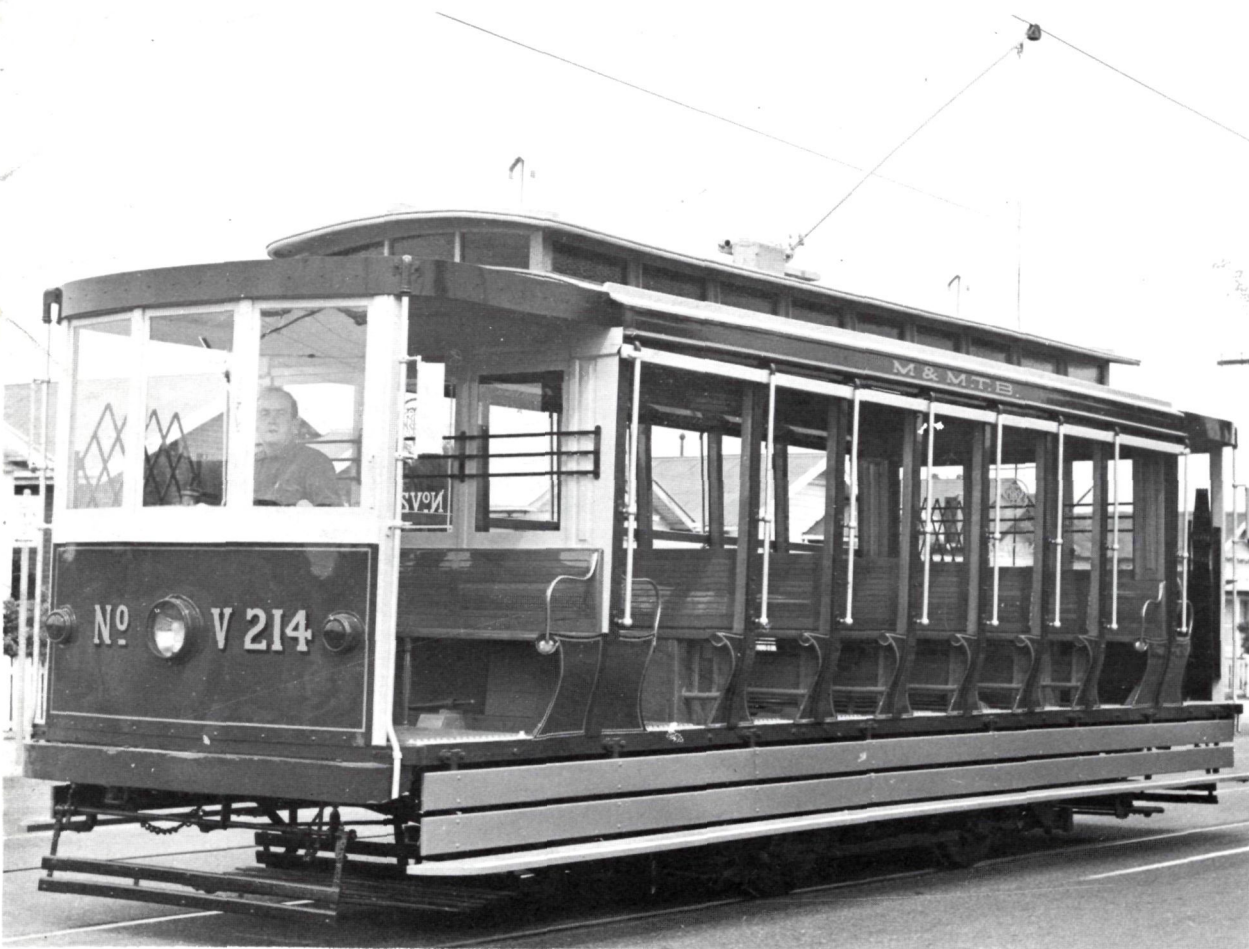


TROLLEY WIRE

Journal of
AUSTRALIAN TRAMWAY MUSEUMS

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NORTH MELBOURNE RESTORATION

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Comment...

FIRST THE TRAMS

...NOW THE TRAINS

One by one the Australian tramway systems
were closed until only one and a bit are left.

It cannot be denied that the majority of
closures were politically motivated. Now after
a brief interlude in which the trolleybuses were
swiftly dealt with, the railways are coming
under attack.

Country branch lines have long been fair
game for the political axe; many of course
should never have been built and these together
with some outer suburban / near country lines of
the major cities are undoubtedly marginal cases.

