. A new structure, 308 feet long costing £4,725/1s/10d, opened on 20 August, 1900 clearing the way for tramway development.[8]

The proposed route was to branch northwards from Hunter Streets along Denison Street crossing Throsby Creek on the new bridge. Once on Bullock Island a single track tramway was to traverse Smart, Young and Hargrave Streets. To remove the need for the steam motor to shunt around the trailer a balloon turn back loop was planned at Carrington. The track was to traverse Bourke and Robertson Streets to rejoin the outward route in Young Street.

Mr. Fegan M.P. stated at this stage that he had been assured by the Minister for Works that the Carrington Tramway would be the first new work to be constructed in the district.

Waratah Tramway

Following lunch on Thursday, 13 June, 1901 the tramway proposals for the Waratah district gained the attention of the inspection party. The engineer was first driven along the proposed Waratah route from Steel Street, Hamilton by way of Hamilton Park (Gregson Park), Newtown, Georgetown to Waratah and then on to Lambton. An inspection was also conducted along the alternative approach to Waratah which would leave the Plattsburg tramway at Broadmeadow Junction and traverse Broadmeadow Road to Georgetown.[9]

The cross-country line was planned to leave the Plattsburg tramway at Moorehead Street, Lambton and proceed by way of Elder Road, Lloyd and Dickson Streets to Young and Bindera Roads. By following this latter thoroughfare Waratah would be entered by way of Turton Road which was to be joined at the corner of Christo Road at the Benevolent Society Home. The tramway would then proceed to Mayfield terminus along Station Street and Hanbury Street.

Mr. Griffith M.P. suggested a more level route by leaving the existing tramway at New Lambton, thus avoiding the curves in Lloyd Road, but the press report did not hold out much hope for this proposal as the one bus then covering the cross-country route only needed to make two trips each day to handle the small amount of business offering.

West Wallsend Inspection

The inspection party departed from Newcastle on the 9 am Wallsend tram on Friday morning, 14 June from where a detailed inspection of the proposed 7½ miles extension to West Wallsend could be made.[10]

Mr. D. Watkins MHR accompanied the party over the two proposed routes, both of which would pass through the mining communities of Young Wallsend (Edgeworth) and Holmesville to terminate near West Wallsend railway station. The course of the tramway would avoid the steep grades followed by then then existing bus route. Emphasis was also placed on a branch tramway to Speer's Point on Lake Macquarie, part of which, it was suggested, could follow the route of the disused Young Wallsend colliery railway.

Results from the Inspections[11]

Mr. J. Haycroft, Assistant Tramway Engineer of the Public Works Department, visited Newcastle during the first week in September 1901 to conduct further inspections of the proposed Newcastle to Carrington, Merewether Beach and Belmont tramways. A visit to the West Wallsend district was not on his schedule. This omission caused Mr. J. Estell MP to comment that the Minister for Works, Mr. E. W. O'Sullivan, had recently promised a deputation that the West Wallsend extension would be started immediately. He was therefore surprised to learn that these other projects were to receive attention.

Mr. Haycroft made the pointed comment on 2 September, 1901 that additional portions of the East Newcastle reserve, at the Parnell Place terminus, would be required for the tram sheds if proposed expansion of the Newcastle tramways was to continue. The council had recently rescinded a resolution passed on 22 April, 1901 granting the tramway department portion of the reserve for depot extensions. On 20 February, 1901 Mr. A. Cook's tender of £486/8s/8d to provide additional tram motor accommodation at Parnell Place had been accepted and this project was completed on 13 August, 1901. The property dispute was the subject of a Land Court hearing on 6 September, 1901.

The account of Mr. Haycroft's inspection of the Belmont tramway route on Tuesday, 3 September is of interest. On leaving the railway terminus at Burwood Extended Colliery the party proceeded along the planned course on horse back. This mode of transport had to be abandoned soon afterwards when swampy land was reached. The party passed through this area on foot but the man leading the horses around the swamp became lost, and the remaining part of the 3½ mile route had to be covered on foot. Fortunately a hearty lunch awaited the footsore party at the Belmont Hotel when they emerged from the bush.

This isolated Belmont tramway was estimated to cost £2,000 per mile and would terminate in Belmont Park on the shore of Lake Macquarie, from where a later extension southwards to Swansea was planned. The Burwood Extended Colliery had closed in 1893 but its reopening was soon expected pending the installation of new equipment. Lambton "B" pit would also be served by the proposed Belmont tramway and at that time 80 hands were employed at that colliery.

Two man steam motor and trailer outside Newcastle Station in Scott Street circa 1902.

K. Magor Collection

The *Newcastle Morning Herald* for 4 September, 1901 reported that money for the Belmont route had been placed on the estimates and its construction would follow the Carrington and Merewether Beach branch lines on the main Newcastle system.

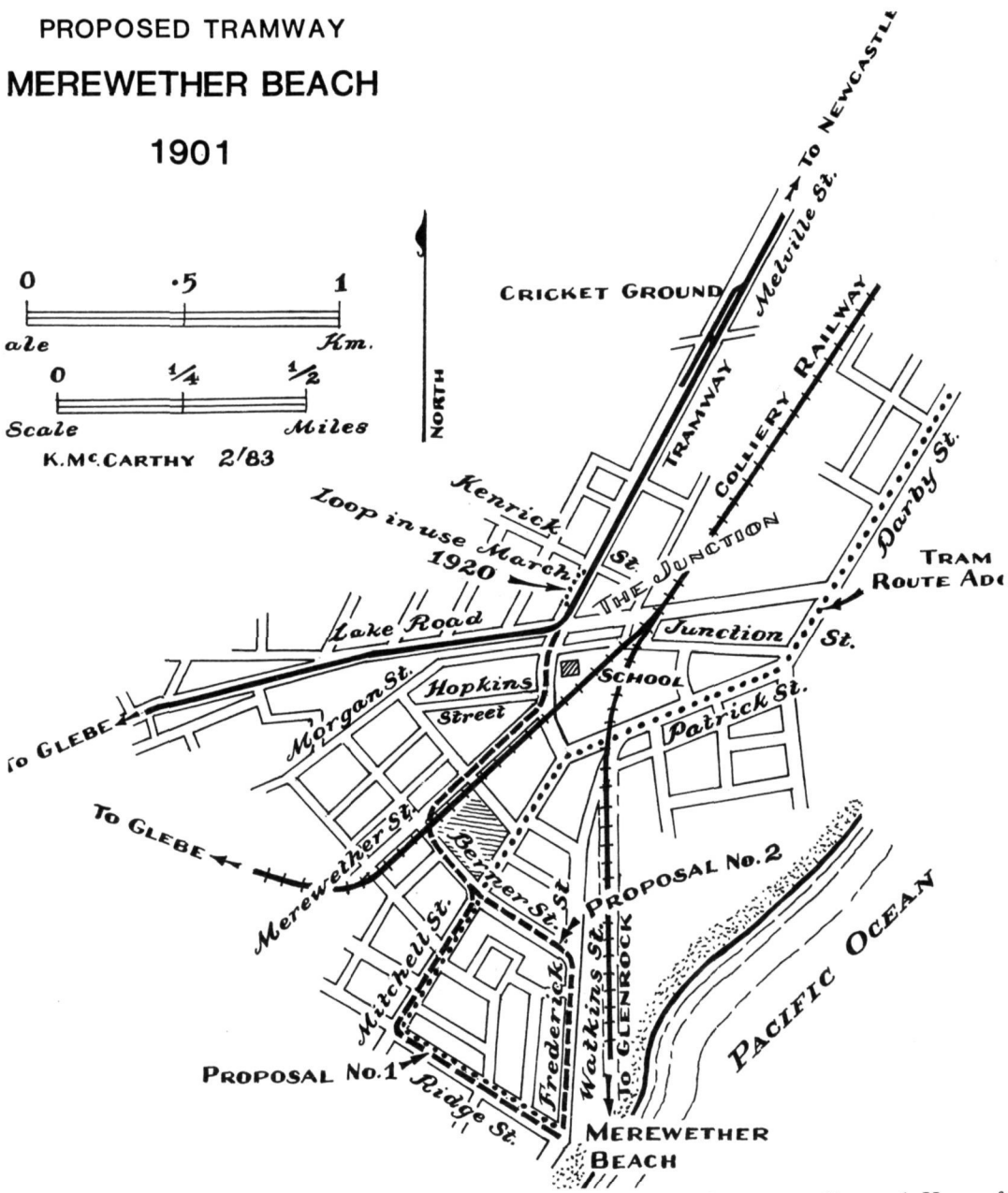
On Wednesday, 5 September, 1901 the Merewether Beach extension received the attention of Mr. Haycroft's inspection party. The two proposals envisaged a branch line from the existing Merewether (Glebe) tramway at The Junction. The first proposal would leave the Glebe tramway at what is now Mitchell Street and proceed near the Newcastle South (now The Junction) School crossing Hopkins Street to enter Merewether Street parallel with the Newcastle Coal Company's private railway. These tracks would be then crossed on the level near Mr. Merewether's office. After climbing an incline on open ground, Mitchell Street would again be entered. After turning into Ridge Street the line was planned to terminate at the ocean front.

The alternative proposal planned the use of Berner Street (after crossing the colliery railway) to enter Merewether Beach area along Frederick Street. This latter scheme would not serve as many people, so the former proposal was favoured by Merewether Council at a cost of £3,000.

Many residents favoured the Merewether Beach tramway as a separate route branching from the main Plattsburg line in Hunter Street and proceeding southwards along Darby Street. This was the route favoured by many aldermen in the Merewether and Newcastle councils when the (Merewether) Glebe line was surveyed in 1890-91.

