

TROLLEY WIRE

Journal of
AUSTRALIAN TRANSPORT MUSEUMS

NUMBER 174
FEBRUARY, 1978
ISSN 0155-1264



THE CONVERSION OF MELBOURNE'S CABLE TRAMWAYS

Registered for Posting as a Periodical - Category B

TROLLEY WIRE

FEBRUARY 1978

Vol. 19 No. 1

Issue No. 194

PUBLISHING DIRECTOR
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Published by the South Pacific Electric Railway
Co-operative Society Limited, Box 103 P.O.
Sutherland NSW 2232.

Printed by Newey and Beath Printers Pty. Ltd.,
10 Belford Street Broadmeadow NSW 2292.

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

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

Australia \$6.00
Overseas \$7.20

\$1.25 Recommended selling price.

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FRONT COVER: Collins Street Melbourne,
looking east from Market Street, when only
a few horse drawn vehicles competed with
the cable trams for road space.
- K.S.Kings Collection

Comment...

We have often been accused of treating
steam trams with tender loving care, particu-
larly those of Newcastle.

We can only use the material made available
to us and Newcastle is one system that has
been comprehensively researched and very
little published elsewhere. We rely, mainly,
on the efforts of members of the various state
organisations for material from outside of New
South Wales. The lack of such articles therefore
speaks for itself.

The major article in this issue deals with the
conversion of the Melbourne cable network to
electric traction, possibly the largest tramway
works ever undertaken in Australia. It is
presented in the Centenary Year of the oldest
existing cable line, that on California Street
in San Francisco and also in the year that
has seen their first brief return to the streets of
Melbourne since being banished on 26 October
1940.

We hope to publish a major article later in
the year to commemorate the Adelaide horse
tramway centenary. Brisbane was covered in
December 1977 and Tasmania and Western
Australia will at least be covered in later parts
of Destruction of an Asset.

Transport preservation is definitely the poor
relation of the museum scene in Australia. Not
only is it largely left to volunteer groups but
very little co-operation or understanding is
received from governments, let alone any help.

Although Australia is a large and uncrowded
country, extreme difficulty is encountered in
finding suitable sites for railway and tramway
museums. The BTMS has already moved.
SPER has to do likewise when the red tape is
untangled. The TMSV found many problems
when looking for a site. The Rail Transport
Museum moved from Enfield to Thirlmere
and the Belmont Common group is also going
to new fields. Now, news is received from Perth
that WATM is the latest victim and others will
possibly have to follow. No wonder that there
is little apparent progress being made!



THE CONVERSION OF MELBOURNE'S CABLE TRAMWAYS

by A.E. Twentyman

THE MELBOURNE CABLE TRAMWAYS

The Melbourne cable tramways were built up into an extensive and efficient system between 1885 and 1891. During the early years of this century they were largely surrounded by suburban electric tram lines which generally could not reach the city because of the presence of the cable lines and passengers were forced to change; always an unpopular move.

Shortly after assumption of control of the Melbourne tramways by the Melbourne and Metropolitan Tramways Board, plans were considered for conversion of the cable network. It was to be a large undertaking which extended over a period of fifteen years and was carried out with a ruthlessness and throughness which, except for the empty shells of the substantial engine house buildings, left hardly a trace of the once extensive system.

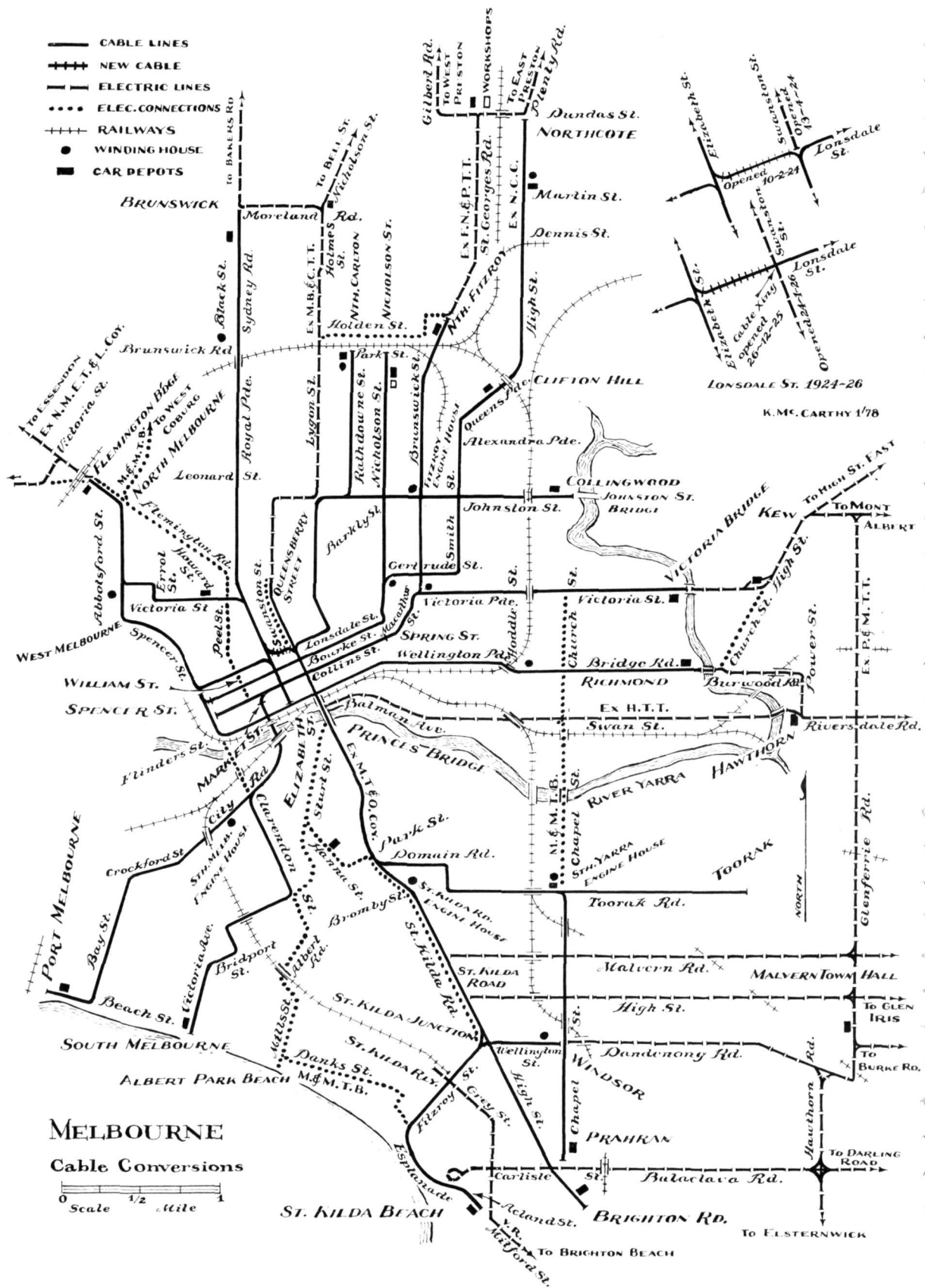
Town Hall Corner, Collins and Swanston Sts., Melbourne c. 1917. A cable grip car can be seen hauling two trailers in Swanston Street.
- K. McCarthy Collection

As early as May 1923 a programme for the order of conversion had been prepared. The aim was to start the job with the busiest and most profitable cable routes, to relieve the load on the St. Kilda and Fitzroy engine houses, to bring the electric cars from Kew into the City via Victoria Parade, the Prahran and Malvern electric lines into Swanston Street, the Essendon and Maribyrnong River and the Brunswick and Coburg lines into the City, and to arrange for through routing as far as possible.

The chief difficulties to be contended with were the shortage of electric cars and shed accommodation and insufficient electric power. The reduction of shed accommodation for the cable cars during conversion would also be a problem. The routes that could be converted without reducing accommodation were Toorak from Chapel Street to the terminus and the north end of the Swanston Street from Lonsdale Street.

INITIAL CUTBACKS

The cable in Swanston Street from Lonsdale Street to Queensberry Street was the first to go. The Brighton Road and Toorak lines were turned left (westwards) into Lonsdale Street onto new tracks.



The Toorak cars shunted at a crossover near Elizabeth Street but the Brighton Road cars further turned right (northwards) into Elizabeth Street and were through routed to North Melbourne. It is said that at an earlier date when the proposal to divert the Swanston Street cable into Lonsdale Street was suggested to engineer James Duncan, he said "You cannot do that. The cable will not stand that treatment." Nevertheless the change was made and it led to no end of trouble, delays and rapid deterioration of the cable and was one of the reasons leading to the early end of cable operation in Swanston Street.

The next section to be converted was the track in Flemington Road between Abbotsford Street and the North Melbourne Terminus at Flemington Bridge. This caused the North and West Melbourne cars to lose their shed near the terminus at Flemington Bridge and they were accommodated in a cramped and largely uncovered yard behind some buildings in Howard Street near the Victoria Market. This was used for approximately ten years.

ST. KILDA ROAD LINES

The Board's plans for handling the Swanston Street and St. Kilda Road lines underwent some changes by reason of the necessity to do something about the unsatisfactory state of affairs in Swanston Street. The traffic had grown tremendously following the feeding in by the south east electric lines to St. Kilda Road. This also applied to the Victoria Bridge route where electric cars from Mont Albert, Deepdene and North Kew unloaded onto the cable cars, and from where at peak hours, cars were despatched to the City at intervals of one minute.

At that time the Board was building an electric line from St. Kilda via Albert Park to Princes Bridge. It was envisaged that this line would be a temporary alternative for passengers from St. Kilda and if work was commenced with Chapel Street the electric cars from Prahran and the south eastern suburbs could be brought into Batman Avenue via South Richmond and so relieve St. Kilda road to enable conversion work to proceed. The through routed cable line from Collingwood to Prahran was to be short shunted at the South Yarra engine house. The Toorak line would continue until Chapel Street was completed and then its conversion would be started.

The St. Kilda Road engine house was always underpowered, in spite of the installation of an auxiliary electric motor. During the last few years the number of trams on the Swanston Street routes had increased by 32%, from 130 to 172 trams. The wear on the cable, or rope as it was often referred to, was aggravated by gripmen having to constantly slip the rope. At the evening peak the steam

pressure would run down and would not be fully restored until 7.30pm. So instead of commencing with Chapel Street it was decided to get St. Kilda Road and Swanston Street converted as quickly as possible.

The first move was to stop the Windsor to Esplanade rope on 29 August 1925; the cars which had been through routed from North Carlton to St. Kilda Esplanade were diverted to Brighton Road, where they had previously run between February 1890 and December 1897. As a consequence the North Melbourne cars reverted to Elizabeth Street terminus and the new curves into Lonsdale Street, from Elizabeth Street, saw no further regular use.

The Board bought buses to use on the cable routes during the time taken to dismantle the solid cable tracks and the relay the lines for the electric cars. Poles and overhead equipment were often erected with the cable cars still running.

The plans for St. Kilda Road were delayed for some time while negotiations went on with the Melbourne City Council regarding the position of the new electric tracks. The board was keen on placing the tracks against the sides of the tree reserves as the cable cars could have been kept running while the permanent electric tracks were installed, but the Council would not agree to this. As it happened temporary electric tracks were built beside the western tree reserves from St. Kilda Junction to Park Street.