However, starting with the Hobart suburban
services then extending to the remaining Tas-
manian country services the anti-rail political
lobby has once again come to the fore; there
are now indications that moves are afoot to
close the entire ANR system in Tasmania.

Now comes the news that the Government
of Western Australia is to withdraw the rail
service between Perth and Fremantle on 1 Sep-
tember 1979 and operate a substitute service
with 17 articulated buses. The fact that such a
small number of buses can replace the rail ser-
vice perhaps indicates that there is some short
term economic justification for this action, but,
after other arrangements are made for freight
traffic, the line will be torn up and the right of
way utilised for a freeway. This wilful destruc-
tion of a civic asset will thus ensure that when
the long term implications of this action becomes
obvious it will be too late to reinstate the ser-
vice and thus the decision made by those trans-
ient beings - the politicians of 1979, will
remain to the disadvantage of the people of
Perth and Fremantle.

* * * * *

FRONT COVER: Newly restored Melbourne four wheel crossbench
car V214. Originally North Melbourne 13 and for many years used
as a freight car, as 17, it will now be used for tourist services.
- M&MTB



V214 in its guise as freight car 17. This 1948 view at Brunswick Depot shows it in its longest lived form with enclosed ends and long before it was enshrouded in advertising boardings. - K.S.Kings

NORTH MELBOURNE RESTORATION

Trolley Wire for October 1976 carried an article on the attainment of 70 years of electric operation of the Essendon group of lines, the first section of the Melbourne & Metropolitan Tramways Board network to achieve this figure.

Whilst the alteration, extension and upgrading of the Essendon lines and the continual provision of newer, larger, rolling stock have obliterated the character of the original company system, there remains three items of Company rolling stock, which largely pass unnoticed because they too have been altered, two entirely out of recognition.

The North Melbourne Electric Tramway & Lighting Company was the only company system incorporated into that of the M&MTB. Due to problems encountered it was the last constituent to be taken over, as at 1 August 1922 and its cars received the highest numbers, although the oldest electric stock.

The Company owned 15 motor and 10 trailer cars, all 4 wheel, which were placed in service in 1906. This small fleet of small cars was adequate for the feeder nature of the two lines operated. The motor cars were of two types, end loading saloon and open crossbench. Both were standard American types of the period with open fronts and clerestory roofs and were built by J.G. Brill, being assembled on arrival by Duncan and Fraser. The trailers were light elliptical roof open crossbench cars manufactured by Duncan and Fraser. Despite trailer operation, air brakes were not fitted.

These cars were quite distinctive from the 4 wheel cars built later for the other Melbourne electric systems. These lines came late enough for the car fronts to be enclosed when built. Open crossbench cars, which were probably inappropriate for general use in Melbourne anyway, were certainly out of favour and the few enclosed crossbench cars built for the Prahran & Malvern Tramways Trust were soon converted to combination types. The saloon cars were numbered 1 to 10 and later became U class 202 to 211; the crossbench cars 11 to 15, later V class 212 to 216; the trailers 51 to 60, which they retained in their short period of passenger service with the M&MTB.

As the North Melbourne lines were isolated from other electric lines the original rollingstock initially ran the services as before when taken over by the M&MTB; very few other 4 wheel cars appear to have seen service on these lines. A runaway in 1923 resulted in the cessation of trailer operation and the introduction of the then new W class bogie cars. The fifteen motor cars were then fitted with air brakes, but it is doubtful if the crossbench cars saw any further passenger service as the number of bogie cars provided appears to be in excess of requirements to replace the trailers only. The crossbench cars were in use, hauling ballast trailers, in 1924/5 on construction work. One trailer was sold to Geelong where it was rebuilt into a scrubber car. Five others were cut down to low sided ballast trailers and in 1934 were renumbered 21 to 25.



The North Melbourne lines were joined to the newly constructed West Coburg line and extended to the City in 1925. More W class cars were then sent to Essendon Depot and the saloon cars were drafted to other services. Windscreens were fitted to them about this time. This marked the beginning of the decline of the North Melbourne cars. Three of the crossbench and five of the saloon cars were withdrawn by 1930. Crossbench 216 was cut down to a ballast motor and 214 enclosed for use as a freight car. Enclosed cabs were later added to both vehicles. Although they would appear to have been very suited for use as one man and all night cars only five of the saloon cars were so used. These cars received platform doors and three of them at various times and for varying periods carried bow collectors. 202, 205, 206, 209 and 211 survived in this form but all were out of passenger use by 1940. But once more some carried on. 202 became a spare freight car and was renumbered 19. This was later replaced by 206 which retained its passenger number and it in turn was followed by 205 which had been utilised as an advertising car. It has been renumbered (2nd) 19 and was in use until recently and recognisable as a former U class car.