Recommendations

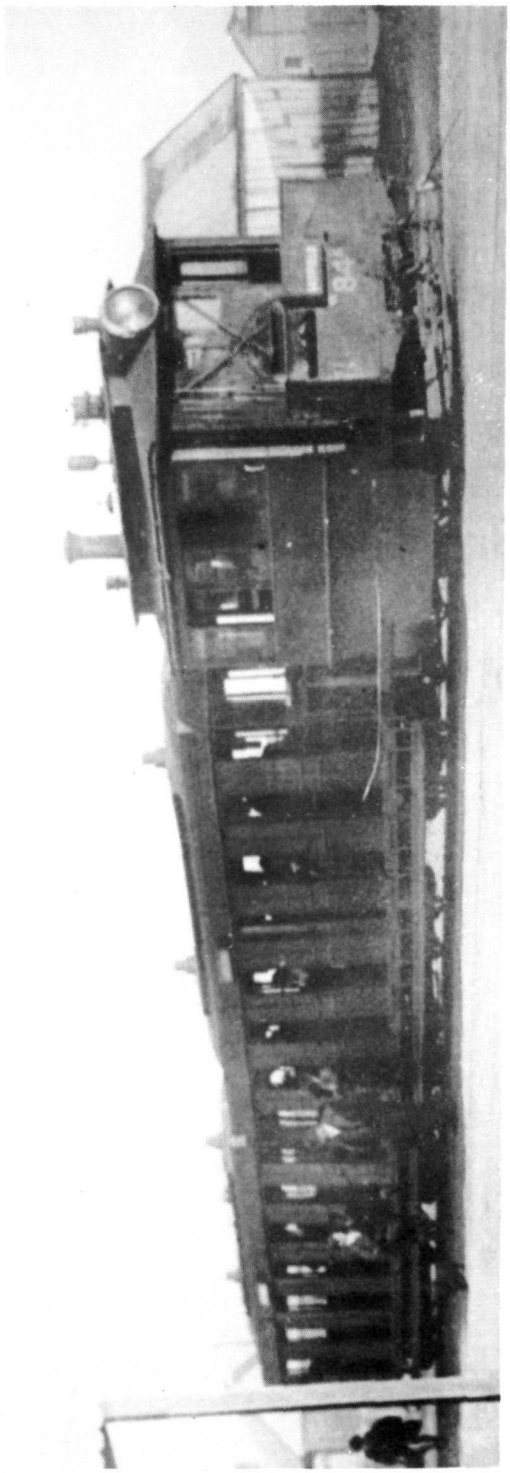
Mr. Haycroft returned to Sydney on Wednesday evening, 4 September, 1901. The *Newcastle Morning Herald* of the following day reported that this gentleman felt that the route of the Belmont tramway could now be pegged out and a start should be made on the survey of the West Wallsend line. He expected that construction would commence on the Carrington and Merewether Beach tramways prior to the close of the year. The Carrington tramway would extend beyond the proposed balloon loop terminus in a north-eastwards direction. The single track line would turn into Robertson Street from Young Street and traverse Bourke and William Streets, looping back along Darling and Hargrave Streets to rejoin the outward track in Bourke Street.[12]



Salt Ash Developments

The long awaited report on the Stockton to Salt Ash tramway was released on 26 February, 1902 by Mr. Haycroft. No grounds of any consequence were found to justify the construction of this 15 miles undertaking. Williamtown, located 9 miles from Stockton, was the only centre of population on the entire route while sparse farming was only evident between the 7 and 13 mile pegs. Land to the west of the route had proved to be of poor quality and Haycroft concluded that he was "not impressed with the present or future volume of traffic" which would be available on the proposed system.[13]

The Salt Ash proposal did not lapse with Haycroft's recommendations. The Minister for Works, Mr. E. W. O'Sullivan, visited Newcastle during March 1903 and one of the deputations introduced by Mr. R. Price (MP for Gloucester)



Steam motor 84A hauling two trailers on the Mayfield Service. This tram is possibly standing in Albert Street, Wickham between 1921 and 1923. K. Magor

requested the Minister to further consider the Salt Ash proposal and to place the matter in the hands of experts for a detailed report. The Minister promised to call for a further report and stated that a contract would be let at once for the construction of a horse punt (vehicular ferry) to work between Newcastle and Stockton. The Minister declined to consider the proposed Miller's Forest to Tarro tramway at that stage.

On 24 April, 1903 Mr. Price MP received a copy of the report on the Stockton to Salt Ash tramway proposal made by G. Wilkins to the Engineer in Chief of the Railway Construction Branch on 26 March, 1903.

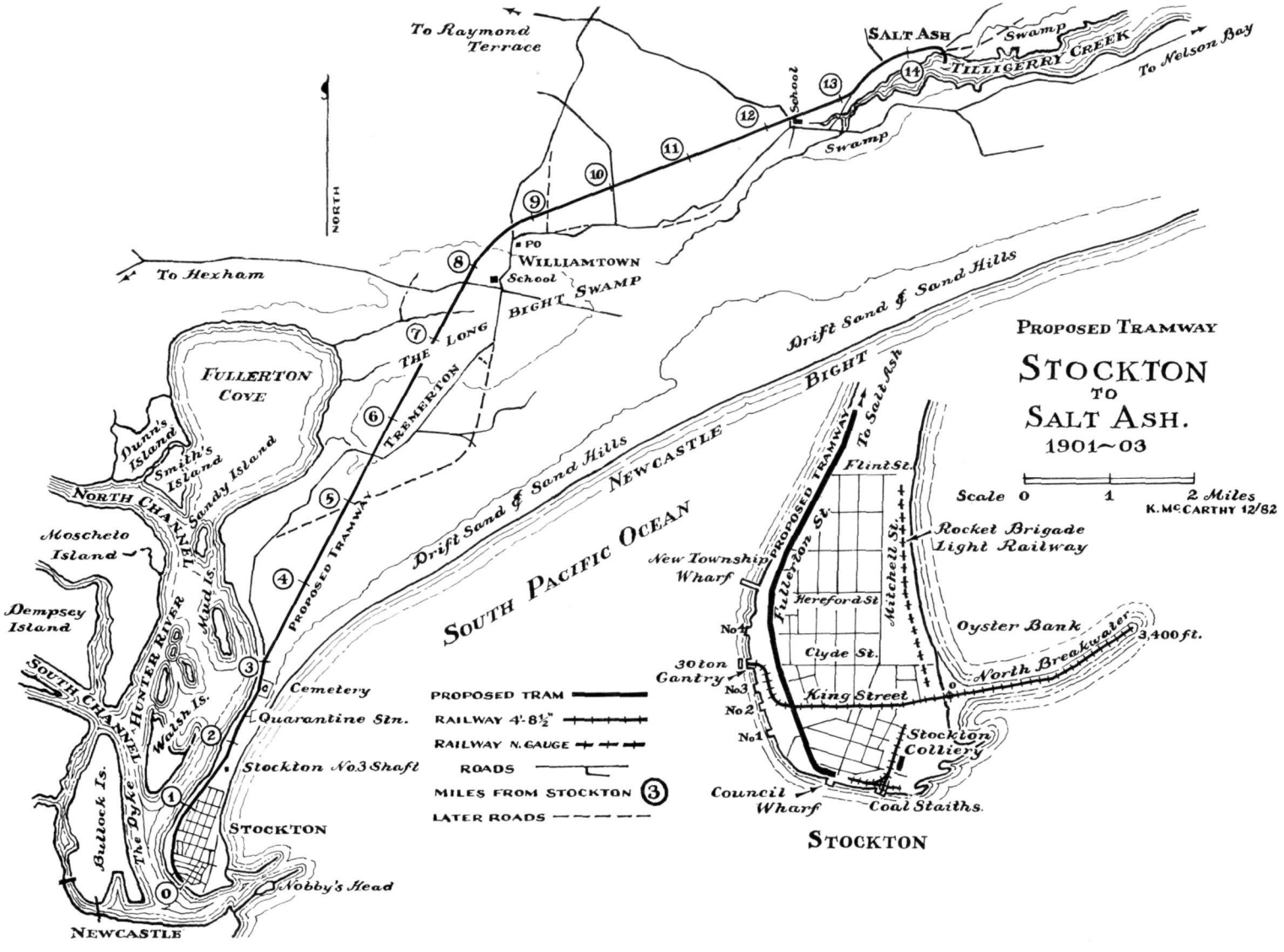
The tramway from Stockton to Salt Ash Wharf on Tilligerry Creek would amount to 14 miles 23.262 chains with ruling grades of 1 in 80 in both directions and minimum curves of 10 chain radii except for one of 5 chains radius at the terminus.

The route commenced at the council's wharf at Stockton and the trial survey was pegged along or close to Salt Ash Road for the first 3 miles. The Quarantine Station was passed by the tramway survey at 2½ miles and the cemetery at 3 miles from Stockton. The proposed route then left the road and struck out north-eastwards across sandhills at 4 miles.

The main Salt Ash Road was next crossed at 5 miles 10 chains before the surveyed path entered swampy ground, a situation which continued to 7½ miles. Hexham Road was crossed at 7 miles 70 chains and the Raymond Terrace Road at 8 miles 57 chains near Williamtown Post Office. Proceeding still in a north-easterly direction the tramway route reached the Salt Ash Public School at 12 miles 30 chains crossing the branch road to Raymond Terrace at that point. The line was planned to terminate at Salt Ash Wharf on Tilligerry Creek at a distance of 14 miles and 23 chains from Stockton Wharf.

Although only light cutting works would be required, some side cutting was required for culvert construction at low locations and across the swamp lands. The line between 5½ and 7½ miles would be subject to flooding at high tides while between the 9 mile peg and the terminus the possibility of flooding existed, although the track in that location was out of reach of tidal influence.

Flood openings would be needed for drains but as construction timber was not available in this region, suitable material would have to be obtained from Myall Creek on the north shore of Port Stephens where the iron bark species was available.


To Raymond Terrace
SALT ASH
Swamp
TILLIGERRY CREEK
To Nelson Bay
School
Swamp
NORTH
PO
WILLIAMTOWN
School
To Hexham
SWAMP
BIGHT
THE LONG
TREMERTON
Drift Sand & Sand Hills
PROPOSED TRAMWAY
STOCKTON
TO
SALT ASH.
1901~03
Scale 0 1 2 Miles
K.McCARTHY 12/82
FULLERTON COVE
Dunn's Island
Smith's Island
Sandy Island
NORTH CHANNEL
Moscheto Island
Dempsey Island
SOUTH CHANNEL
HUNTER RIVER
Mud Is.
Walsh Is.
Bullock Is.
The Dyke
PROPOSED TRAMWAY
Cemetery
Quarantine Stn.
Stockton No3 Shaft
STOCKTON
Nobby's Head
NEWCASTLE
SOUTH PACIFIC OCEAN
NEWCASTLE
BIGHT
Drift Sand & Sand Hills
To Salt Ash
Flint St.
PROPOSED TRAMWAY
Fullerton St.
Mitchell St.
Rocket Brigade Light Railway
New Township Wharf
Hereford St
Oyster Bank
3,400 ft.
No4
Clyde St.
30 ton Gantry
No3
King Street
North Breakwater
No2
No1
Stockton Colliery
Council Wharf
Coal Staiths.
STOCKTON
PROPOSED TRAM
RAILWAY 4'-8½"
RAILWAY N. GAUGE
ROADS
MILES FROM STOCKTON
LATER ROADS

Ballast for the tramway would be available from quarries on the west (Waratah) side of Port Hunter. Newcastle water was reticulated at Stockton but a 30 feet deep well would be needed at Salt Ash to provide sifficient water for the steam motors.

Little settlement existed after leaving Stockton until Tremerton was reached at 6 miles. The first 3 miles of the route was planned across government land which was unsuitable for farming while the remainder largely consisted of sand hills. Settlement was fairly thick at the Main Road near Williamtown and to the 9 mile peg, but beyond this latter point there was little room for later expansion to the east or west due to the peninsular location.

Freight traffic from the Williamtown area would consist of light dairy products but heavy timber and some fish consignments could be expected from Port Stephens.

The report concluded that if a railway scheme was considered instead of a tramway, deviations would be required which would extend the distance by a mile. A tramway, however, would be well adapted to handle the character of the traffic offering.