Work on the Esplanade to Windsor route was completed before Christmas 1925, then, as soon as the heavy pre Christmas traffic was over, the Swanston Street cable line closed. Cars from North Carlton and Collingwood were diverted to the crossover in Lonsdale Street, between Swanston and Elizabeth Streets, previously installed for the Toorak cars. To enable them to reach this a new double track diamond crossing was installed in Swanston Street across the advancing electric lines. The Prahran and Toorak services were shunted in St Kilda Road just south of City Road. The Brighton Road service was replaced by buses. Work proceeded rather faster than expected and on 12 January the southern routes were further reduced to the corner of Domain and St. Kilda Roads enabling the St. Kilda engine house to be closed.

After the closure of the Esplanade route the Board commenced the disposal of some rolling stock. There must have been a fair demand for cable cars and dummies. Fifty-one trams were sold but the opportunity to further reduce the fleet was delayed until the end of 1925, when it is estimated that a further 86 were sold. In later years the placement of the cars became slower and nobody wanted the dummies, so about 60% of the dummy



Swanston Street, near Flinders Street. The cable tracks are being torn up in December 1925. The overhead wires for the electric trams are already in position.

fleet was just broken up. Those placed in parks, gardens or playgrounds usually lasted only a few days before they were wrecked. Out of a fleet of 592 the known survivors can be counted on the fingers of one hand.

Upon completion of work in St. Kilda Road, attention was turned to Chapel Street Prahran. On 28 August 1926 the Chapel Street rope was withdrawn and the shed near Carlisle Street closed. Since January this shed had housed both the Toorak and Prahran cars; the few needed for the Toorak line were retransferred to the shed behind the South Yarra engine house.

The Toorak line was closed on 1 October 1926 and the South Yarra engine house shut down. Those white plumes of steam, the exhaust from the engines, which had been emerging from above the roof, would be seen no more.

The Board discovered, as the work of conversion went ahead, that the number of passengers decreased. For example, during the last two weeks (to 28 August) of cable operation in Chapel Street, when the line was only running to St. Kilda Road, the number of passengers carried was 206,571 and

for the first two weeks of bus operation to 11 September only 162,038 were carried.

RICHMOND LINE

The Richmond route into Flinders Street, the original line opened, was the next to be dealt with. The section between Swanston Street and the Terminus near the corner of Spencer and Bourke Streets was closed on 14 May 1927. The rope was cut and spliced around a new sheave in Flinders Street just east of Swanston Street and the Richmond service operated from there until 29 June 1927.

Following completion of the Richmond conversion, which permitted electric cars from Kew to come into the City, pressure began to be applied from all districts, seeking priority for the conversion of their local cable lines. But finance became a problem as the reserve funds were exhausted.

COLLINS STREET LINES

The Board's priority was to convert the Victoria Street, Abbotsford line to Victoria Bridge. Plans for the conversion of this route which had been under

consideration since 1924, were many and varied. One of the first was to convert the cable track between Victoria Bridge and Hoddle Street then run via the middle reservation in Victoria Parade to Latrobe Street, leaving the cable tracks and cars to operate from Hoddle Street into Collins Street. There was much opposition to running the electric cars in the Victoria Parade reserve and a great deal of opposition to the erection of overhead wires in Collins Street. The Melbourne Hospital authorities objected to bringing more electric cars near the hospital.

The Smith Street traders put forward a suggestion that Port Melbourne cars should have their route extended from Spring Street to the corner of Smith and Gertrude Streets by way of Eastern Hill and Victoria Parade.

The proposal to electrify the east end of Victoria Street meant that the large cable shed at Victoria Bridge could no longer be used. It housed almost fifty tram sets. With the cut back of the route it was planned to house 9 at Fitzroy, 15 at South Melbourne and 8 at Port Melbourne.

Another plan envisaged was the running of the electric tracks on either side of the Victoria Parade reserve and in view of the opposition to the electrics in Collins Street, to run into Bourke Street via Nicholson Street. This plan meant that the Nicholson Street cable line would be converted concurrently and the line from Northcote and Clifton Hill would be diverted into Brunswick Street from Gertrude Street and enter Collins Street via Eastern Hill.

Most of these plans were opposed by one group or another; deputations to the Board's Chairman by representatives of municipal councils, shopping associations and members of Parliament were in constant attendance pressing for the early conversion or protesting about proposed diversions from established routes. They mainly claimed that, inter alia, the cable system was antiquated, slow and detrimental to the growth of the district that they represented.

At one conference when plans for the conversion of Victoria Parade were under consideration, one councillor from Fitzroy stated that Fitzroy Council did not desire the electrification of the cable tramway.

The Smith Street Traders blamed the falling off in their business to the out of date tramway and frequently approached the Board requesting conversion. But the cable tram was not responsible for the decline, it was a man named Myer who had opened a store in Bourke Street. The Smith Street Traders with their old fashioned shops and methods were not able to match or understand his unorthodox methods of trading. If Myer found that a line was not selling well he would summon his departmental head, ask why, say, a line of straw hats was not moving, tell him he was fired and then instruct him to mark the items down to one shilling. The bargain hunters would then swoop and Myer would hurry around to the Flinders Lane warehouses and instruct them to send around the entire dormant stock of straw hats and everyone was happy, except the Smith Street Traders who would see erstwhile customers passing by on the trams with a gratified look on their faces and clutching huge mysterious brown paper parcels which in due course would be stored on top of suburban wardrobes.

The problem of finance arose during the ultimate conversion of Collins Street, which was commenced in the winter of 1929. As is now known, the new tracks were constructed in the reservation in Victoria Parade. Two bowling clubs which had used greens in the reserve near Napier and George Streets were ejected.

The Fitzroy cable cars continued to use Collins Street for a couple of months until the contractors were ready to go ahead. The city end of the Fitzroy line was then cut back to the engine house at Victoria Parade and Brunswick Street and the South and Port Melbourne lines to Market Street.

The Board had borrowed £500,000 and needed more, which was not readily assented to by the State Government. The Board's financial position was

Former South Melbourne grip car 382 ended its days on the fore-shores of Apollo Bay.





Elizabeth Street, looking south over Collins St. in the early 1900's.
- K.S.Kings Collection

deteriorating; the financial success of the cable system was in a measure responsible for its own destruction. A reserve fund of £750,000 had been built up to provide for some of the expense; this was now exhausted and with little prospect of replenishment as many of the profitable lines had gone or were truncated. The Board was then faced with either not carrying out further conversions or finding some other method of financing them.

The electrified line into Collins Street was in operation by early December 1929. On 12 July 1930 the Fitzroy line and engine house closed.

A LULL IN PROCEEDINGS

From then on, for five years, there was a lull in proceedings. This did not stop the pressure groups however. The Board agreed with their complaints but regretted that it was unable to do anything on account of a lack of funds. In fact they invariably

used the opportunity to air their own complaint of having to support The Fire Brigades Board, The Hotel Licencing Reduction Board and The Infectious Diseases Hospital. On 3 November 1933 the Board stated that contributions amounted to £1,423,195. At that time it was estimated that it would cost £688,000 to convert the Clifton Hill and Nicholson Street lines and that it would entail the substitution of an interest bearing asset for a non interest bearing one. In addition the accumulation of the first Tramway Board amounting to £766,320 was appropriated under section 72 of Act 2995 for the purpose of the Melbourne and Metropolitan Municipal Loans Redemption Fund, in addition to which £60,680 was taken out of the new Board's first years revenue to bring the accumulation up to the required sum of £827,000. It is not stated why the loans were originally incurred, but the debt was probably taken over from the various Municipal Tramway Trusts.

Other facts and figures supplied to the periodic deputations were that in 1929 the Board estimated that there would be a decrease of £36,000 in the

profit of the Clifton Hill and Nicholson Street lines in spite of a 10% reduction in mileage and a 2% increase in passengers. In November 1933 it was stated that the annual revenue had fallen by £500,000 and in reply to a charge by the Smith Street Traders that their business was being ruined, the Chairman cited the case of Chapel Street where electrification had taken place, business had fallen and was still decreasing.

Conversion work recommenced on 21 July 1935 when two of the three Elizabeth Street lines, North and West Melbourne were closed. The dismantling of the track commenced at the corner of Abbotsford Street and Flemington Road. The rope from the North Melbourne engine house to Flinders Street via Queensberry, Errol, Victoria and Elizabeth Streets was kept going for a few weeks to power the Brunswick trams to the terminus. When the contractors reached the North Melbourne Engine House the Elizabeth Street section was spliced onto the Brunswick rope and North Melbourne closed. In two months the Brunswick service was cut back to Victoria Street and in another two months to Leonard Street, Parkville. The last Brunswick car, 187 departed from this terminus on 11 January 1936 and suffered a good deal of damage and after it was run into the car shed the staff and police had a difficult time trying to stop the mob from breaking in.

BUSES FOR TRAMS

By this time the cable system, apart from Bourke Street, had been reduced to a few truncated and unprofitable lines. When the cable line in Swanston Street had been closed and the North Carlton line diverted to the Lonsdale Street shunt, the Board knew that there was little need for it as the Rathdowne Street section was within a few hundred yards of parallel routes in either side which ran into the heart of the City. In reply to a letter of protest from the Premier's Department it was stated that revenue on the line had fallen by half and the number of cars reduced from 19 to 9. The North Carlton shed was closed on 24 July 1926 and the cars transferred to Collingwood. The line continued to operate for ten years with decreasing patronage and revenue, more or less on a temporary basis. In March 1935 an estimate of the approximate cost per annum was compiled - engine house £3000, track £814. With only seven cars at peak times and four at others it was not worthwhile keeping the machinery running. On 26 July 1936 the Board

A grip car and trailer set bound for Spencer Street at the corner of Gertrude and Nicholson Streets, in May 1940. The cable winding house is in the background.

- late W. Jack





Cable grip car and trailer 506 passing under the Clifton Hill railway bridge, May 1940. This bridge replaced a level crossing in 1925, while the carriage way on each side of the tram lines were cut back to enable the double deck buses, ordered to replace the trams, to pass under the bridge. The earlier interchange point between the City and Northcote cable systems was situated beyond the bridge.

- late W. Jack

Cable trailers 568, 528, 451, 575 and 496 at Clifton Hill depot on 26 May 1941. These vehicles were held here in case the war situation caused a reopening of the Bourke St. lines.

- late W. Jack



notified the Police that it intended closing the line at midnight on Saturday 1 August 1936 and asked for protection. It had become a habit on these occasions for vandals to go on the rampage and smash up everything possible.

Referring to the minutes of meetings with deputations, one gains the impression that Mr. H.H. Bell, who had taken over from Mr. Alex Cameron as Chairman, displayed a good deal of patience and restraint when on many occasions he was reminded of the inadequacies of the cable system; the speakers were usually given a courteous and sympathetic hearing and told that their requests would be given consideration in due course. One occasion, when things did not go smoothly, followed from the formation by a group of Bourke Street traders, late in 1936, of 'The Bourke Street Transport Improvement Association'. They had a suggestion for the introduction of Trolley Buses and were extremely impatient and rude when their request for a deputation was processed through the usual channels and not granted immediately.

The Port and South Melbourne routes were the next to receive attention. The City terminus had been cut back to Market Street in 1929 which was the terminus when the lines opened in 1890 until the curves into Collins street were installed a few years later. The South Melbourne line was converted to electricity and the route changed to enter the City via Spencer and Collins Streets. This was the last of the cable lines to be converted to electric operation, the remainder went over to bus operation, mainly to avoid the heavy capital outlay. The Port Melbourne engine house which powered all the ropes in that area closed on 13 March 1937. The Board installed points and rails into a large yard, now used by cartage contractors, in South Melbourne and even erected a large shed there. The purpose for this is as yet undetermined, although the disused cable lines in Market Street were connected to the electric lines in Collins Street for some years.

Buses replaced the cable line from Lonsdale Street along Johnston Street, Carlton to Collingwood on 15 April 1939.

For some four or five years the Board had been considering what form of transport should be introduced to replace the Bourke Street lines; the municipal councils were divided, the Smith Street Traders had switched their preference to Trolley Buses. The Chairman, Mr. Bell, went to England and Europe in March 1938 and was so impressed by bus operation in some of the English cities that he advised the cancellation of electrification plans for Bourke Street and the use of buses instead. At that time it was considered that Smith Street with its steep camber on the east side was not suitable for double deck buses; to operate the route with single

deck buses was not favoured, although this later happened. Serious thought was given to running double deck buses from Northcote via Queens Parade, Alexandra Parade, Nicholson Street, Barkly Street, Rathdowne Street and Exhibition vehicles in Smith Street to Clifton Hill only. It is likely that if the scheme had been aired there would have been more deputations, which by this time seem to have died out. It was realised that the Board intended to rid itself of the remnant of the once extensive and proud cable system as soon as practicable. The undertaking was being slowly run down, very little was spent on maintenance, the outward appearance of the cars, once a credit to the skill of carriage painters and signwriters was reduced to a flat unadorned coating of brown and cream paint, most of the notices and warnings were effaced.

SECOND THOUGHTS - ALMOST

A fleet of buses was ordered and were being assembled, the staff was being trained to operate them, when war was declared in September 1939. The Australian Government asked that the cable cars be kept going as long as possible with a view to a saving of petrol, oil and rubber. The record of preparations being made at that time indicate that the changeover was expected about March or April 1940, but in view of the new situation the Chairman was advised by the rolling stock engineer that the cables on hand could be expected to last to -



The final resting place of trailer 579, the last cable car out of Bourke Street.

Bourke Street 25 May 1940
 Smith Street 6 July 1940
 Northcote 6 July 1940
 Nicholson Street 31 August 1940

By ordering one Bourke Street and one Smith Street cable the dates would be extended to -

Bourke Street 12 October 1940
 Smith Street 12 February 1941
 Northcote 23 November 1940
 Nicholson Street 18 January 1941

The recent cost of ropes were -

Bourke Street £1,764 Smith Street £2,483

On 11 October 1940 the rolling stock engineer was instructed that after the Bourke Street/Clifton Hill cables cease to operate, the equipment and rolling-stock were to be maintained and sufficient wire rope ordered to ensure continuity of service if necessary. In July 1941 the Board was notified by the local agent of a South African firm that wire rope manufactured in Johannesburg could be procured, but it seems that no action was taken.

The abandonment of the last cable tram service was unannounced and took place during the evening of Saturday 26 October 1940. At 9.17 pm the last tram, 559 left for Nicholson Street from the Spencer Street terminus to be followed at 9.17½ by 579 for Clifton Hill. As the cars were run in, buses came out of the depot and continued the service.

The passing of the cable tram engendered in

many people the feeling akin to that experienced in the phasing out of the sailing ship and the steam locomotive. Of course it was far more reliable than the sailing ship and not as dirty as the steam locomotive; nevertheless it was derided and condemned and folks at meetings worked themselves into an obsession over it: the mirage like benefits to be gained by modernisation were largely theoretical and illusionary.

In 1943 the Board realised that the double deck bus was an unsatisfactory substitute and invited all the councils concerned to comment. There was unanimous opinion that they preferred the electric tram. The bus overloading at peak time in cramped, stuffy, swaying vehicles was most unpleasant. The cable car was not capable of great speed, but it did keep going; boarding and alighting was unobstructed as well as convenient and could be performed with little delay. But what is missed is the frequency and the regularity of the service at a fraction of the cost of what is now provided, when at peak time small convoys of three or four cars drag along at irregular and often long intervals of twenty or thirty minutes.

Smith Street Fitzroy is still there, but now, like any other suburban street, caters for the day to day needs of the surrounding locality: it is no longer the rendezvous of shoppers from other suburbs looking for furniture or clothing.



Gertrude and Nicholson Streets corner, January 1954. The cable tramway junction has been removed and new tracks for the electric trams

constructed. The old cable tracks can be seen in the foreground.

- B.J. Parle

THE DESTRUCTION OF AN ASSET

SYDNEY *Part 3* BY K. McCARTHY

To speed up services again a trial of conditional stopping places was conducted beyond Double Bay on the Watsons Bay line from December 5th, 1954. Prior to 1944 stopping places were marked by red posts with white letters reading "Wait Here for Trams" at compulsory stops and "Wait Here for Trams and Signal Driver" at conditional stopping places. After 1944 this wording was simplified to "Tram Stop". The conditional stopping places in the 1954 trial consisted of red sheet metal plates with white letters reading "Tram Stop and Signal Driver" with white bands above and below this lettering. Tram crews, however, would not co-operate with this experiment unless the pull cord buzzers were replaced with a single sound, blue market light system. . . thus the move which would have speeded up services and saved considerable power consumption during light loading times was doomed to failure.

On January 28th, 1948 when the tender box for quotations for the manufacture of 250 new "R1" type saloon cars was opened, only one tender was received, quoting between £ 8,000 and £ 9,000 per car. When revised prices were sought, it was still found impossible to lower this amount below £ 8,000, thus Commonwealth Engineering Company of Clyde, N.S.W. received the contract in May, 1948. The possibility of building a tramcar of more modern design was considered but the absence of a design staff dictated that the design of the 1930's be continued. Mr. Stephenson of the M&M.T.B. Preston Workshops was under secondment to the N.S.W. Tramways in 1932-3 to assist with the design work on the "R" car and in 1946 he expressed his willingness to again come to Sydney on secondment if required. In 1951 Transport Commissioner Windsor and Minister W. Sheehan visited Preston Workshops in Melbourne and, to quote a personal letter between Melbourne and Sydney executives, "they were favourably impressed with its (PCC car) characteristics but not its price. It was about all that they were interested in when they came to Preston"

The first new post World War II tram, "R1" type No. 1988 was not delivered until September 5th, 1950 while the second tram in the batch No. 1989 was not received until September 14th, 1951. Delivery then continued regu-

larly until September 17th, 1953 when the 100th car of the order No. 2087 arrived at the North Sydney system. Many parts of the other 150 vehicles in the order were stockpiled, but 2087 was the last new tram to be delivered.

"O" type footboard cars numbers 1383 and 1451 were converted to the more modern "OP" style after major accident damage in December 1945 and May 1946 while Eveleigh Railway Workshops converted "P" cars 1582 and 1562 to the modern "PR1" saloon design and 1517 and 1573 were similarly treated at Randwick Workshops. These entered traffic in their new guise between May and September, 1949, but the conversion cost of £ 3,000 each was considered too high.

During September 1951, when the order for the new post war fleet still stood at 250 vehicles, a plan was compiled which envisaged the retention of a more compact Sydney and North Sydney tramway network served by a fleet of 1050 trams. This fleet was to consist of "R1"=305 cars; "R"=195; "PR1"=4; "E"=4; "K"=2; "P"=253; "PR"=1 "OP"=8 and "O"=278. Maximum peak hour needs would amount to 840 trams with the off peak requirements being entirely operated by the 504 "R1", "R" and PR1 vehicles.

In 1946 Transport Minister M. O'Sullivan proposed the trial of a Melbourne SW6 tram in Sydney, but this did not eventuate due to loading gauge problems. Mr. C. Martin became Minister for Transport in February, 1953 and he planned the trials of a Brisbane "4 motor" car in Sydney, but this proposal was quickly forgotten after his untimely death in September 1953. One interesting trial did take place between May and September 1950 when "R1" 1958 worked over the Quay to Railway service fitted with Brisbane Tramway resilient wheels. This trial was most successful, the Sydney body design produced a much quieter ride on these bogies than the Brisbane cars, but although several sets of similar equipment were ordered, only car 1974 received "English Electric" "Silentbloc" resilient features between January, 1954 and January, 1957.

Another rolling stock improvement programme involved the longitudinal strengthening of the "P" cars. In November 1953 trams 1664 and 1681 emerged with one piece steel panels

was received from the Australian General Electric Company whose prices ranges from £116,544 to £119,672 depending if gears were furnished by Sonnerdales, Coote and Jorgenson or Richardsons. The AGE quotation for 247 D motors was accepted with gears manufactured by Sonnerdale Pty. Ltd.

The planned supply rate was for the first 50 motors to be delivered by September, 1947 with batches of 50 to follow every second month thereafter. Only 30 units were available in September 1947, but 20 were promised in the following month with the 50 multiples to commence in November. The first "O" car to be treated was 1359 and the last was 1116. Although rated at 40 hp the general feeling at Randwick Workshops was that each unit was closer to 48 hp. The improved performance was readily felt on the remotored cars with the horse power rating possibly boosted from 160 to 192!

Unlike other tramways where street track was re-routed into segregated rights of way whenever possible, Sydney, although operating over extensive lengths of off street trackage until the 1961 closure, did convert reserve track sections to street locations. During the early years of this century the Haberfield to Abbotsford portion was rebuilt on street alignments, but as late as November 1953 the off street section of the Dowling Street to Waterloo line east of Zetland was relaid in mass concrete on a centre of road alignment as the new O'Dea Avenue thoroughfare was formed. The tramway is still clearly visible along that street.

As the tramway mileage shrank, unconventional operations ceased and the undertaking functioned to a more efficient routine. Two unconventional workings of the later period should be mentioned here. Prior to the closure of Tempe Depot on November 20th, 1954, stored cars had to be cleared from Newtown



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Depot to Ultimo to enable Newtown to take over some of Tempe's responsibilities. Most cars in the transfer to Ultimo were coupled electrically into three car sets to cut down on the number of staff required for the job. One such set noted was "O" cars 888-1013-828. When Fort Macquarie closed as a running shed the non-coupling "R" types were transferred in two car motor-trailer sets on October 22nd and 23rd 1955.

On November 9th, 1953 Transport Minister E. Wetherell announced that the entire Sydney tramway system would be progressively replaced by motor buses thus reversing a trend which seemed to exist from 1951 of tramway retention. Branches of the Australian Labour Party in tramway areas as well as relevant union groups voiced opposition to this scheme during June 1954 but in September Premier J. J. Cahill said that trams would have to go "and that was that".

Although the battle had been won at Watsons Bay with the reopening of the outer end of the line in 1950, the inner end along King Street between Queen's Square and Erskine St. Wharf was withdrawn on December 10th, 1950. The new balloon loop terminal at Macquarie Street

became known at the time as "Sheehan's Circus" after the Transport Minister who brought about this unfavourable truncation.