By 1904 a regular horse bus service was operating between Stockton and Salt Ash connecting with steamers and launches on Port Stephens, but freight traffic was handled by sea going steamers from Port Stephens to Newcastle and Sydney. The slow but gradual improvement of roads in the area and the development of road motor and lorry services soon removed the need for a tramway between Stockton and Port Stephens.

Land subdividers and agents in the 1920's and 1930's featured maps of a local tramway proposal at Nelson Bay in their sales promotion schemes. One such map was still displayed in an estate agent's office window in Hunter Street, Newcastle near Pacific Street during the late 1940's.

Construction Activities as a Result of these Inspections

Construction work commenced on the Carrington tramway on 20 March, 1902 while on 29 March the Minister for Works Mr. E. W. O'Sullivan turned the ceremonial first sod of the Merewether Beach tramway at 3.30 pm and then departed by official tram to Wallsend to attend an Eisteddfod.[14]

Both projects were subjected to later construction and planning problems. Trams did not reach Merewether Beach until September 1903 due to an entirely independent route via Darby Street being elected at the last minute instead of the branch from the Glebe (Merewether) tramway at The Junction.

The Carrington tramway did not open for regular service for another decade. Except for the Hunter Street Junction and the crossing of the coal delivery railway tracks in Cowper Street, Carrington track work was largely completed by the close of 1902. During 1903 and 1904 a vigorous debate continued on the method of crossing the Carrington coal railway. The argument revolved around a level crossing, a tram only overhead bridge and a general traffic overbridge.

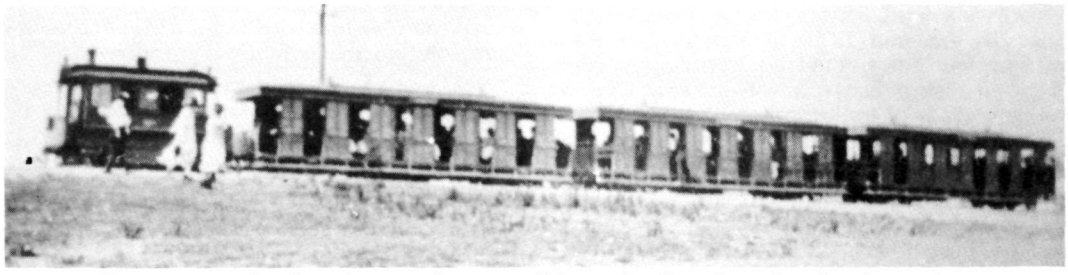
On 26 May, 1904 bridge construction at Cowper Street ceased and the new tramway was not commissioned. When the Carrington tramway finally opened for traffic in 1912 the approach to the island was along the roadbed of the former coal railway, the route of which had been diverted through Port Waratah. The Original tramway south of Cowper Street was therefore never used.

References:

1. NMH 15-11-00 p6; 20-11-00 p5.
2. NMH 5-12-00 p3.
3. NMH 15-2-01 p5.
4. NMH 13-8-96 p5; 16-5-01 p5; 12-6-01 p7.
5. NMH 19-1-99 p6; 7-6-01 p5.
6. NMH 3-1-01 p5; 12-6-01 p7; Tramway Contracts 00/5289.
7. SMH 25-11-92; NMH 7-6-01 p5; 12-6-01 p7; 13-6-01 p5.
8. NMH 4-2-01 p6; 14-6-01 p6.
9. NMH 15-11-00 p6; 12-1-01 p6; 14-6-01 p6. See map *"TW"* October 1982, p9.
10. NMH 14-6-01 p6; 15-6-01 p5.
11. NMH 3-9-01 p5; 4-9-01 p7; 5-9-01 p7; 7-9-01 p7; Tramway Contracts 01/8808.
12. NMH 19-10-01 p5.
13. NMH 27-2-02 p4; 20-3-03 p5; 25-4-03 p6.
14. NMH 21-3-02 p6; 31-3-02 p4; Public Works Department Annual Reports 1901 p71; 1902 p22.

NMH:— Newcastle Morning Herald
SMH:— Sydney Morning Herald

Further Reading:—
"The Port Stephens Story" M.A.Bartlett.
"History of Redhead Colliery" E.Tonks.



Steam motor hauling three trailers, possibly at the Broadmeadow level crossing with the NSWGR Sydney line. Circa 1915. C.B.Thomas Collection

MELBOURNE W2 TRAMCARS IN SEATTLE, U.S.A.

In February 1983 *TW* Richard Youl reported on his encounter with the Seattle tramway. Ken McCarthy now expands on the background and operation of this line. Acknowledgement is made of the assistance received from E. Ewers and R. Willson.

The delivery of the new Z type tramcars in Melbourne has resulted in some unusual indirect developments in the general tramway scene. Such developments have been due to the release of the elderly W2 cars for disposal.

On these shores some unusual operations have been witnessed, such as Melbourne car 294 working on the Glenelg tramway in Adelaide. Although the property of the AETM Museum at St. Kilda, S.A. this Adelaide built W2 has been employed in the South Australia capital on a number of commemorative and promotional occasions since 1979.

Other local developments have been:—

a. The appearance of W2 234 in Hyde Park, Sydney during March 1979 as part of a Melbourne Tourist Promotion scheme.
b. The display of W3 668 in Newcastle and Maitland, N.S.W.
c. The preservation of W2 244, 245 and 247 at Newcastle, N.S.W.
d. The operation of W3 661 and W4 671 along the Wendouree Parade tramway in Ballarat, Victoria.
e. The delivery of W4 674 to Perth, W.A. for eventual operation.

The release of these older Melbourne tramcars has made it possible for some overseas towns and cities, with an inclination to reestablish tramways, to construct short tourist or trial undertakings in a relatively inexpensive manner.

From the late 1960's mass transportation trends in North America have turned from the private automobile-freeway construction mentality towards heavy rail underground metro constructions. By the mid 1970's it was obvious that medium size cities could not contemplate the crippling costs of heavy railway construction, so the emergence of trolley bus modernisation and light rail (high speed tramway) development has occurred.

Readers are aware of the construction and commissioning of light rail, pseudo tramway, undertakings in Edmonton, Clagary and San Diego; centres which closed their street car networks, albeit in a somewhat truncated form, such as Cleveland, Pittsburg, Boston, San Francisco, Toronto, Philadelphia have introduced fleets of modern vehicles to replace all or part of the rapidly ageing PCC cars of 1940-50's vintage.

Other projects have entailed the development of electric tourist tramways as part of the everyday urban scene. These undertakings differ from the museum groups where large collections of tramcars are preserved and operated on short lengths of track; these new systems have a limited amount of rolling stock but operate relatively intensive services in locations of conventional need.

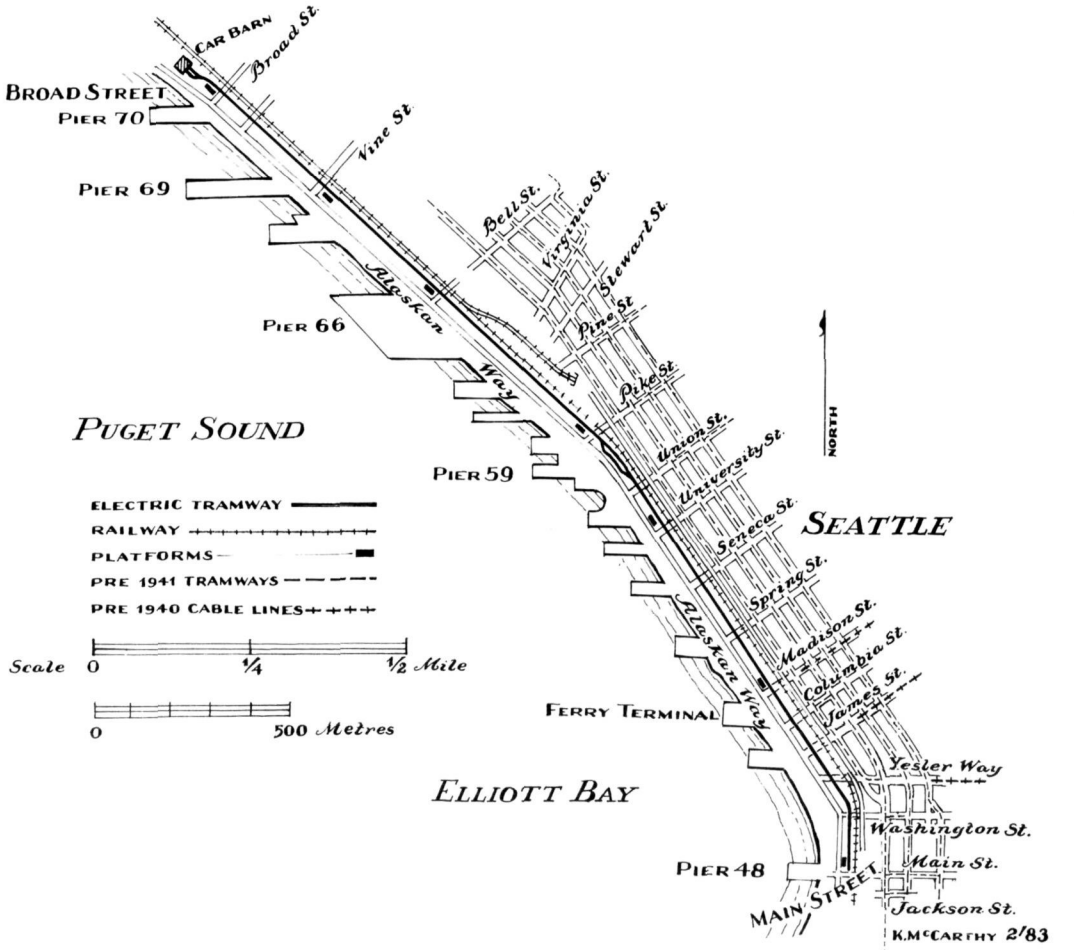
The first tourist development occurred at Yakima, Washington State, U.S.A. Yakima Valley Transportation Coy. operated passenger trams until 1947, but an electrified freight only segment of the former network has been retained. Two trams, former 254 and 260 from Porto, Portugal, were used to reintroduce passenger tram operation at Yakima on 12 October, 1974 over a two miles length of track. Some financial assistance was received by the municipal and county governments from the U.S.A. Bi-Centennial Commission of 1976.

Another similar, but more elaborate scheme was launched in Detroit with the opening of a cross city tramway on 20 September, 1976. The 1 mile street line operates along Washington Boulevard using six 3ft gauge tramcars from Lisbon, Portugal. Five of these trams are single truck saloons ex 405, 412, 469 and 523 while the open cross bench vehicle carries number 247. During 1980 an extension to the tramway was completed and on 30 July, 1980 double deck car 14, built in 1906 for the Burton & Ashby Light Railway in England, entered service in Detroit mounted on a rebuilt Lisbon single truck.

Other similar schemes at Lowell, Massachusetts and San Francisco, California have expressed the desire to use running gear, or complete W2 cars from Melbourne for future undertakings similar to the successful Detroit tramway.

The latest venture of this nature to open is that at Seattle, U.S.A. This 1½ mile undertaking employs complete, former Melbourne, W2 cars and commenced passenger operation on 5 June, 1982 after a gala opening ceremony of 29 May.

Horse operated car lines opened in Seattle on 23 September, 1884 and electric trials of 31 March, 1889 resulted in the gradual conversion



of the horse lines in the 1890's. The success of the early electrification scheme in Seattle did not prevent the later introduction of cable traction. Between 28 September, 1888 and 1891 four city and one suburban line were constructed as cable worked enterprises. Due to the steep nature of the central city area, three of these cable routes continued in operation until 1940. The James Street line closed on 17 February, Madison Street on 13 April and Yesler Way on 9 August.

The Yesler Way line was the last cable working in U.S.A. outside San Francisco. The Bourke Street line in Melbourne lasted only a further two months, but the other remaining cable tram stronghold, Dunedin, New Zealand, retained this traction mode until 1957.

The last Seattle electric tram route, from 2nd Avenue South and Main Street to 8th Avenue NW, closed in the early hours of 13 April, 1941 when car 706 entered the Freemont car barns for the last time.

Electric traction has continued in Seattle in the form of trolley buses. The first route opened on 28 August, 1940 and although by the mid 1970's the electric bus seemed to be in decline, Seattle reached the decision during the world energy crisis to modernise the system and replaced

Ex Melbourne W2 481 passing Pier 69 on its journey to Main Street. The Ohio Brass single chime air whistle is located to the left of the destination box. The two road carbarn can be seen in the distance.
Ralph Forty

the aged vehicles with new trolley buses. This was carried out in 1980 and the trolley bus network will be gradually extended. Another form of electric traction is the short Alweg monorail line built in 1962 for the Seattle World Fair.

The Seattle Municipal Railway opened its first electric tram route in 1914 and during 1919 the Municipality purchased the earlier established network worked at that period by the Puget Sound Traction, Light and Power Coy. Municipal or local government operation of the local transportation system in Seattle has continued to this day, although the corporate structure of the administration has changed from time to time. The current administration, known as "Metro Government", has operated the system since 1973.

The reintroduction of electric trams in Seattle after an absence of 41 years was due to the drive and enthusiasm of two people, Robert Hively, a local enthusiast and George Benson, a Seattle councilman.

The waterfront along Elliot Bay on Puget Sound in Seattle has been developed as a tourist and retail area in recycled pier and warehouse buildings while cruise ships and ferries still depart from that location.

During the 1880's land was reclaimed along Elliot Bay to provide the only practical approach roads for the railways into Seattle. This strip became Railroad Avenue and later Alaskan Way. Later railway deviations reduced most of the bayside tracks to freight operation. In recent times the various major railroad companies serving Seattle have amalgamated as the Burlington Northern. Amtrack passenger trains operate on the northern end of the lines, diverting into a tunnel under the city. Hivvely and Benson realised that the excess railway track capacity along Alaskan Way could be employed as a tourist tramway.

The first rolling stock considered for this tourist venture was some Yakima Valley trams located at the Puget Sound Railway Museum. A detailed inspection of the Yakima units revealed that they would not be suitable for the intensive every day workings planned for Seattle, but they were adequate for occasional conventional museum operation.

The availability of Melbourne W2 bogie cars was discovered by the Seattle promoters. Although available basically for $5,000 each, the landed cost at Seattle, including purchase, overhaul and delivery charges amounted to approximately $30,000 per tramcar.

The first car, W2 518 departed from Preston Workshops in Melbourne on the *"Allunga"* on 30 January, 1978. W2 512 followed on 7 June, 1978 and W2 482 left on 28 September, 1979. The final tramcar transferred to Seattle was W2 272 on 11 March, 1980. This last unit was obtained as a source of spare parts.

Three of the vehicles were constructed by James Moore; 272 as a W type in 1925, 512 and 518 as W2 style cars in 1928. Tram 482 was built

in the Preston Tramway Workshops by the Melbourne & Metropolitan Tramways Board in 1928, also to the W2 design.

On arrival in Seattle the tramcars were stored in a pier warehouse. Prior to entering service the footboards were removed to enable close alignment to be made with raised platform loading stages. Sliding doors, similar to the Melbourne SW2 style conversions, have replaced the canvas blinds in the two larger doorways on the platform loading sides. The offside centre doors have been replaced with matching window and side panels.

The tracks over which the former Melbourne cars operate form a duplicated route of the Burlington Northern Railroad. The 1½ mile section between Broad and Main Streets has been disconnected from the parallel tracks which are still in use for railway shunting trips. Overhead wire has been erected, mainly supported from pole and side brackets, while a passing loop constructed to tramway wheel profile tolerances has been constructed half way along the line between University and Pike Streets. A two road depot is located at the northern terminus. The structure is designed to blend with the surrounding architecture and enables visitors to view maintenance work being undertaken on the trams. The southern terminus is a single track stub.

The opening ceremony of what is now "Street Car Route 99" took place on 29 May, 1982 when car 518 was driven by George Benson and 482 by Robert Hively. Regular operation commenced on 5 June. The trams provide a 30 minute service between 7 a.m. and 11 p.m. Mondays to Fridays with a 20 minute frequency between 11 a.m. and 6 p.m. A similar schedule is followed on Saturdays but the first car does not leave the depot until 9 a.m. On Sundays and Public Holidays a 30 minute frequency is worked from 9 a.m. to 11 p.m. with the 20 minute headway between 2 p.m. and 5 p.m. Although the fare is only 60¢, and Metro transfers honoured, the takings of each car during the northern summer averaged $1,000 per day.

The Melbourne colour scheme and fleet numbers have been retained in Seattle. Although some local advertising is displayed, much of the Melbourne advertisements have been preserved in the interiors. The destination display includes *Main Street, Broad Street, Car Barn.*

Unfortunately the original planned costing of just under $1 million for the project escalated to over $3 million. To enable the undertaking to proceed the waterfront merchants contributed over $1 million, the federal authorities adding $1 million to match the Seattle City Authority's $1 million.

The new tramway does not traverse a former Seattle street car route. One of the former trunk lines was located parallel to, but one thoroughfare removed to the east. The new line does pass the foot of such thoroughfares as Main Street, Madison Street, University Street etc. along which both cable and electric cars once operated.

Between 1919 and 1929 a wooden elevated trestle structure was used in Alaskan Way, complete with stations. This was generally located southwards from the Main Street terminal of the present tramway along the bay side to Spokane Street. Although this structure provided a fast exit path for Seattle street cars of that era, the edifice was an eyesore. An elevated concrete freeway now follows much of the alignment of the old "elevated".

The Seattle Trolley is a bold project. This and other schemes, however, show that urban traffic planners in the U.S.A. are not afraid to look at the past to find solutions to current transit needs or problems.

W2 518 at the Broad Street terminal being passed by two Amtrak EMD F40PH diesel electric locomotives on 11 June, 1982. R. Forty

HERE AND THERE

NEWS ITEMS OF INTEREST FROM ALL OVER

Glenelg Tramway News

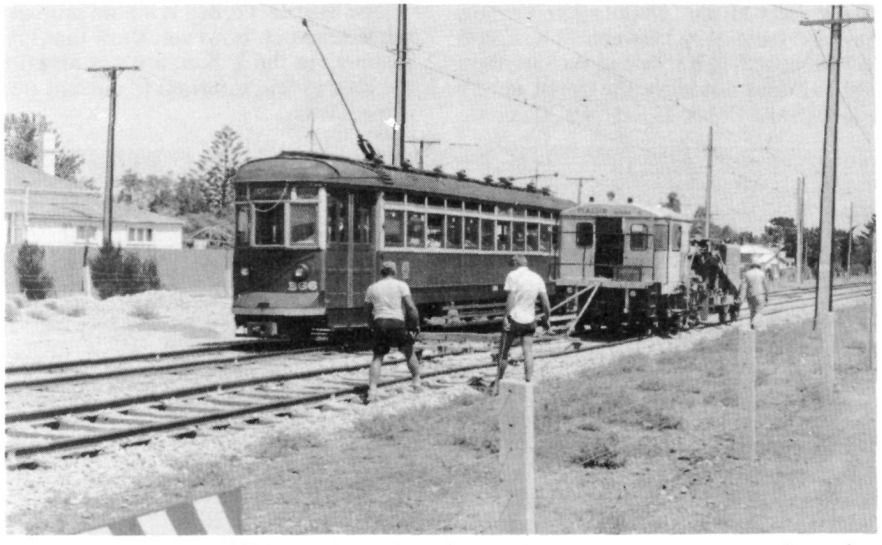
Car 380 has now been back in service for about six months following its refurbishment and repainting in the tuscan red and cream livery. This brings to twenty the number of trams refurbished since 1971. As it is planned to reduce the number of trams at City Depot from 26 to 21 (*TW* June 1982), only one more car will need to be overhauled for the entire planned fleet (except for gold car 377) to be in the tuscan and cream paint scheme. Cars 360 and 362 have gone to St. Kilda while 356 is in store at Hackney bus depot. Silver cars 361 and 378 still see peak hour or emergency service while 355 remains incomplete at City Depot. The number of cars at City Depot currently stands at 23.

Car 374 has been returned to traffic with full fibre-glass fronts at both ends. This has proved succesful and has reduced the problem of leaks during wet weather. Cars 364 and 373 are now in the body shop undergoing major repairs which will include the installation of fibre-glass fronts. It is probable that the return to service of these cars will see the withdrawal of the remaining operable silver cars. Many of these cars are receiving bogie overhauls and new or re-profiled wheels are being fitted.

Much of the overhead has been replaced with new span wires, hangers and non-fouling ears, and this has greatly reduced the incidence of trolley pole dewirements.

The track in Jetty Road, Glenelg was relaid in mass concrete from September to November 1982 during which period the trams terminated at Brighton Road. Passengers transferred at this point to buses for the short journey to the Jetty.

The tram stops at South Road and Marion Road are having their platforms (both Up and Down directions) reconstructed with paving bricks. Improved lighting is also being installed.



H366 passes the STA track packer during improvements to a section of reserved track during March 1982. P. Shillabeer

Track reconstruction in mass concrete. Jetty Road, Glenelg looking from Mosely Square in October 1982. P. Shillabeer

Heritage Bus Operations in Wollongong, N.S.W.

Over the last three years society groups and individuals in the Wollongong-Shellharbour-Kiama region of N.S.W. have responded enthusiastically to the annual Heritage Week activities. This is mainly due to the efforts of the Heritage Officer employed jointly by the three municipalities and to the work of public awareness conducted by the Joint Heritage Committee.

Each year there have been transportation elements to the activities. The Illawarra Light Railway Museum has staged additional steaming days to co-incide with Heritage Week while in March 1982 the Australian Iron & Steel Company hauled a passenger train at regular intervals along its colliery line between Unanderra and Mount Kembla village transporting visitors to the Village Activities free of charge.