The Drummoyne to Gladesville Bridge line closed for a second time on July 20th, 1951 and as already related the Matraville route was cut back to Chelmsford Avenue on June 21st, 1952. During October, 1953 portion of that abandoned tramway was replaced by a railway link along the western end of Perry Street between Botany goods yard and an oil depot. Following the closure of the Drummoyne line through Pyrmont on June 27th, 1953 the tramway system remained static until August 14th, 1954 when the abandonment of the Fivedock to Abbotsford section initiated a progressive closure pattern which culminated in the final demise in February 1961.

By the end of 1954 the Waverley-Randwick Ocean Street to Bondi Beach, Dulwich Hill to Canterbury and Balmain to Birchgrove sections had been converted to bus operation. The Tempe to Marrickville service also changed to bus operation, but the tracks continued to be used by Cooks River trams returning to and taking up operation from Newtown Depot. The long cross country operation between Darling

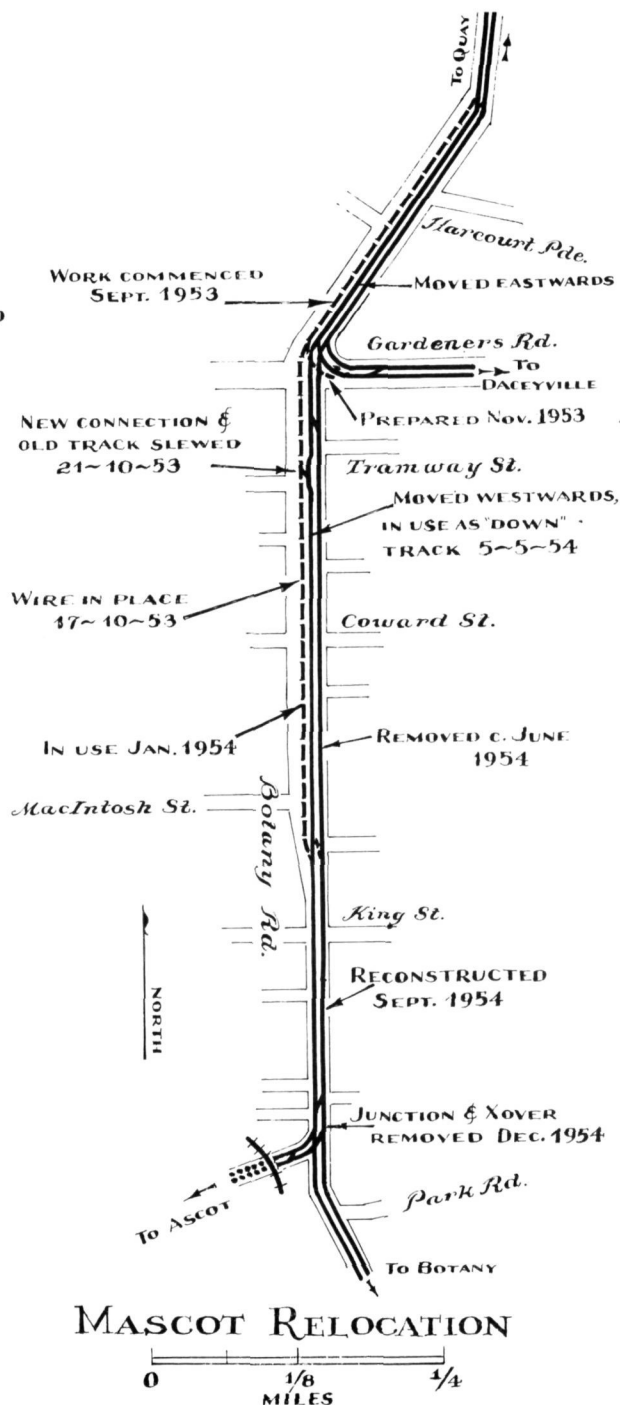
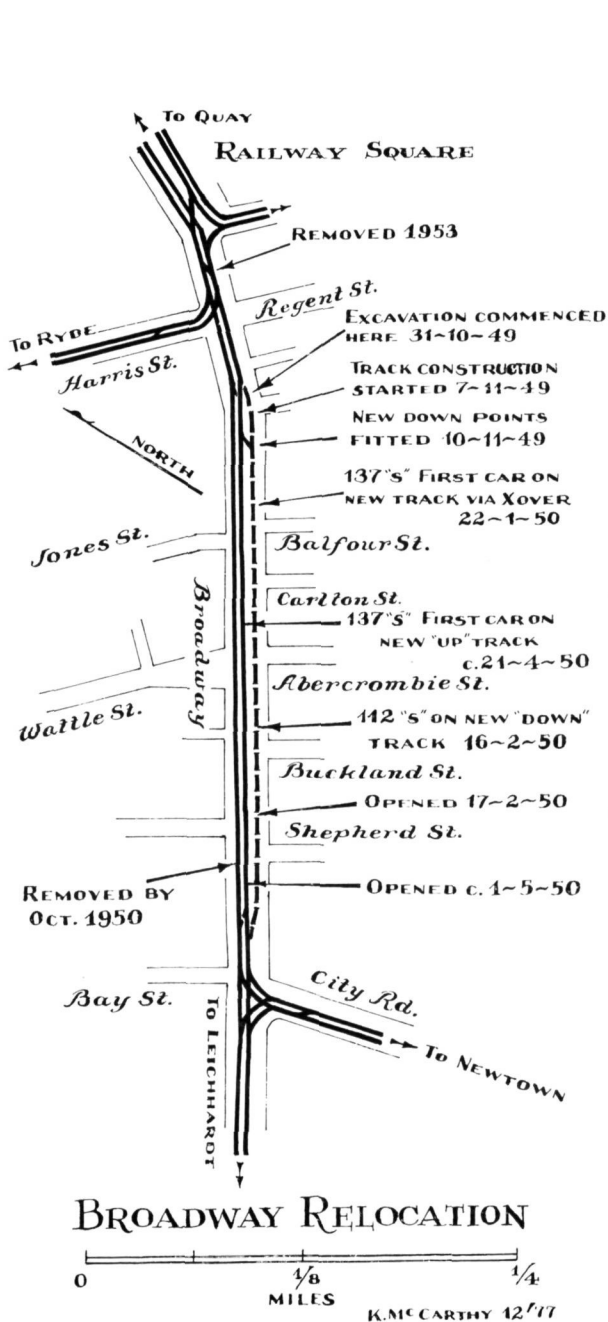


Photo of Broadway work appears in the August 1977 issue.

Photo of Botany Road work appears on page 15.

Street Wharf and Canterbury also closed during this period but only the tracks between Dulwich Hill and Canterbury, and Petersham to Leichhardt were abandoned. During 1955 the Marion Street to Fivedock tramway became a peak hour only operation while the Mosman Wharf line at North Sydney and the Balmain to Darling Street Wharf section were abandoned.

At the time when the relaying of the Botany tramway was progressing, the facing crossover and the short siding into Lords Rd., Mascot was used by short journey tramcars for stand over time. When the per way team reached that location in December 1954 the crossover and siding were removed and all trams then proceeded to Botany. Regular operation along the Lords Road tramway to Ascot Racecourse and the aircraft factories ceased on April 4th, 1949, the last use of the line being made on September 7th, 1949 when the Rockdale trams were transferred to the main system from the tramcar carrying trailer at the Racecourse gates.

During 1956 the North Sydney system was reduced in size by the closure of the Neutral Bay and Cremorne Wharf branches, while after December 14th 1956 the peak hour operation to Fivedock was further cut back to Haberfield.

Even at this late stage two sections of tramway were re-opened to public service. When the Abbotsford tramway was terminated at Fivedock in August 1954 the intended terminus at Fivedock shopping centre was found to add considerable congestion to the area, so the services were extended over a quarter mile to the Lyons Road crossover and this remained in use until December 1956. When the Canterbury to Darling Street Wharf route closed in November 1954 the Quay to Balmain trams were extended to work down the counterweight to Darling St. Wharf. Poor time keeping due to crowded city streets made it impossible during busy periods for these trams to keep their ferry connections at the outer terminus. From February 14th, 1955 a new daytime shuttle service commenced between Leichhardt and Darling St. Wharf to serve the ferry, over portion of tramway between Rozelle and Leichhardt, which had closed to regular traffic. During the three months prior to the reopening, this section had been used by trams returning from Leichhardt to Rozelle depot.

During 1957 the tramway closure programme gained momentum. The Clovelly, Rosebery, Daceyville, and Quay to West Kensington services closed, as well as the Addison Road to Dulwich Hill section. On September 28th the first of the large scale conversions took place when the Pitt and Castlereagh Streets routes

were converted to bus operation from the Quay to Dulwich Hill, Cook's River, (Wolli Creek) and Earlwood. Other services using those city thoroughfares were diverted to Elizabeth Street.

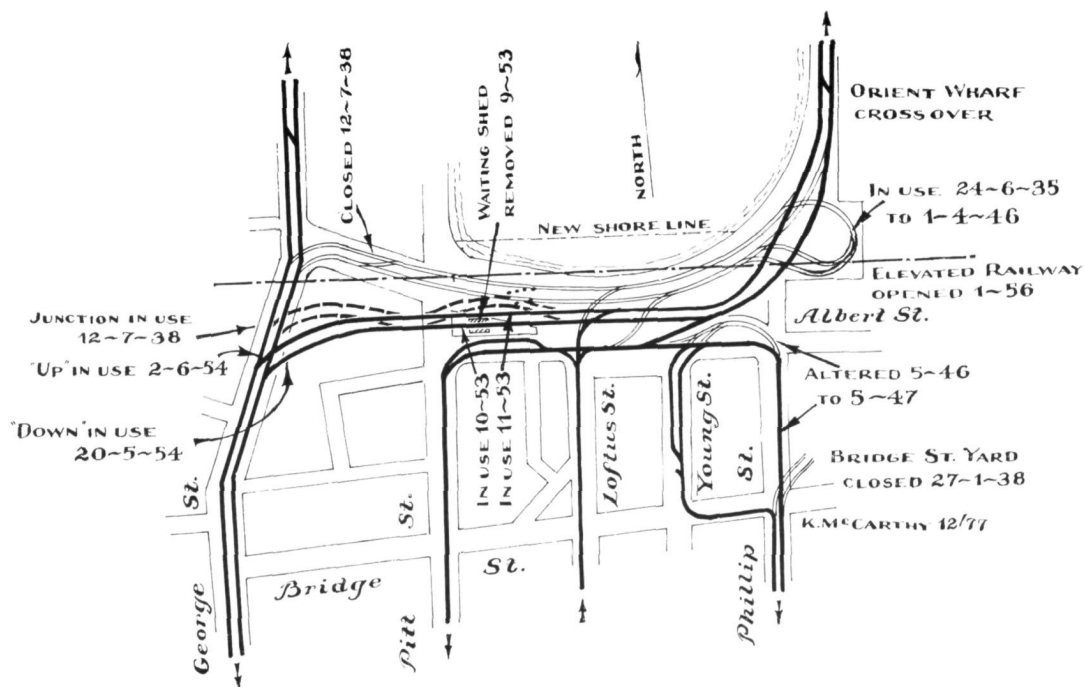
The next largescale project on the main system resulted in the closure of the George Street lines on November 22nd, 1958, when buses took over the Haberfield, Leichhardt, Glebe Point, Lilyfield, Balmain and Millers Point services. The Fort Macquarie terminus had been closed during August 1958, causing the trams to terminate near the Depot Junction instead of using the former Balloon loop, or at the Orient Wharf crossover at Circular Quay East. Prior to this project, buses replaced the remaining routes from Wynyard to Lane Cove, Chatswood, The Spit, Balmoral, Athol and Taronga Zoo Park on June 28th, 1958. This not only resulted in the closure of the last isolated network outside the main Sydney system, but caused the abandonment of Australia's only underground tramway operation.