This year the Sydney Tramway Museum participated in the Heritage Week activities in Wollongong by making available some of its buses and crews to work a regular free "Discovery Tour" in the inner Wollongong area. In addition, museum member Mal McAulay operated his c1938 single decker Bedford in the roster to add an example of a typical private operator vehicle of the period.

The vehicles selected for the events were double decker D.G.T. AEC 2619, single decker Leyland Tiger D.G.T. 1275 and the above mentioned Bedford/Perkins single decker M.O. 100.

The regular service commenced with a departure from Wollongong Station square at 11 am and regular circuits were operated around the 15km route until 4pm on Sunday, April 10th. On that day the State Rail Authority operated a steam excursion from Sydney, hauled by a standard goods loco, with schedules organised to enable Wollongong people to join the train for a return trip to Kiama. The buses were operated to depart together from the station after the arrival of this Sydney train at 11.50am and all were loaded to capacity in a scene reminiscent of the 1930's and 1940's when excursion crowds were frequently taken from trains to nearby tourist locations on fine weather Sundays.

The route was designed to serve several folk museums, the attractive Wollongong Harbour, the hundred year old fortification sites, the botanical gardens and other locations of historical interest.

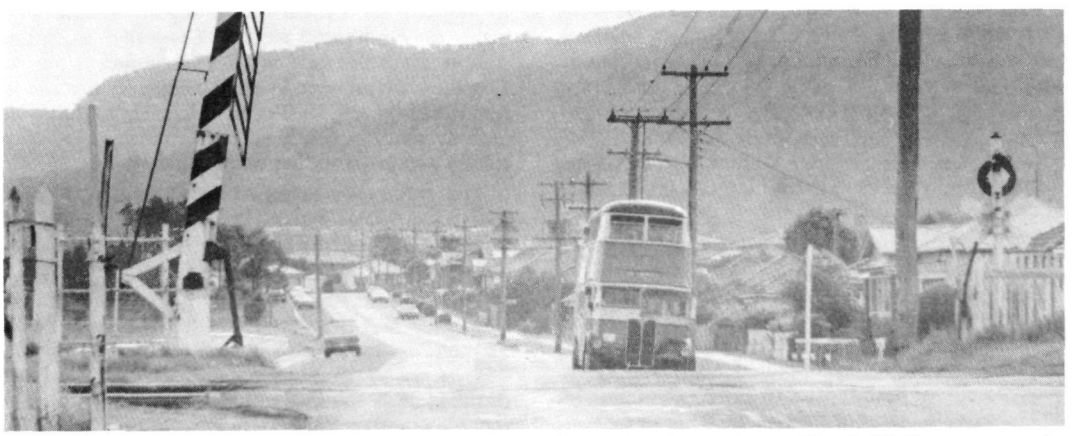
The service was spaced to give a half hourly frequency and the tally sheet revealed that some 320 passengers departed from the station during the day. As not all people were on the buses at this part of the journey the final count would most probably reach just under 500 passengers. On one particular trip the single deck Leyland "Tiger" was recorded as having 15 passengers on departure from the

station, but the conductor noted a total of 68 riders on that circuit on counting intermediate patronage.

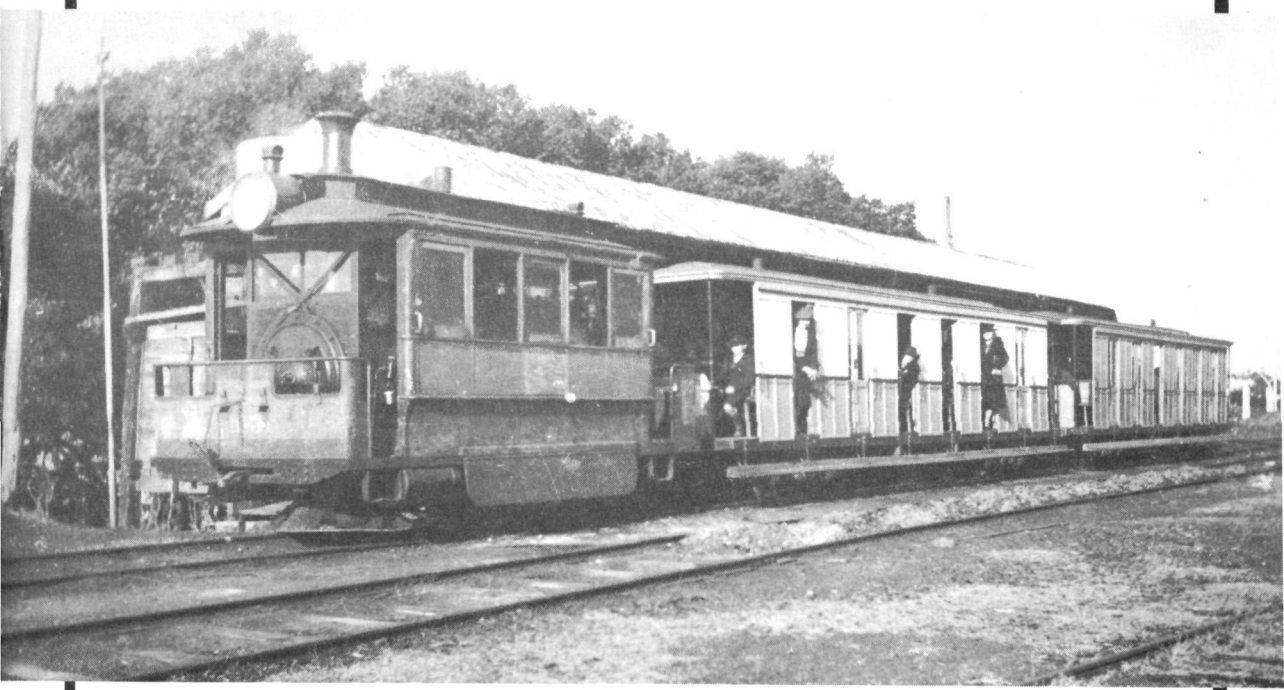
The "Friends of the (Wollongong) University" sponsored this bus project. They financed the printing of the brochure folder explaining the nature of the circuit, features along the route, description of the buses and the achievements of the Sydney Tramway Museum, and provided the fuel for the day.

The University and the Wollongong-Shellharbour-Kiama Heritage Committee thank the Sydney Tramway Museum for staging this part of the Heritage Week activities and they are also appreciative of the work performed by museum members Bill Parkinson, Dennis O'Brien, Geoff Johnson, Peter Kahn, Danny Urbas, Mal McAulay and Wayne Armitage on that occasion.

Ex Sydney double decker MO.2619 and former South Hurstville Bedford MO.100 in Wollongong Station yard prior to the commencement of the Heritage Week "Discovery Tour" bus route on April 10th 1983. K. McCarthy



Double decker ex MO.2619 approaching the Gipps Street level crossing at North Wollongong on the afternoon of April 10th, 1983. This level crossing is soon to be replaced by an alternative crossing. K. McCarthy



At 5.15pm on Wednesday 31 March 1943 steam tram motor 31A with trailers 1 and 3 left Parramatta Park Gates for the journey of 2 miles 66 chains along the private tramway to Redbank Wharf in the mangrove swamps near the confluence of the Parramatta and Duck Rivers. The 17 minute journey along George Street and Grand Avenue went unnoticed, yet it brought to an end the steam tram era in New South Wales, an era that lasted 64 years. The steam tram brought expansion and prosperity to Sydney, yet neither its coming nor going was marked by public ceremony. Public attention was focussed on the closure of the last government line, from Kogarah to Sans Souci in 1937, yet this Parramatta line, which opened on 5 October 1883 operated longer than the entire government system.

The line was authorised by Jeanneret's Tramway Act of 1881, under which a minimum of six passenger trips per day had to be operated. Passenger traffic held up fairly well while the ferries from Sydney kept running but regular ferry services ceased during the depression although picnic specials kept running until the Second World War. Goods traffic, from on-line sidings, especially from Meggits at the Parramatta terminus, was heavy enough to keep the line going, most trams being run mixed. This came to an abrupt halt when, in 1941, the company's lighters were taken over for war service. (The owners of the connecting ferry service had always owned the line.). The minimum required passenger service was carried on up to March 1943 but was hopelessly uneconomic. Even under wartime conditions, petty politicians acted to ensure that the line would not operate again.

Despite the long life of this tramway it was always a quiet backwater when compared with government lines. Although mainly operated with second hand government motors and passenger cars it had a character of its own; the numerous goods vehicles were all four wheeled and unbraked; the depot buildings at the wharf were a jumble of corrugated iron sheds; the line was single track with one passing loop and a number of industrial sidings which disappeared through factory gates or straight off the street into buildings. A notable feature of this line was the number of railway/tramway crossings, always rare in Sydney, in its short length. The government Castle Hill tramway was crossed at Church Street and the Carlingford and Sandown railways at Camellia; further along Grand Avenue the Wunderlich factory siding and very near the end of the life of the tramway a railway siding crossed east of Wunderlich's to the U.S. Army's wartime depot complex. There was no physical connections with any of these lines. The Redbank Wharf tramway predated all of these lines.

★ Museum Notes and News

WHITEMAN PARK . . .

Perth Electric Tramway Society

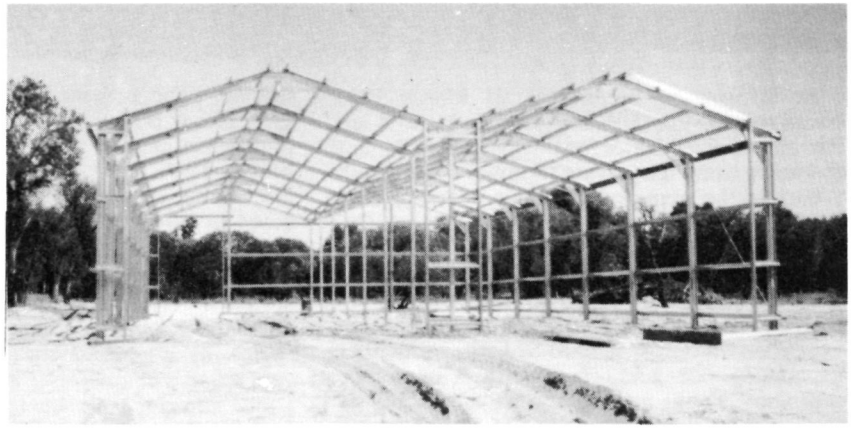
At the Annual General Meeting of the Society, the following office bearers were elected:—

President	L. C. Richardson
Secretary	R. Francis
Treasurer	K. Chipper
Committee	B. King

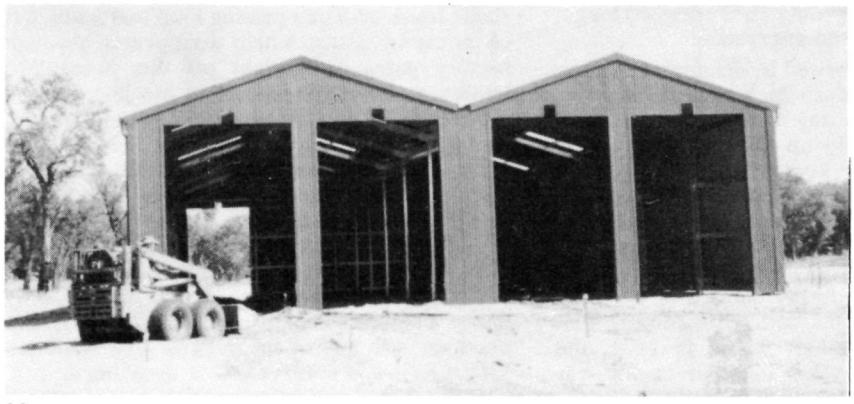
The Society's new tram shed has now been erected at Whiteman Park and is a structure with dimensions of 35m x 15m. 180ft. of standard gauge track has now been laid into road No. 1. Chain-mesh fencing of an area behind the shed measuring 20m x 147m, has been erected.

It is expected that Melbourne W4 674 and Ballarat 31 will be relocated from Castledare Boys' Home to the new site at the end of May.

Associated road works within the shed are now in course of construction.



The steel framework of the tram shed at Whiteman Park in the course of construction. PETS Photo



A view of the finished shed. The bobcat in the foreground is excavating sand to form the roadbed for tracklaying. PETS Photo.

GLENORCHY . . .

Tasmanian Transport Museum Society

Railway Station

Exterior work on the station is reaching a conclusion. Painting (except roof) has been completed and the platform area has been sealed with hot mix bitumen. Picket fencing is at the stage of being erected.

The railway display room has been relined and painted and now awaits preparation of the displays. The remaining section consisting of the office and signal room are now receiving attention and the whole complex should be completed in the next three to four months.

Roundhouse Area

Seven rail tracks will radiate from the recently constructed railway turntable. Eventually most will be incorporated in a roundhouse structure. Over the past 2-3 years filling has been collected which has now been spread, rolled and the area surfaced with metal screenings. Two tracks have been laid with the remainder to follow.

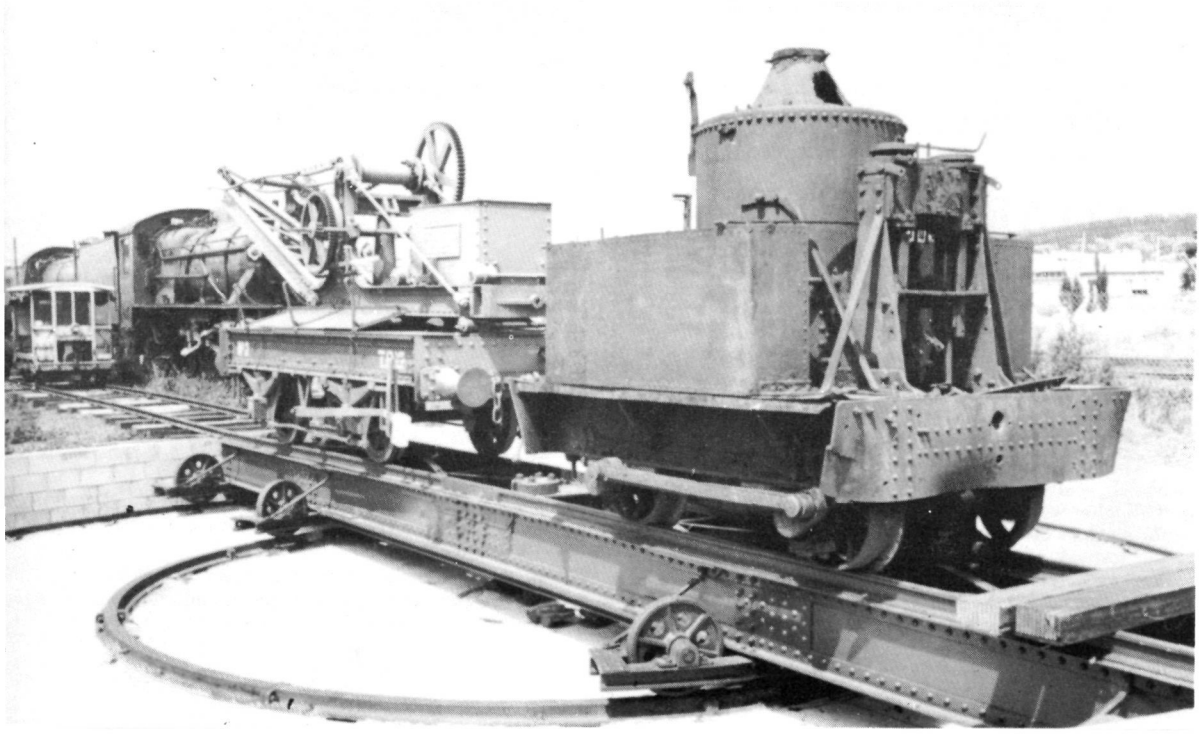
Vertical Boiler Locomotive

A successful recovery operation resulted in the arrival at the Museum on 12 February of a logging locomotive believed to be over 80 years old. The locomotive had been abandoned following a logging operation in the forest near Tyenna (80km from Hobart) about 30 years ago. Using a bulldozer, a 4WD truck and with Society members wielding chain saws a track was cut through the difficult terrain to the loco's resting place. After loading on the truck there followed a hair-raising journey downhill before continuing on to the Museum.

Little is known of the loco and its history. Even the makers and year built is not known but it is believed it may have been manufactured by Markham or Chaplin and was known to have worked in southern Tasmanian forests in the 1890's. For its age and considering its considerable exposure to the weather it is still in reasonable condition but will nevertheless require extensive cleaning and restoration.

The recently salvaged vertical boilered logging locomotive stands on the new turntable at Glenorchy with TGR crane No. 2.

D. H. Jones



Locomotive C22

The restoration of what will be the Museum's first operational steam locomotive is progressing well. The loco had been dismantled and the boiler removed. After minor repairs the boiler passed official inspection and has now been lifted back on to the main frame. The cylinders and valve gear have been overhauled and fittings are now being replaced in readiness for a final steam test. Repairs to the tender are among other tasks necessary before the restoration is complete.

Trolleybus 235

Tasmania's last trolleybus, ex Hobart BUT 235 has recently been restored by the Metropolitan Transport Trust, its former owners. Although mechanically in good order the body and interior had suffered from being exposed to the weather while in open storage. The MTT kindly agreed to carry out body restoration at their repair shop and after carrying out minor repairs to the body, repainted the exterior, replaced chrome fittings and generally returned the bus to its in-service condition. The Society is most grateful of the Trust's generosity in carrying out this work and although the bus is still in storage the restoration will be appreciated by visitors when eventually it is on permanent display at the Museum.

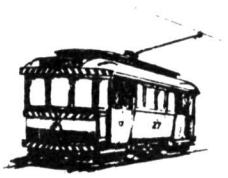
Displays

Valuable publicity for the Museum was gained from two displays recently staged by the Society. The first, at the Royal Hobart Show featured live steam and agricultural machinery provided by members and friends. The main feature was a 1915 Marshall 6nhp portable steam engine operating a chaff cutter whose resulting chaff was sold to help defray expenses.

Members and friends again provided the bulk of the exhibits at a display held in the Courtyard of the Tasmanian Museum during the Tasmanian Fiesta in Dec/Jan. The portable engine again provided steam for a variety of exhibits while other display items included oil and petrol engines, marine engines, tractors, motor vehicles and other miscellaneous items.

The Tasmanian Transport Museum's trolleybus ex MTT No. 235 after its recent restoration by the Metropolitan Transport Trust. D.H.Jones

BALLARAT . . .



Ballarat Tramway Preservation Society

Begonia Festival

The Begonia Festival was held for 10 days in early March, ending on the Victorian Labour Day holiday. This latter weekend especially drew large crowds, with the gardens crowded and motor traffic heavy. During the festival, the trams ran on weekdays, as well as weekends. Labour Day is usually the best day for patronage during the year and three trams ran after the procession.

Rolling stock

Quotes have been obtained from Ballarat and Melbourne firms for eight saloon and three cabin windows for car 18. These new windows will replace those damaged by weathering and vandalism whilst the car was on display at Victoria Park.

Work is still proceeding on the repainting of W3 661 to a chocolate and cream colour scheme, and on converting 26 back to its original combination style.

PARRAMATTA . . .

Steam Tram & Railway Preservation Society

Trailer Car 74B

Work continues on this car at a steady pace. Over the last few months work has been concentrated on the roof sill/letterboard section. Upon removal of the old facia panelling, it was discovered not unexpectedly, that several of the ceiling ribs had rotted at the point of joining with the sill. These were repaired by splicing rib sections from the old Newcastle car 156B (*TW* October 1982) into the sound sections of the existing ribs. The old roof sill was removed, it being found to be substantially decayed and indeed, non-existant in some sections. A new sill has now been installed and ceiling ribs housed in. We are thankful to Bowman's of Seven Hills for their generous supply of the completed sill, including precision milling and profiling, at no charge.

Purcell "Vanguard"

On 21 July 1982 the Society took delivery of this locomotive from the Morman Church at Carlingford where it had rested since 1957. Prior to this the Vanguard had spent its working life at the Ryde Pumping Station. It would appear that these motorised locomotives were constructed at Purcell's of Auburn during the 1920's for use as industrial shunters. An unusual feature of some models was the provision of a retractable set of wheels which could be lowered when required to give greater tractive effort. The axle was driven by chain and sprocket from the rear powered axle. It is believed that the method was not particularly successful.

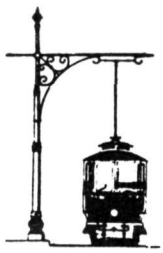
Our model, when received, was devoid of motive power and transmission, save for the differential. Much of the bodywork had long since gone. In consideration of our projected use for the locomotive and the advanced state of decay of the mechanism controlling the retractable wheels, it was decided that these should be removed and the locomotive amended to an 0-4-0 configuration.

Since delivery the Vanguard has been completely stripped down and all moving parts, including side rods and springs, freed up and made operative once more. All axleboxes have been cleaned up and re-felted whilst oil channels have been cleansed of accumulated dirt and corrosion. New lubricator pipes have been fitted.

This has been quite a substantial task and our sincere thanks are extended to Frank Moag, Bob Sanson and Rod Mills (ex SRA) for their unstinting efforts.

Eventually the Vanguard will be equipped with a Bedford diesel engine and enclosed with a tram body. Who knows, it may even be re-titled tram motor 133A!

LOFTUS . . .



South Pacific Electric Railway

New Site

Work commenced on 12 March on clearing a path through the bush along the route of the future main line, from Pitt Street to a point about 150 metres towards Sutherland. This work was resumed on 9 April when the path was widened slightly and extended a few more metres, to finish at a wall of particularly thick scrub.

The clearing of the path is being carried out manually by members armed with a variety of scrub cutting implements, to enable the surveying of the main line to be undertaken. The only mechanical equipment used in this project so far was the Matador breakdown vehicle which blazed a track through the bush from the Sutherland end towards Pitt Street, until it reached the other side of the same thick area of scrub. At this point it was felt advisable to abandon this method of trail blazing when visibility was reduced to a matter of centimetres!