During 1959 the only Sydney tramway closures entailed te Alexandria, Ocean St., and the Railway to West Kensington routes, but in 1960 the bulk of the remaining operations closed. The Randwick Racecourse sidings were used for the last time on February 1st, 1960, followed by the Bondi and Bronte closures on February 27th. On this day the city terminus was cut back from Circular Quay to Hunter St. due to roadway deviations taking place in that area. Conversions for 1960 concluded with the closure of the Watsons Bay line on July 9th and the Coogee and Botany tramways on October 22nd.

Only the Hunter Street to La Perouse and Maroubra and the Railway Square to La Perouse and Maroubra tramways remained into 1961. In addition to tracks traversed by these workings, the routes between Liverpool St. Junction and Foveaux St., along Elizabeth St., Cleveland St. to Robertson Road, Surry Hills, via Baptist St., Dowling St. and Dacey Avenue, and the connection between Robertson Rd. and Randwick Workshops remained available for special workings.

At 4.26 pm on Saturday 25th February the tramway era came to an end in Sydney when "R1" car 1995 entered the Randwick Workshops gates, this being the last tramcar to leave Sydney streets with the closure of the La Perouse and Maroubra lines.

By the close of 1961 all trams had been dismantled with the exception of "R1" 1979 and "U" cars 93 and 98 cut down to flat top trailers. For the next decade this "R1" was available to haul these trailers around the Randwick work-



CIRCULAR QUAY 1938~56

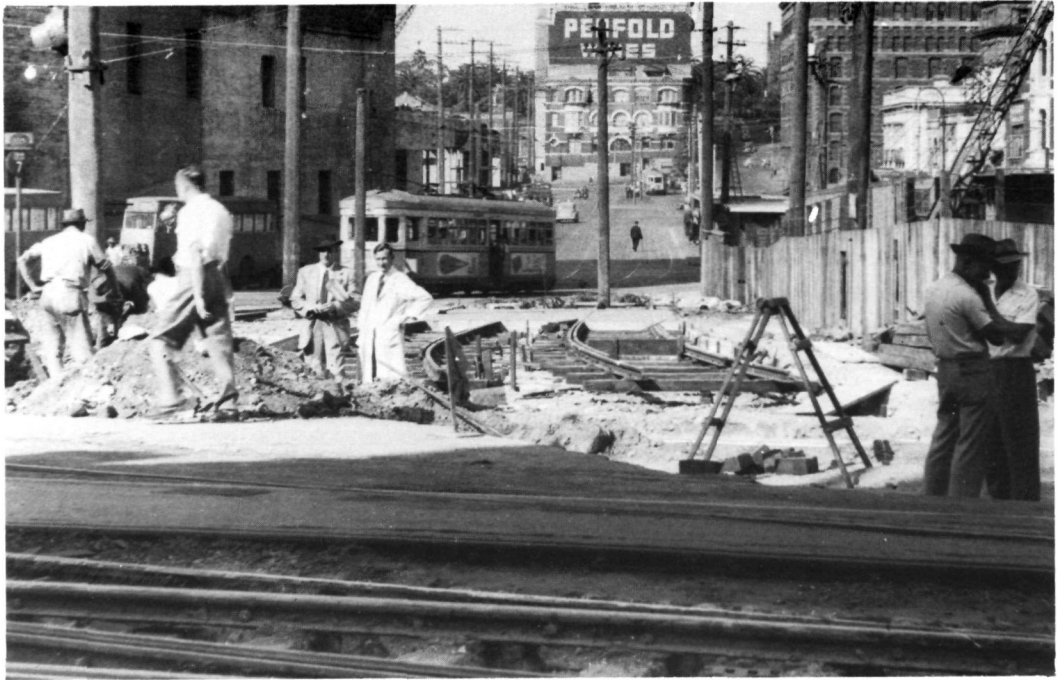


Breakdown car 140s stands at Darling Street Wharf during servicing work on the counter-weight system one night in 1951. With the dummy at the bottom of the hill the counter-weight trolley would be at the top with the tunnel clear to be worked in.

- Noel Gipps Collection

PAGE 19: R1 2006 on down Circular Quay track approaching the second Millers Point Junction at George Street. The new tracks are being laid for the third junction. 5.4.54.

- K. McCarthy



shop area. No.93 was transferred to the Loftus Museum in 1967 leaving 1979 and 98 to carry on until 1971. On August 17th, 1972 "R1" 1979 was transferred to the SPER museum at Loftus thus ending the final act of N.S.W. Government tramway activities.

Sydney did receive one more passenger tramcar after the arrival of "R1" 2087 in 1953. Just as the Randwick Workshops staff was tidying up after the tramcars disposals, Brisbane car 180 arrived. Part of the Workshop area had been transferred to the University of N.S.W. and the SPER Museum was given permission to store this tramcar, and "O" car 1030 on tracks on that portion of the property. BCC180 arrived on August 16th, 1962 and was not transferred to Loftus until August 3rd, 1964. Soon after arrival at Randwick, a SPER work party was engaged in track lifting in the Workshops. The authorities made certain that the overhead lines were not energized on the days when the workparties were being held . . . thus BCC180 was never able to travel under its own power along the Randwick Workshop tracks.

The authors of various reports during the Post World War II era all advised that if the trams were replaced by diesel buses, the economies achieved would return the undertaking to a paying proposition, as well as improving the quality of the services for the patrons. These "experts" failed to understand the social

revolution taking place during that period. The standard of living was climbing, families were able to own at least one and in many cases two motor vehicles, while the shopping patterns changed as the business areas of Central Sydney were replaced by regional shopping centres. The envisaged improvements never eventuated, the deficit of public transport has continued to rise, and the buses which replaced the trams in 1957-61 are now being replaced by newer vehicles.

Considerable lengths of street trackage constructed in mass concrete still remain in Sydney. After the conversion to bus operation, councils generally rebuilt the kerbs and guttering to a higher level and the entire street surface, including tramtracks, were then covered with a two inch bed of bitumen.

So the tramway assets were destroyed. The only retained item of possible further use is the right-of-way between Kingsford and La Perouse. Perhaps modern tramcars or light railway equipment may again one day traverse this property . the day after the oil wells run dry!

This treatment will continue in later issues of this magazine when the declining years of the other Australian tramway systems will be briefly discussed.

HERE AND THERE

NEWS ITEMS OF INTEREST FROM ALL OVER

ORANGE TRANSPORT TECHNOLOGY DISPLAY

The National Committee on Transportation of the Institution of Engineers, Australia held their second National Conference in Orange N.S.W. on 23-26 October 1977. The theme of the conference, which was attended by 102 delegates, was "The Way Ahead - New Cities or Bigger Cities."

The Bathurst - Orange Development Corporation sponsored, in conjunction with the conference, a display of past, present and future technologies available for the public and private transport, at Orange Civic Centre.

The display aimed to bring together many aspects of past and future transport so as to make it easier for the community to know something about what might be involved in Transport Planning and to help them make more informed decisions on the options that will gradually be put before them.

The display comprised:

- Melbourne Tram Z 86
- 1900 Yorkshire Steam Bus
- Prototype Townobile Battery Electric Bus
- 1878 Tangye Steam Engine
- Model Monorail System
- Model PTC Railway Vehicles and photos

- Diagrams, photos and film on Pritchard Steam Car
- Photos and explanatory pamphlets on the Electric Car from the S.A. Department of Economic Development
- Maps showing some transportation aspects of Orange District planning
- Display panels from the Bathurst Traffic Study
- Maps showing the transport linkages within the Bathurst - Orange Growth Centre and to neighbouring regions.

The public were given rides on the steam and electric buses. The tram, which was not on bogies, remained on the low loader and was available for inspection. One bogie was mounted on the goose neck of the low loader. The steam bus was the major public attraction and proved effective in drawing community attention to the display.

The Townobile battery electric bus had to leave early on Wednesday morning for demonstrations in Canberra. Whilst in Orange it was garaged and serviced by Ophir County Council who contributed towards the cost of bringing it from Sydney.



A CAVALCADE OF TRANSPORT

"A Grand Cavalcade of Transport — to be held in Melbourne Town — 30th January, 1978". "The Great Historic Transport Exhibition — Australia Day, Monday 30th January, 1978". "Cavalcade and Display of Historic Transport Vehicles and Unveiling of Transport Mural". These statements — and more — were proudly proclaimed by the "Public Notice" printed by the Committee of the Premier's Department which had been charged with arranging a suitable commemoration to mark the completion of the 1835 to 1935 mural of transport in Victoria.

The idea of the mural of transport was conceived several years ago, and Victoria's State Artist, Mr. Harold Freedman, was given the job of creating and painting the scenes for this huge project some five years ago. The mural is 36 metres long and 7.3 metres high. It is fixed onto a wooden framework which is in turn fixed to the west wall of Spencer Street Station, above the main concourse. Conferences and painting commenced in the very large studio at Mr. Freedman's home, but operations were soon transferred to the disused electrical sub-station building near East Camberwell railway station. This building provided not only the large area necessary but an overhead crane to move the sections into vans for transport to Spencer Street station for erection on the west wall.

The mural is planned in horizontal flow for types of transport, with personal mode across the top, then street public vehicles, railways across the middle area and commercial vehicles across the lower section. These flow lines are not rigid and tend to vary according to how much has to be represented in the particular time period, which commences at the left in 1835 and flows to the right — 1935 — in periods of ten to twenty years. It is a massive and extremely intricate painting, and the planing alone was a most involved task. The research necessary proved to be another huge job, and Mr. Freedman was assisted in both these sections by several dedicated people from a number of specialist societies who supplied data from their existing knowledge and, in many instances, carried out additional research to find answers to "missing links" or in relation to doubtful spots. Mr. Freedman received

assistance in painting the mural over the years from several artists, including Mr. David Jack for most of the five years involved. Mr. Freedman is already known for his work on the R.A.A.F.'s 50th Anniversary mural in the War Memorial, Canberra, and has now started on a large mosaic of the Geelong area, for the state offices in that city.

A plaque to commemorate the mural was unveiled by the Premier of Victoria, Hon. R.J. Hamer, E.D., M.P., at 11.00 a.m. on the Australia Day holiday. It is situated on the north wall of the station building on the first floor. While the brief ceremony was taking place, the Cavalcade of Transport was rolling down Spencer Street immediately outside the station building. The procession was a most impressive collection of some 400 to 500 veteran, vintage and classic cars, many horse drawn vehicles, fire engines, motor trucks, buses and ex-Army vehicles, as well as some steam vehicles.

The procession assembled in the grounds of the Exhibition Buildings and proceeded via Exhibition and Lonsdale Streets to Spencer Street, from where the cars turned east into Flinders Street and made their way to the parklands surrounding the Melbourne Cricket Ground. Here they were on display during the day, with groups returning to the city at arranged intervals to stand in Bourke Street, between Spencer and King Streets.

At the former No. 1 berth, North Wharf, adjacent to Spencer Street bridge, there was a display of fire engines, buses, horse drawn vehicles and steam engines, including a "Puffing Billy" locomotive and the Hudswell Clarke locomotive from the Menzies Creek Museum. The Spencer Street Station car park display included horse drawn vehicles, cars and two restored 1930's buses. The Victorian Railways provided an extensive display at various platforms at Spencer Street station. They included freight vehicles ranging from last century to 1977, passenger carriages starting with the "Veteran Train" and traversing the periods covered by the "Vintage Train", "Tait Train" and pre-1940 country carriages to the latest sleeping cars, and locomotives spanning the steam and diesel era from the veteran D3 type to the latest C class. The Railways also ran special trains from No. 8 platform to Caulfield station, hauled by K class steam locomotives on the forward journey and coupled E class electric locomotives on the return trip. The Silver Jubilee Train — commemorating Queen Elizabeth's twenty-five year reign — was present and open for inspection.

The old and the new meet in Orange! The Yorkshire steam bus and Melbourne tram Z86 on their way to their respective homes, pause outside Orange Civic Centre. 27.10.77
- Len Regan

The tramway aspect of the commemorations were in two sections. In Bourke Street, at Spencer Street, The Tramway Museum Society of Victoria arranged a static display of horse and cable trams. Horse tram 256 was brought from Bylands complete with "Charlie Horse", while member Mr. A.E. Twentyman loaned his preserved cable dummy 436 and trailer 586. It was most fitting that 586 should stand in the Bourke Street terminus (although on electric tram tracks), as it last stood in this location on 26th October, 1940 – the last day upon which cable trams operated in Melbourne.

Mr. Twentyman was present throughout the long day and happily answered many questions from members of the public. This aspect of the overall exhibition really became a personal recognition of the man who could be described as "The Father of Tramway Preservation in Australia", for Mr. Twentyman received his first cable tram trailer for preservation on 6th January, 1930 (No. 290) – over twenty years before interested groups in Sydney and Melbourne acquired their first trams for preservation. The display of these three historic vehicles proved extremely popular with the public, and quite a crowd was present most of the day – even during many of the light showers of rain which persisted on several occasions.

The second part of the tramway section of the commemoration was the operation of a service of vintage trams along Spencer Street, from the Lonsdale Street crossover to the crossover at the northern end of the Spencer Street Bridge. The service was originally to have been provided by the M. & M.T.B. using three trams – L class No. 105, Y1 class No. 613 and X2 class No. 676. Upon representations from Bendigo, the Bendigo Trust's open cross-bench car No. 17 was included and, subsequently, it was decided to include the Tramway Museum Society's No. 217 (Birney type formerly Melbourne class X). As the M. & M.T.B. felt that four specials would be sufficient to operate amongst the regular Burwood and North Balwyn service cars, No. 105 was withdrawn. The service proved very popular with the public, but it was very noticeable that the two "coloured" trams – 217, brown and cream and 17, maroon and white – were patronised much more than 613 and 676 in their everyday green and cream. Even though Preston Workshops has repainted both cars and provided re-upholstered seats – they looked very nicely finished – it was obvious that the public felt they were the same as they travelled

on most days of the week. As No's 17 and 217 were "different", they were the ones most patronised. The Bendigo "toastrack" usually carried at least a few standees, but 217 always had quite a standing load which many times reached "crush" proportions in this diminutive tram.

The day was an outstanding success from all points of view. By evening, comments were circulating that it should be held again, or that it should become an annual event! The latter would probably be too much to expect, considering the amount of effort that was needed to produce this year's "Cavalcade". Whereas this year's costs were funded by the Government as part of the Mural costs, future repetitions may have to look elsewhere for finance. Nevertheless, it would seem likely that further Transport Cavalcades will take place in Melbourne, on appropriate occasions. 11th November, 1985 will see the 100th anniversary of Melbourne's first cable tram!

Thanks must be recorded to all who helped plan and provide the Cavalcade and its displays. Several hundred people were involved, from the Premier's Department staff through vehicle owners to society members who staffed their displays. Some are known to have risen at 5.00 a.m., eaten "lunch" at 7.00 p.m. and arrived home at nearly 9.00 p.m.! A wonderful day; we look forward to the next in "Melbourne Town".

Some forthcoming articles in

TROLLEY WIRE

ADELAIDE HORSE TRAMWAYS

AN EPIC BUS JOURNEY

FIFTY YEARS OF ELECTRIFICATION

continued

GETTING THE POWER TO THE MOTORS

J.S.BADGER continued

THE DESTRUCTION OF AN ASSET

South Australia

TRAMWAY MODELLING - TRACKWORK

SUTHERLAND TRAMWAY DEPOT

VALENTIN PURREY AND HIS STEAM CARS

OPEN TOP DOUBLE DECKERS



A Melbourne reader happened to be in Parramatta on 31 December 1926 to photograph one of the four Fageol double deckers in use at that time on Glenister and McKenzie's Parramatta to Sydney run. This is shown at the Court House in George Street Parramatta. (D.Mickle)

The Adelaide open top double deckers lasted much longer. MTT 201 was photographed in Glover Avenue West Parklands on 2 September 1956 near the end of its life in use as a tramway per way amenities shed. This bus had the body fitted to a Garford chassis at the SAR Islington Workshops in 1926 for use on the SAR bus services. The 28 identical vehicles in this batch were sold to the Tramways Trust during the following year. (K.McCarthy)



THE SYDNEY SCENE

Transport News from the Sydney Region

ELECTRIC RAILWAYS

WARWICK FARM RACECOURSE: The branch line from the main Southern Line south of Cabramatta to Warwick Farm Racecourse was placed out of service after the race meeting on Saturday 19 November 1977. The line is owned by the Australian Jockey Club who are unwilling to spend the required large sum of money to rehabilitate it in view of declining patronage. A free bus is to be operated between Warwick Farm Station and the racecourse on a trial basis.

The branch is single track and just under a mile long. It crosses the now busy Hume Highway on the level before entering the racecourse property. A single platform, horse box dock and storage sidings comprise the terminal area.

The most distant, at 22 miles, from the city of the four remaining metropolitan courses, Warwick Farm has never been overly popular, despite the good train service provided in steam as well as electric days. A motor racing circuit constructed on the course saw only limited use before being abandoned. The future of the racecourse itself could now be considered in doubt.

WESTERN LINE: The disastrous bush fires in the Blue Mountains in December caused severe disruption to western line inter-urban and long distance services. The line between Penrith and Katoomba was closed on a number of occasions at the height of the fires and working was subsequently delayed due to damage to signal installations and burnt sleepers.

Work has commenced on lowering the track through the ten tunnels between Clarence and Lithgow. Single line working is in force between Newnes Junction and Zig Zag Box on the down line at present. Electric train staff working has been instituted over the single line section.

ROLLINGSTOCK: There have been recent changes in the parcel van fleet. There are presently nine vans although one, 3558, is no longer used as such and another, 3555, is believed to be officially withdrawn. Both these wooden bodied vans are post war conversions from 1921 type motor cars and were in regular use up to and during the 1977 pre Christmas rush. 3558 has been fitted out as a profile car for testing platform copings in the wide profile suburban area. It ran over all these lines in the

With a new contract for 550 single deck buses for the PTC to be let soon, competition among manufacturers is fierce. The once British dominated market is now open to all comers. Domino Equipment recently demonstrated this Volvo to PTC and Government officials.



two weeks commencing on Monday 9 January 1978.

Three steel bodied vans, 3551 – 3553, were built in 1928 and were joined by 3554, a wooden bodied conversion in 1930. Two driving trailer vans were converted from wooden cars in 1935 and 1955 but both are now scrapped. Four additional 1921 type cars were converted to vans 3555 – 3558 between 1955 and 1969. Vans 3552, 3554, 3556 and 3557 have now been replaced by steel car conversions and an additional conversion, 3559 appeared in 1977.

The original 3552 had been retained at Elcar workshops is being converted as a mock up/prototype for projected four motor narrow bodied vans for inter-urban use.

The new double deck inter-urbans have entered service on the Fish from Mt. Victoria. Six cars, three two car sets, are used. Four cars do a day return trip to Mt. Victoria.

LATE NEWS: Subsequent to the closing of the Warwick Farm Racecourse branch, the first race meeting was held on Saturday 18 February 1978. In protest over the closure, the railway unions stopped all local trains between Regents Park and Liverpool on the main south line and between Fairfield and Liverpool on the line via Granville, from 10am to 6pm. Electric trains still operated between Liverpool and Campbelltown and country and freight trains went through unhindered.

Services on the Royal National Park line were suspended from Monday 13 to Friday 17 February to allow final work on conversion of the inclined catenary to normal suspension to be undertaken. During the same period the line was cut back to a single deadend adjacent to the home signal and a temporary platform provided on the up side. The shallow double track cutting on the up side of the island platform has been filled in, the track having been lifted some time ago.

CITY SECTION

News of the Melbourne and Metropolitan Tramways Board

Good progress was made on the East Burwood extension work during November and December. In seven working weeks, the one km. of track between Middleborough Road and Station Street was completed in mass concrete together with the centre poles for the twin bracket arms. Work re-commenced on Monday, January 9th., with excavation in progress westwards from near Station Street. Z – 86 is the latest new tram in service (on December 14th.) while No. 92 was delivered to Preston Workshops on 19th. of the same month. It is likely that the remainder of the track renewal in Swanston Street, City, between Flinders Street and Lonsdale Street, will be deferred until completion of the East Burwood extension work in June. A fare increase is due to take place at the end of January on MMTB, trams and buses and Victorian Railways suburban and country passenger trains. An interesting variation to a track deviation took place over the weekend of December 3 and 4. Since November, 1973, the Latrobe Street tracks, between Swanston and Elizabeth Streets have been detoured southwards to allow excavation for an underground railway station to take place. The eastern half of this detour was taken out of use, but trams (and road

traffic) still detour onto the western half. After allowing for the two sets of reverse curves there is relatively little straight track on the remains of the deviation. The controversial Eastern Freeway opened shortly before Christmas, from the inner suburb of Collingwood to Bulleen. MMTB buses from the Doncaster area will commence express services along the new freeway from Monday, 23rd January. Most of the order for 50 new buses (Volvo chassis with Ansair bodies) has been delivered, enabling many of the veteran A. E. C. Mk III's to be withdrawn.

The M&MTB have sold four W2 trams to Gales Creek Enterprises, Oregon USA, reportedly at \$5000 each, complete. Special transport arrangements have been made by the purchaser. A special trailer will be brought from the USA to transfer the trams from Preston workshops. Shipping will presumably be by roll on, roll off vessel as one car will be shipped at a time at approximately 90 day intervals as it will be necessary to await the return of the trailer. Car 518 was due to be shipped in early February. The last two cars will only be shipped if arrangements for the first two prove satisfactory. It is also believed that total shipping costs will be \$20,000.

* Museum Notes and News

CANNINGTON ...