The first lights were installed over portion of Roads 1, 2 and 3 in the new shed on 2 March, and this work is now being progressively extended to the whole shed.

Further earthworks were undertaken on 9 April in preparation for the laying of the concrete slab on which the three-way point to connect Roads 1, 2 and 3 will be laid, and also for the left hand turnout for the triangle between the depot ladder track and the main line. Some of the filling from this project was utilised for raising the floor to railhead level inside the shed.

Recently, between 400 and 500 of our ex AIS sleepers were stolen from the new site sleeper stack by well

orgainsed persons who removed our lock from the gate and replaced it with one of their own. It is not known when the theft occurred but the matter was reported to Sutherland Police. In an effort to thwart the activities of these persons, the sleepers which remain have been marked with bright yellow paint and mounds of the recently excavated filling have been placed around them to greatly restrict access.

Old Site

Activity at the old site continues to be restricted to tramcar maintenance and restoration.

The restoration and repainting of L/P154 is progressing well and is nearing completion. F393, which is undergoing a very extensive restoration, is having its extremely worn floor replaced, possibly for the first time since it was withdrawn from passenger traffic in 1910, and probably for the first time since it was built by Clyde Engineering in 1902.

Off Site

Thanks to the sharp eyes of Bruce Burgess, the Museum's attention was recently drawn to the existence of the body of R1 2044, which has rested at Bowral since being prematurely retired on 25 February 1961. 2044 is one of the few Sydney tram bodies to have been properly protected from the ravages of the weather by its owner and had been carefully positioned on blocks and placed beneath a roof. As a result the car is in very good condition, though naturally not complete inside.

The Museum has acquired the body of 2044 due to the good condition of the car and the desire by a large percentage of Museum members to have a 2000 series post-war R1 in our collection.

A work party was organised to prepare for retrieving the car on 16 April, and when moved the body will be unloaded at the new site and placed on two spare R1 bogies which have been on hand at the "bogie farm" at the old site for several years.

ST. KILDA . . .

Australian Electric Transport Museum

St. Kilda Castle

An Adventure Playground at St. Kilda was officially opened in October 1982. The playground is situated a few hundred metres to the Museum side of the St. Kilda Beach terminus and has necessitated the introduction of a new tram stop. It contains many popular items such as flying foxes, mini roller coaster, swings, toy mechanical shovels and roundabouts. The focal point is a "giant" castle built from heavy wharf timbers. It contains a draw-bridge, ladders, dungeons, a crows-nest lookout and a number of slippery-dips leading down the side of the large hill on which the castle is built. The project is jointly sponsored by the Salisbury Lions Club and Salisbury Council. Prior to the opening, local TV current affairs programme 'State Affair' filmed the playground using tramcar 282. The castle and its hill provide an excellent vantage point for those wishing to take photos of the trams. A very pleasing spin-off is the increased patronage the tramway has enjoyed over the last few months.

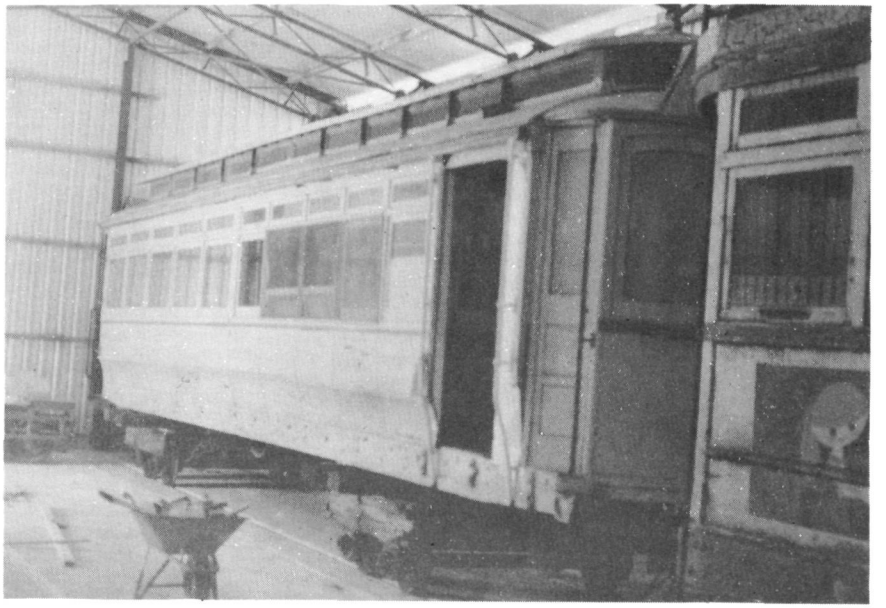
New Acquisition

In April 1982, D type tram 156 was examined for its suitability for possible preservation. It was subsequently discovered to have considerable termite damage. However a surprise offer led to the inspection of E1 type tram 118 at Fishermans Bay near Port Broughton on 3 July, 1982. The body proved to be in very good condition, having been fully enclosed in a shed. It was used as a bedroom and shower but many original fittings had been retained. On 21 August, 1982 a number of AETM members removed part of the shed in readiness for moving 118 to St. Kilda. On 24 August 118 was lifted onto a semi-trailer by crane, transported to St. Kilda and placed on workshop dollies. No. 118 is stored at the rear of road 8 (in the new depot) behind F1 264 and C 173. The opportunity to eventually restore 118 to its original E type appearance of half saloon, half open crossbench combination is indeed exciting and fills a vital gap in the Museum's collection of Adelaide trams. The biggest problem at this stage would be the provision of suitable maximum traction bogies.

Tram No. 118 was one of twenty cars built by Pengelly & Co. between 1910-1912 as bogie half open, half closed combinations with one drop end and straight sill end. In 1936 it was rebuilt to a fully enclosed saloon design and classified type E1. Sister car No. 111 has been a regular performer on the St. Kilda tramway since its opening in March 1974. The E1 type trams were last used on the streets of Adelaide on 5 March, 1958.

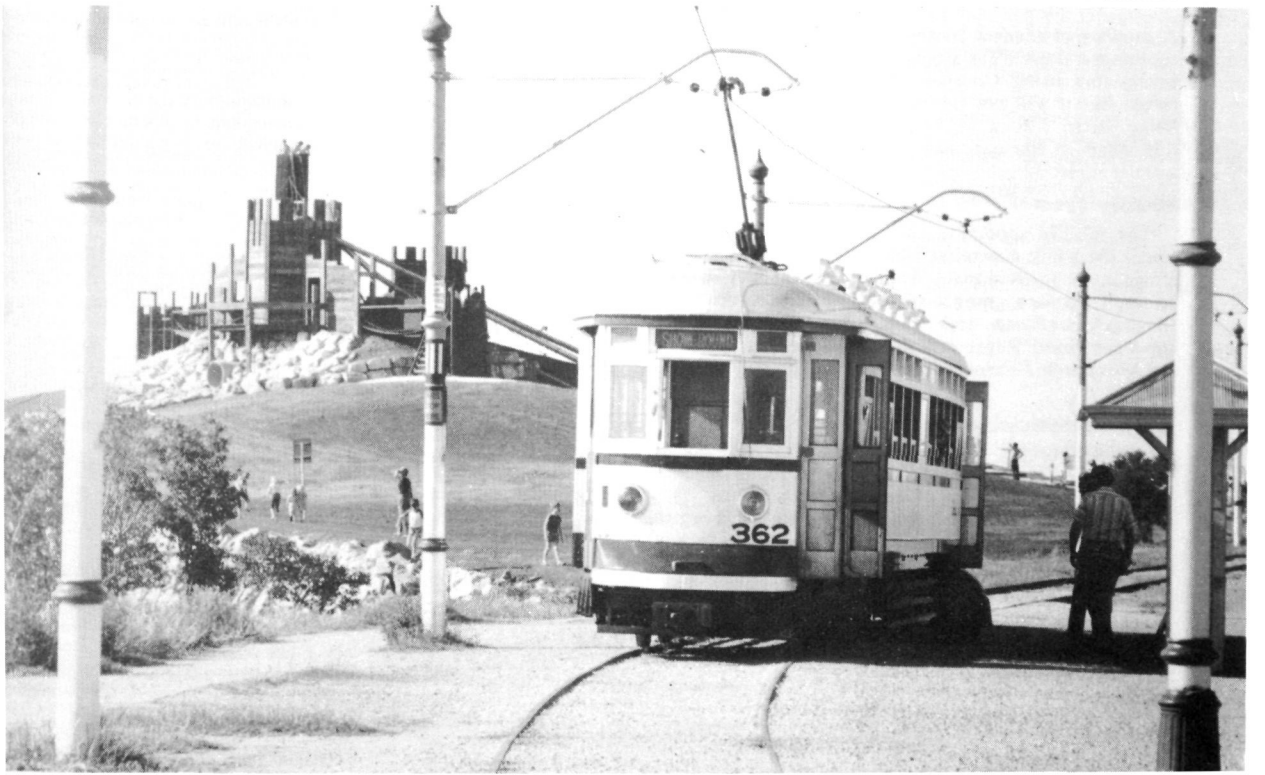
Glenelg Trams

The two H type trams have now settled in nicely on road 7 of the new depot which was connected to the main line by the STA. No. 362 arrived on 1 September, 1982 in exchange for W2 294 which was used on the Glenelg line for promotional purposes by the Melbourne Tourist Authority. 294 was returned to St. Kilda on 6 October while H360 arrived on 6 December, 1982. A minor refurbishment was undertaken for H362 and has seen the repainting of the roof, exterior panels, woodwork and doors in the silver and carnation livery.



E1 tram 118 safely tucked away in the new depot behind F1 264.
P. Shillabeer

Glenelg tram 362 at the terminus with St. Kilda Castle in the background.
J. Radcliffe



Car 381 heads for the Museum on the opening day of the St. Kilda Adventure Playground.
J. Radcliffe

A number of window frames have been replaced and exchanged using STA stock. Tram 360 will be stored for the time being. Coupled operation was successfully tested but it will not be used in public for the time being. Road 7 does not have any overhead wiring at this stage so the cars are moved with the aid of a wandering lead.

History Trust

The AETM applied in December for accreditation under the South Australian History Trust Accreditation Programme (provisional). Application was also made to the Trust for a grant to rebuild car 42 to its original toastrack condition, and to enter for the Museum of the Year award. Representatives from the Trust visited the Museum in February to inspect the site and look at car 42.

TV Commericial

On 24 February a team from Channel 7 filmed a commercial for local electrical goods retailer Radio Rentals, using a number of the Museum's trams. The finished result has since been shown on a number of occasions during prime time and gives excellent views of the trams. It is expected to be screened for at least nine months. Another Radio Rentals commercial features the St. Kilda Castle. The retailer has a series of television commercials featuring tourist attractions in South Australia and the AETM is very grateful to have been included among these spots.

Other News

Work continues on the refurbishment of car No. 1 and includes the arduous task of adding fine gold line-work and numberals, including gold leaf designs applied by Max Fenner.