Western Australia Transport Museum

Museum to Move

Due to a change in policy as to the future use of the Castledare Home area, The Christian Brothers have regretfully informed WATM that our activities would not fit in with the proposed pattern and the museum will have to be relocated.

The Brothers have indicated that they will assist in the relocation by negotiation with the Town of Canning and also in the form of limited financial assistance to meet some of the non

recoverable expenditure in the project to date.

Contact has been made with the authorities concerned with the proposed tramway at Fremantle.

Around the Depot

Understandably, activities have been quiet. Maintenance on both the tram and bus fleets has continued, but no new work has been started. The RTL bus has operated on a few occasions.

ST KILDA ...



Australian Electric Transport Museum

Public Transport Centenary

Plans are developing for the Centenary Celebrations of the commencement of organised urban public transport in Adelaide. The event, to be held on Sunday 11 June 1978, will commemorate the 100th anniversary of the start of operations by the Adelaide & Suburban Tramway Company on 10 June 1878.

At a general meeting of the Museum held on 9 December 1977, it was agreed that any of cars 1, 282, 294, 303 and 381 and any bus owned by the Museum could be made available for the celebrations.

The Planning Committee, under the chairmanship of S.T.A. Bus and Tram Division Traffic Manager, Mr. Ron Wilson, has completed preliminary planning for the event. The principal event will consist of a grand entrance by the Premier into Victoria Square at the head of a transport cavalcade using Adelaide and Suburban Tramway horsecar 18 (presently at St. Kilda). Present thinking suggests that this car would be followed by A 1 carrying the Police Band and cars F1 282, G 303, an H and H1 381. Buses and veteran cars may also be involved. Upon arrival at Victoria Square, the Premier will unveil a commemorative plaque. He will

also hand to Australia Post commemorative mail brought from Glenelg to South Terrace by electric tram and then carried on the horse car. A display of horsedrawn vehicles and vintage and veteran cars is planned for South Terrace and a display of public transport vehicles will be mounted in Victoria Square. A special tram service, likely to include vehicles from St. Kilda, will operate during the day from South Terrace to Victoria Square.

During December, the Board of Birwood Hill Museum donated the remains of A & S horse car 37 to the AETM. A group from the body shop at Hackney subsequently took delivery of the car and transferred most of it to St. Kilda. The undergear was retained at Hackney for fitting to 18 which currently has no brakes.

Car 18 is to be refinished in its original colours of lemon chrome and white. The Centenary Committee also has at its disposal some additional funds for restoration works and it is likely that attempts will be made to secure some additional exhibits not held in any museum. Particular interest is being given to the possibility of locating a Garford and/or Mack motorbus.

Present plans are that St. Kilda trams would be housed at City Depot for at least two weeks, including three weekends, for use during the celebrations. Their involvement in additional functions is currently being considered.

Ancillary functions associated with the celebrations include a meeting convened by the Historical Society of South Australia to discuss the development of Adelaide's urban transport and a seminar to be convened by the Institution of Engineers, Australia, at the University of

Adelaide to consider changing transport technology.

Depot Fan Wiring

Wiring of road 2 of the St. Kilda depot was completed in December, thereby finishing construction of all depot overhead. This road had been left unwired to house non-operating vehicles and as a 'safe' road where such items as the tower waggon could be stored without risk to the public. This work has been made necessary by the recent purchase of W2 354 from the M&MTB for conversion to a works car. Delivery is expected shortly.

Body Shop Activities

Lining of the northern side and western end of car 192 has been completed. Panels on the southern side have been refinished and will be lined shortly. Silver and carnation red refinishing of 381 has been completed on the northern side and western end and the remainder of the car is well advanced. The ceiling in 303 has been refinished in a specially researched pale cream colour. Interior woodwork has been removed for revarnishing.

New Points Mechanism

The road 1/2 switch on the depot fan has been fitted with the switching mechanism originally installed at one end of Mangrove Loop. This mechanism allows cars to trail through the switches without damage and is considered marginally safer than the present one in use. If after several month's operation the new installation is considered successful, the remaining switches will be converted to this type.



The site chosen as the focus for the Adelaide urban transport centenary is the Glenelg tram terminus in Victoria Square, seen here on a quiet winter afternoon. It is expected to be a hive of activity on 11 June 1978.
- J.C. Radcliffe

ALBION PARK . . .



Illawarra Light Railway Museum Society

Steam Locomotives

During December and January work continued on the restoration of the 2ft gauge Davenport loco. The main steam valve in the steam dome has been overhauled and replaced. The cast iron smoke box door had developed a series of cracks which were beyond the stage of patching, so the offer of a local firm to cast a new door for \$25 was gratefully accepted and this is now being machined prior to fitting to the loco.

The Davenport is a saddletank loco, operated without a tender, but the safety aspect of operating this unit with its back of cab entrance has caused some concern. Accordingly, the rear centre buffer and coupling have been extended and a metal framed back platform and steps were fitted during January. The cab valves are being resealed and when this task has been completed a start will be made on restoring the plumbing on the loco.

The project of repainting standard gauge 0-6-0T loco 'South Bulli No.2' was completed on 17 December and the spectacle plate window frames and new glass have since been refitted. The loco was received from Enfield with one of the brass window frames missing and when a new one is cast and fitted the restoration of this ARHS loco will be completed.

During January the work on repainting Shay No. 2 moved on to the smokebox area. This has been rubbed back, primed and enameled.

The society has been offered an early model, 2ft gauge, 4 wheel Malcolm Moore internal combustion unit for preservation at a reasonable price. More details of this addition will be released when it arrives at Albion Park.

The chassis sills of the ex AIS standard gauge CHGtype guards van were painted during December, completing the external repainting of this vehicle. The Australian Railway Historical Society is planning a work and pleasure day after Easter when the Davenport is steaming, so that their work party can strip the old running boards off the van and replace them with new timber which has been on hand for some time for this project.

Perry Locomotive

On 17 & 18 December the museum was pleased to entertain Mr. John Langhans, the recently retired Contracts Manager of Perry Engineering Co. of Adelaide. Mr. Langhans who was attached to the Perry firm for his entire working life, previously visited the ILRMS during July 1973 and since then he has been most helpful in giving advice concerning restoration of the Perry 0-6-0T steam loco.

On his recent visit Mr. Langhans observed the thorough restoration project being undertaken on the loco and was able to give considerable information on the best sequence to be followed in reassembling the loco as the parts are overhauled.

The task of restoring the loco has now reached the stage where the main bearings are being fitted to the driving wheel journals, while the valve gear links are being overhauled.

Per Way Material

The ILRMS was successful in their tender for the purchase of 4000 sleepers

The ILRMS was successful in their tender for the purchase of 400 sleepers and these were collected from Moss Vale on 7 January. This material had been used for supporting the natural gas pipeline during welding and with the completion of this work has been made available for disposal. The sleepers are slightly smaller than the ILRMS standard of using standard gauge sleepers docked to a length of 5ft, but they will be suitable for use on straight track work.

Mount Pleasant Coke Works

These coke works, as mentioned in the last issue of this magazine, closed during January. The plant was served by the standard gauge PTC siding until the closure but prior to the mid 1930's a 3ft 8½in narrow gauge siding of the old Mount Pleasant Colliery railway also entered the plant.

Financial Aid

The ILRMS has been fortunate in having grants approved recently from two sources. The Joint Coal Board has approved a dollar for dollar grant up to \$500 towards the restoration of items in the museum relevant to the coal industry. The projects covered by this grant have to be completed by March 1978. During January the local press revealed that state aid of \$450 has been awarded to the museum, but at the time of writing this still has to be verified. The projects submitted under this grant included one of \$450 for providing material for roofing the stationery machine and engine area, so it is quite possible that the grant will be earmarked for this project.

Stationary Units

The first delivery of material from Wollongong Gas Co. arrived at Albion Park on 8 December. It included 130 1½in diam. boiler tubes

16ft long, made available to the society for \$50, a vertical steam exhaust engine and several cross compound steam pumps. Several other stationary steam units are to follow as the work of dismantling the retorts at the gas works progresses.

Around the Museum

During early January a hole was dug in Tongarra Road to tap the watermain. This will enable a 1in pipe to be laid to the museum loco compound area which will greatly simplify the filling of the vertical stationary boiler and provide water for the hydraulic testing of the Davenport loco. At present water is taken from pipes serving the model engineers group sharing the Albion Park site.

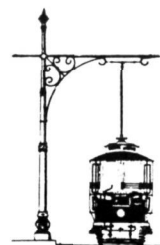
The external repaint of the Yallah station building was completed during December and its appearance is a credit to those who carried out the task.



The Davenport loco came to Illawarra from Goulburn. Prior to this, from 5 November 1956 until 2 June 1967, it was at Parramatta Park. It is seen here outside the steam tram depot soon after its arrival at Parramatta.

LOFTUS . . .

South Pacific Electric Railway



Fire Protection

The location of the Sydney Tramway Museum on the edge of the Royal National Park surrounded by dense bushland has always been of concern, particularly during hot dry summers. It will be recalled that a serious threat to the museum arose in 1968 when most of the park was ravaged by bush fires.

Many precautions have been taken but these are in the nature of a last line of defense. The society has had for many years a small tanker which has seen much use throughout the area but as has shown many times over our motor vehicles do not have the lasting capabilities of the electric tram fleet and although the tanker is only of World War 2 vintage it has become unservicable.

There is a 4in water main near the depot and a city type pumper could be used. Society Fire Officer, Jim Lucas therefore arranged the purchase of such a unit. It is a 1952 model Dennis, powered by an eight cylinder Rolls Royce petrol motor. The motor and chassis were built by Rolls Royce in December 1952 and later purchased by the Dennis Co. and fitted out with pumping and other fire fighting equipment by October 1954. The unit was purchased by the New South Wales Board of Fire Commissioners in September 1955 and arrived in Sydney in March 1956. After arrival in Sydney, certain modifications were made, these being completed by 11 April 1956. It was given the fleet number 291 and following final testing, allocated to Crows Nest Fire Station on 2 May 1957.

The unit later saw service at Kogarah, Wollongong and Glebe, being withdrawn on 14 March 1977 and obtained by the society on 26 April 1977. After overhaul and repainting it was available for service once again towards the end of the year. The engine is fully equipped and Jim Lucas has trained a number of members in the operation of the equipment.

Although intended to work for its keep the unit will also serve as an example of the later type of fire fighting equipment in use in Sydney during the final years of the tramway era. It is presently the second newest vehicle at the museum, only Brisbane 548 being newer.

The unit went into action on the night of Friday 16 December 1977 when major fires started along the tributaries of the Woronora River to the west of Loftus. Its 500gpm pumping capacity was a welcome addition to the hard pressed bush fire units. Later in the night

it was sent to Menai where it served until 4am in the morning.

The first of two fires on the eastern side of the Illawarra railway broke out on Wednesday 21 December and burnt along the Sutherland bypass road, close to the museum, then jumped the highway and went through our new site, then threatened Loftus station and crossed the line into the town, burning sleepers as it went. We certainly have been kept busy!

Around the Depot

Structural work on the new display area adjacent to the front of 4 road has been completed. This work was undertaken with a grant from the NSW Cultural Affairs Department. A further grant has been received and additional displays will be set up using this money.

Tramcar body and roof repair work is to be transferred from the back of 1 road to the back of 4 road. A brick floor has been laid in the last storage bay and this will be used as a workshop and the raised work platform on 1 road will be moved to this area.

Sleeper replacement and repacking in the depot yard continues on a regular basis.

A start has been made on cleaning and repainting the steel portal frames purchased some years ago to form the basis of the new depot.

Annual Members Day

The Members Day for 1977 was held on Saturday 10 December. A selection of trams was run during the afternoon, including some not in regular service. This was followed by a barbeque (the third for the year) at night instead of the dinner as in past years.



The latest addition to the museum fleet. The Dennis fire engine at Loftus.

- Vic Solomons

BYLANDS . . .

Tramway Museum Society of Victoria



The main news item this report concerns the work day on Saturday 31 December by some 130 Rover Scouts from the 1st Asia-Pacific (7th Australian) Rover Moot, held at Yabmac camp, east of Wallan, between 28 December 1977 and 6 January 1978. (Nearly twice this number attended the camp, with the remainder working on community projects in Kilmore and Wallan, or remaining at camp for fire patrol, security or chores duties). Our planning went quite well although a couple of problem spots showed up during the day; measures were taken to alleviate same, and the day went off very well. The previous Tuesday, several members attended Bylands to haul trams out of the depot, complete cleaning the floors of several of them and do some preliminary jobs. This was successfully completed and everyone was back at the site very early on THE Saturday morning. The first of the Rovers were due about 9.15 am with the rest within 15 minutes, but transport problems plagued their arrival which was between 9.30 and 10.45 am. This caused problems in allocating the Rover crews to our teams, but work got under way on an improvised basis.

Several society members had been placed in charge of a team each, with one or more tasks to be worked at during the day. We are most grateful to Puffing Billy veteran track

worker Tony Hutchins for taking on the biggest job with the largest team - regauging the main line. Tony brought colleagues Wayne Whitford and Don English and his son Tim as able assistants, and their knowledge and energy proved invaluable. We are pleased to report that over one quarter of a mile of track was regauged with a further quarter of a mile in various stages of progress. It should be mentioned that a very hot day had been forecast and a total fire ban declared. Fortunately, the temperature did not reach that forecast, while cloud cover persisted and helped to this end.

Possibly the next biggest job was the cartage and dumping of 183 tons of filling. This was greatly assisted by two Kilmore Apexians who volunteered their services for the day, complete with front end loader! The main pile of filling was north of the shed with a lesser dump at the south end. Much of it had to be spread on the floor of the shed - hence the prior removal of the trams (and their storage on the main line). One loader operated from each end of the depot with the Rovers spreading the material with spades and rakes. The centre aisle is now to rail height, as are both north and south end sections. The side aisles were topped up and the area underneath the trams is to sleeper height. Other filling was dumped on the main line working south from the gang shed to allow motor vehicle access and the supply lasted until the old railway platform was almost reached.

Painting was also an interesting and extensive task. The floors of 17, 34, 36, 256, 467, 667, 673 and 680 were treated and the improvement in appearance has to be seen to be appreciated. The cable drum waggon and road roller were tackled and most of the work completed. Our famous camouflage green was painted over the fading colour of the store shed, toilets and gang shed to good effect. A side light is that two of our members proved thorough gentlemen by working in their ordinary clothes after



Bylands Depot practically empty. Only Rover Scouts spreading filling. Geelong Pengelly 22 and bays of stored material occupy the shed.
- K.S.Kings

the section leader borrowed their combination overalls, for use by two young ladies who really did not come in their old clothes! Yes, Rovers are a mixed group.

Drains received attention, too. The sleeper bridge at the south end of the shed was replaced by a steel pipe and back filled. A small brick pit was built at the entrance to the pipe and a large slab of concrete placed over it. The main drain east of the store shed was equipped with three large concrete pipes and back filled to improve motor vehicle access, while the drain on the top bank by the gang shed was improved.

The last big job was moving materials from where they had been dumped over the years in front of the old railway platform to the north stores area. A large quantity of 60lb rail, steel poles and bolt on flange was transported, resulting in a much cleaner appearance for this section of the site. Finally, although the Rovers provided their own luncheon and refreshment arrangements, we felt that our sales section should be manned, just in case. As the day was hot it was needed! We did a good trade in soft drinks and also sold some sweets and booklets, etc.

As the afternoon drew to a close and the various teams awaited transport back to camp, the Rovers gave us some impromptu assistance

to move the trams back into the depot. Noting that the total trip time for the tractor was relatively long, due to attaching chains, changing ends, shunting to get the trams into a revised order in the shed and final placement in the depot, the cry went up: 'Right, everyone's just volunteered to push that tram!' And some two to three dozen bodies rose from repose and marched towards the first tram down the south end of the main line. A concerted starting effort was needed, but successive trams were soon rolling up the line and placed near the turnout from where the tractor took them around the curve to the shed. This unexpected help enabled us to have all the trams back in the depot much more quickly and was really appreciated.

A couple of jobs not started, but a lot tackled and completed. We are most grateful to the Rovers concerned and to the organisers of the Moot for offering to help us. Many labour intensive jobs were planned and handled well, thus relieving us of our continuous problems of how to get concentrations of man power on site frequently.

We record our appreciation to the Rover Scouts, the Apexians and the companies who donated paint and materials or made them available at reduced rates - all helped make 'Rover Day' a most pleasing success.



Bylands 31.12.77. Digging earth and weeds away from the inner side of the west rail to enable it to be moved in 6½ inches to standard gauge.

- K.S. Kings

BALLARAT . . .



Ballarat Tramway Preservation Society

Annual General Meeting

A disappointingly small attendance of members gathered at the Society's depot for the Annual General Meeting held on Sunday 16 October 1977, with Frank Hanrahan in the chair.

After the formalities of the meeting, members were entertained to afternoon tea and they then proceeded to the next important function... 5 trams operating in Wendouree Parade, with 14 26, 27, 28 and 40 providing the transport. All present agreed it was a fitting finale to the day.

Some interesting items gleaned from the reports are:

BOARD OF MANAGEMENT

<i>President</i>	<i>Frank Hanrahan</i>
<i>Ballarat Vice President</i>	<i>Len Doull</i>
<i>Melbourne Vice President</i>	<i>Bill Jessup</i>
<i>Secretary</i>	<i>Noel Forster</i>
<i>Treasurer</i>	<i>Carolyn Dean</i>
<i>Members</i>	<i>Geoff Dean</i>
	<i>Richard Gilbert</i>
	<i>Graham Jordon</i>
	<i>Bill Kingsley</i>
	<i>Peter Winspur</i>
	<i>Campbell Duncan</i>

TRAFFIC MANAGER'S REPORT

OPERATIONS: The trams have operated every Saturday and Sunday and on as many holidays as possible. Patronage during school holidays showed an increase over last year. Thanks are extended to all members of the Traffic Branch staff who have contributed to the overall success of the years operation.

ROSTERS: Gavin Young aptly filled the position of Roster Clerk during the year. This unenviable task is well accomplished by Gavin and thanks are extended to him for his good work.

MUSEUM: The display is still housed in tram 38 although when this car is made mobile once again a new location for the display will have to be found. Sales at the museum display were much the same volume as last year and were an important source of income.

TRAFFIC FIGURES: The number of passengers carried was lower than in previous years; however the decline appears to have been arrested during the first half of 1977. An unusual factor affecting passenger figures was the fuel shortage over the ANZAC weekend as well as bad

1976/1977	Days Run	Miles Run	Pass Carried	Av. Pass per Mile	Av. Pass per Day	Av. Miles per Day
July	9	257	548	2.0	61	30
August	12	368	1196	3.2	100	31
September	12	391	1206	3.1	101	33
October	11	350	988	2.8	90	32
November	10	270	1327	4.9	133	27
December	14	542	2151	3.9	154	39
January	30	1026	5238	5.1	175	34
February	8	286	1235	4.3	154	36
March	16	650	3706	5.7	232	41
April	13	397	1508	3.7	116	31
May	20	560	2523	4.5	126	28
June	9	253	812	3.2	90	28
TOTAL	163	5360	22438	4.2	138	33
Progressive						
TOTAL	428	16217	75511	4.7	177	38
Previous						
YEAR	171	6166	26427	4.3	155	36

weather at Easter. The loss of two operating days in January to allow production of the film 'The Getting Of Wisdom' also added to the loss. A slight curtailment of operating hours helped improve the passenger per mile ratio. The highest number of passengers carried on any day was on Labour Day, 14 March 1977, when 872 were carried.

Car News

Tram 38: Dave Macartney has repainted the ivory portions of the ceiling. The rewind motor has been reassembled and it is proposed to install it into the bogie during the Australia Day weekend. New axle brasses and keeper plates have been installed, so the car will now be able to be moved out of the depot to lift the body to enable the motor to be re-installed.

Tram 28: Conductor bell cords and bells have replaced and the car now awaits a further coat of roofing paint.

TMSV Visit

The TMSV Annual Golden Sunset Tour was this year held in Ballarat and this society was happy to welcome and accomodate their members. Two special charters were provided - trams 27 and 28. After the special hiring trips concluded the visitors travelled by service trams as they deemed necessary.

An inspection of the Sebastopol offsite depot followed and the TMSV visit ended with a barbeque at Bungaree. The guests were entertained with a selection of music on a player piano; and so their bus departed after an extended stay brought about by this entertainment. Thus concluded an excellent day.



Members enjoyed the scene of five cars operating in Wendouree Parade on the occasion of the Annual General Meeting.
- Bob Prentice

RIGHT: TMSV members in Ballarat for the 1977 Golden Sunset Tour pose with car 26 at the depot.
- K.S.Kings



MUSEUM DIRECTORY

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

Trams — Trolley Buses — Electric Locomotive

Trams operate Sundays & Public Holidays 2 — 5 pm.
No public transport available. Interstate visitors please contact the AETM if transport required.

In emergency phone (08) 297 4447.

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

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

Static Display of trams and trolleybuses

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

WESTERN AUSTRALIAN TRANSPORT MUSEUM (INC).

Tramway Museum and Bus Operation, Castledare Boys Home,
Watts Road, Wilson. W.A.

London RTL Double deck bus rides 1st Sunday in month 1.00 pm to 5.00 pm.

Correspondence: The Secretary,
Box 33, P.O. Maylands,
W.A. 6060.

STEAM TRAM & RAILWAY PRESERVATION (CO-OP) SOCIETY LIMITED Parramatta Park Steam Tramway, Parramatta N.S.W.

Steam Trams are operated on the 3rd Sunday of every month, from 1.30 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 parklands 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 and Good Friday) 10.30 am — 5.00 pm.

5 minutes walk south from Loftus Railway Station.

Correspondence: The Secretary, SPER,
Box 103 G.P.O., Sydney.
N.S.W. 2001.

TASMANIAN TRANSPORT MUSEUM SOCIETY, Glenorchy, Tasmania.

Comprehensive transport museum under construction

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

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY Albion Park N.S.W.

Inspection of exhibits by arrangement, phone (042) 71 3707

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

BACK COVER A cable tram set bound for Victoria Bridge, waits at the Collins Street terminus at Spencer Street, before starting its outbound journey. c. 1927

- K. Magor Collection