The last year has seen a significant increase in mid-week charters and it is to be hoped that this will continue.

During January the printing of several special fare blocks for cars 264, 282, 360 and 362 was completed, as was the silk screening of side and end destination signs for cars 1, 111, 192, 264 and 282.

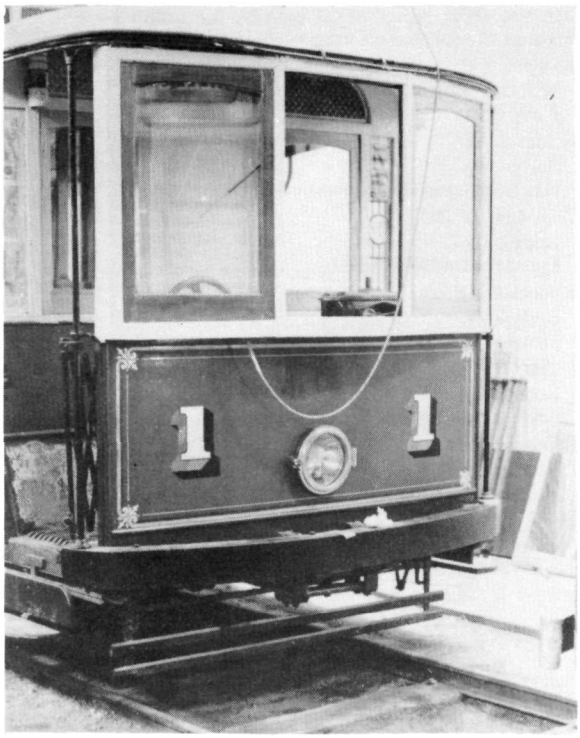
When visiting the other former horsebox tram on 12 February for the collection of spare parts, it was discovered that these horse carrying tram trailers actually carried 12 horses and not 8 as previously thought. The horse rode longitudinally and not transversely!

Traffic Statistics 1982-83

The following AETM traffic statistics for the year ending 28 February, 1983 may be of interest to readers.

Tickets:	Adult (Admission/First ride)	5093
	Concession (Admission/First ride)	7718
	Adult (extra ride)	4537
	Concession (extra ride)	7114

Single Trips Offered: 1800



Single Ride Passengers: 50,566
Average Passengers per Car: 28
Distances Travelled by Car (km)

Car	*Passenger*	*Non Passenger*	*Total*
1	0	17	17 *
21	324	21	345
34	240	8	248
42	0	6	6 †
111	229	40	269
192	229	21	250
282	688	97	785
294	511	73	584 ‡
303	431	37	468
354	0	163	163 ¶
360	0	25	25**
362	46	147	193**
381	739	98	837
Total	3437	753	4190

* Undergoing refurbishment.
† Undergoing restoration.
‡ Does not include trips run while on hire to STA.
¶ Works car.
** Includes some coupled tests.

(left)
The fine linework is already evident on the front apron of tram No. 1.

P. Shillabeer

WARABROOK . . .

Newcastle Tramway Museum

On 28 December 1982 the Newcastle Tramway Museum took delivery of tramcar bodies LP 327 and R 1884 from the grounds of Richmond Main Colliery where they had been stored for a considerable period by the Newcastle Historical Vehicles Association. (See *TW* October 1978 p. 16). LP 327 operated the last trip on the Merewether Beach line in February 1950 and although it is intended to eventually restore this Newcastle electric tram, preference at present is being given to LP 284.

Former Sydney LP 337 had been carefully dismantled by the end of December and retrieved parts are presently being used in the restoration of LP 284 at Wallsend.

Since the last report appeared in this publication another option has emerged concerning a tramway operating location for the museum group. The Kern Corporation is embarking on the redevelopment of the former Newcastle abattoirs site at Mayfield West in an area now known as the Waratah Estate. This project will result in the establishment of a large regional shopping centre with associated car parks, some light industrial development and, it is believed, some domestic building allotments.

Both Newcastle Council and the Kern group has welcomed the establishment of a tramway on the estate and the museum's efforts are now being concentrated on this project. From November the museum has progressively lifted the former abattoir railway siding for relocation along the new tramway right of way. The large and substantial skin drying shed will be available as a car shed at the Waratah Estate.

The Wallsend brick goods shed which houses LP 284 and W2 247 will be retained as a workshop for the time being. One problem which emerged at the Wallsend location was the possibility that a future road widening scheme could result in the demolition of the shed.

During 3 October and 4 December museum members lifted a three way point from Rozelle Depot yard on the occasions when access was allowed on the former Sydney car shed site with the Sydney Tramway Museum work party. On 5 December this special track work was unloaded at the Waratah Estate.

The year closed with the Newcastle Museum being incorporated (as from 23 December) as a Public Company Limited by Guarantee.

Steady progress has continued over the first four months of 1983. During February lengthy weekend trips were made to inspect and select additional trams for preservation. On 5 February a large group of Sydney R cars, which had been used at Ashford, NSW as farm labourers' quarters, were inspected, while during the following weekend W2 cars 244 and 245 were selected in Melbourne for purchase.

On 27 February three former Sydney cars, 1804, 1892 and 1744 were delivered to the Waratah Estate from Ashford. Of these three vehicles, 1892 is in the best condition but all had been under partial cover over the last 23 years.

At the same time the project of replacing the decayed portions of the roof of Brisbane car 550 was completed and work then commenced on having some of the seats from this tram reupholstered. In addition a tradesman has been employed to carry out some restoration work on R 1884 at the Waratah Estate.

On Monday 28 March W2 cars 244 and 245 departed from Melbourne and these arrived in Newcastle on the following day joining the Sydney R cars at the Estate.

The most recent acquisition, and what will be the last for some time, was the delivery of Sydney R1 1995 on Wednesday 13 April. This historic tram was the last to leave Sydney streets and to pass through Randwick Workshop gates at 4.26 pm on 25 February 1961. The Newcastle Museum stretched its resources to provide a home for this important relic.

R1 1995 is virtually complete but for bogie and motors. Factory space has been obtained in Sydney, in which the tram is now housed, and work should commence soon on its complete restoration. Immediate plans propose that R 1892 may also be housed with 1995 in Sydney where restoration can be carried out.

In the short space of 13 months the group have acquired the following trams:—

Brisbane 550
Without controls and bogies.
Body being restored at a store site in Newcastle.

Sydney LP 337
Body only.
Has been carefully dismantled for spare parts.

Newcastle LP 284
Body only.
Being resored at Wallsend.

Newcastle LP 327
Body only.
Situated at store site in Newcastle.

Sydney R 1744
Body only.
At Waratah Estate.

Sydney R 1804
Body only.
At Waratah Estate.

Sydney R 1884
Body only.
At Waratah Estate.

Sydney R 1892
Body only.
At Waratah Estate.

Sydney R1 1995
Complete except for bogies.
To be restored in Sydney.

Melbourne W2 247
Complete tramcar, at Wallsend.

Melbourne W2 244
Complete tramcar, at Waratah Estate.

Melbourne W2 245
Complete tramcar, at Waratah Estate.

Next Issue . . .

THE MANLY TRAMWAYS

1911-1912 THE END OF STEAM OPERATION

O breakdown car 141s shunts E530 onto the lowloader at the National Park site ready for the move to the new site on 20 November, 1982. The O car is standing on the temporary sleeper-built loading ramp. R. Merchant

E529 being winched off the lowloader by the Matador tramcar recovery vehicle at the Loftus site on 20 November, 1982. Loftus railway station can be seen to the left of the depot building. R. Merchant

Museum Directory

BALLARAT TOURIST TRAMWAY
Ballarat Botanic Gardens, Wendouree Parade, Ballarat, Victoria.
(Ballarat Tramway Preservation Society Limited)

Tram Rides, Static display of trams, photos; Sales Department etc.

Operates Saturdays, Sundays and Public Holidays (Christmas Day excepted) and most days during Victorian School holidays and the Ballarat Begonia Festival 11 am — 5 pm.

Telephone: Tram depot (053) 34 1580
Bungaree House (053) 34 0296

Correspondence: The Secretary, B.T.P.S., Box 632, P.O. Ballarat, Victoria 3350.

BRISBANE TRAMWAY MUSEUM SOCIETY
McGinn Road, Ferny Grove, Queensland

Tram rides Sundays and most Public Holidays between 1.30 pm and 4 pm.

Correspondence: The Secretary, B.T.M.S., McGinn Road, Ferny Grove, Queensland 4055.

AUSTRALIAN ELECTRIC TRANSPORT MUSEUM (SA) INC.
St. Kilda, South Australia

Trams — Trolley Buses — Electric Locomotive

Trams operate Sundays and Public Holidays 1 pm — 5 pm (except Christmas Day and Good Friday). Groups may arrange inspections on Saturdays by appointment. No public transport available. Interstate visitors please contact AETM if transport required.

Correspondence: The Secretary, AETM (SA) INC., Box 2012 G.P.O., Adelaide, South Australia 5001

In emergency phone (08) 297 4447.

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY, Albion Park, New South Wales

Museum open on the second Sunday of each month between 11 am and 5 pm.

Correspondence: The Honorary Secretary, Box 1036, P.O. Wollongong, N.S.W. 2500

STEAM TRAM & RAILWAY PRESERVATION (CO-OP) SOCIETY LIMITED
Parramatta Park Steam Tramway, Parramatta, New South Wales

Steam trams are operated on the 3rd Sunday of every month from 1.30 pm to 4.30 pm.

The Society possesses 1 steam tram motor, 2 steam locomotives and 5 various trailer cars.

The surrounding parklands are suitable for picnics, barbeques, etc. and contain historical buildings.

Public transport is available. Rail to Westmead Station then walk across parkland to the depot.

Correspondence: (SAE would be Appreciated) The Secretary, S.T.&R.P.S., Box 108, P.O. Kogarah, N.S.W. 2217

SYDNEY TRAMWAY MUSEUM
Princes Highway, Loftus, N.S.W.
(South Pacific Electric Railway Co-op. Society Limited).

Electric trams from N.S.W., Queensland and Victoria.

Tram rides Sundays and Public Holidays (except Christmas Day & Good Friday) 10.30 am — 5 pm

5 minutes walk south from Loftus Railway Station.

Correspondence: The Secretary, SPER, Box 103, P.O. Sutherland, N.S.W. 2232

TASMANIAN TRANSPORT MUSEUM SOCIETY
Glenorchy, Tasmania

Comprehensive transport museum under construction.

Correspondence: The Secretary, T.T.M.S., Box 867J, G.P.O., Hobart, Tasmania 7001

VICTORIA'S TRAMWAY MUSEUM
Union Lane, Bylands, Victoria
(Tramway Museum Society of Victoria Limited)

Horse tram rides, museum site, trams, photos and other items on display.

Sunday 11.00 am to 5.00 pm.

Correspondence: The Secretary, TMSV, Box 4916 Mail Exchange, Melbourne, Victoria 3001.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HOSPITAL
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COUNCIL
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4KO
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HOSPITAL