Little is known about the use of the ballast trailers but all were out of use by about 1940 and four were subsequently scrapped. One, 24, which was shorter than the original passenger car, remained derelict until overhauled and returned to service in late 1959. It was subsequently rebuilt as a high sided hopper car but operating problems arose under present day conditions and it was withdrawn and presented to the Tramway Museum Society of Victoria.

Crossbench 216 which was cut down to form a ballast motor was renumbered 4A and later 11. Its use declined along with that of the ballast trailers and it was scrapped in 1948. This left 214, the former North Melbourne 13, as the last survivor of its type and it is to this vehicle that we now turn our attention. Rebuilt as a box motor with a door in each side and open end platforms it was renumbered 2A. The footboards were removed and this combined with the straight floor created an impression of height. The enclosed sides followed the curved seat ends and the general style of the crossbench car was retained. When windscreens were fitted and the sides of the platforms enclosed the style was less recognisable. In 1959 advertising hoardings were added to the sides and across the ends of the clerestory, completely hiding the body between the cabs, and the roof. Renumbered again in 1934 to 17, it has since become 17W in line with all other work cars since the advent of the Z cars has duplicated numbers.

With a growing awareness, no doubt helped by the success of the Transport Cavalcade in January 1978, of the publicity and tourist value of well restored, operable, older cars the M&MTB has restored the freight car to its former open crossbench form as V class 214. As the running gear, frame, floor and roof remained virtually intact the job was relatively straight forward as only seats and running boards have to be added to make an open car. (This simplification should not be taken to mean however that the job did not require many painstaking manhours of skilled work). While the passenger section has been restored to virtually 1906 condition (not quite, there are some differences), concessions to the intervening 73 years have been made as regards the motorman. Features retained include windscreens, K36 controllers, air brakes, wheel type handbrakes and GE241 motors. Consequently it was decided to carry the M&MTB number, with the addition of the prefix V to avoid confusion with the new trams entering service. The Victoria Government made a grant to cover the rebuilding cost.

The Government again sponsored a transport cavalcade in 1979. It was held on the Australia Day Holiday in Melbourne, Monday 29 January and was the culmination of week long festivities known as the *Melbourne Pageant - Salute to Australia* and it was here that V214 made its debut, as the star attraction. Details of the days events appear in *Here and There* in this issue.

It undoubtedly came as a surprise to most Melbourne people that such a car ever operated in their city and further that it could be hidden from sight for over 50 years yet still have carried out a useful function during this period.

D CAR DIARY

Based on research by K. McCarthy

The 4 wheel California Combination type tram was a familiar vehicle on most electric tramways in Australia. Derived from the bogie double ended grip cars introduced on the California Street cable line in San Francisco, this type of car introduced electric services in Adelaide, Ballarat, Bendigo, Brisbane, Fremantle, Geelong, Launceston and Leonora as well as the Victorian Railways St. Kilda to Brighton line and the various Melbourne municipal tramway trusts. It was not used by the pioneer Doncaster and Box Hill, the North Melbourne company, or Kalgoorlie and saw only limited service in Hobart and Perth.

Introduced before the turn of the century, it was represented in passenger service, although sometimes in much rebuilt form, for over 70 years.

In New South Wales the situation was different. The initial electric service of 1890 used three small 4 wheel end loading saloon cars. These were followed by another 97 similar cars (C class) before the first combination cars appeared. These were preceded by one car which operated in steam service as 203 and was presumably a prototype for the electric cars although it was never taken into the electric fleet. The purchase, operation and disposal of this car remains somewhat of a mystery.

Twentyfive 4 wheel California Combination cars were purchased for Sydney; numbered 98 to 121 and 123, they came from two different builders, Clyde Engineering and Ritchie Brothers, in 1898 and 1899. They were later (1905) classified D. Open fronted with a separate drivers compartment, 24 had clerestory roofs. The odd one out, 123, had an elliptical roof. Although the first in service it received the highest number. (A not uncommon occurrence in the early electric days in Sydney). Introduced to provide seating accommodation for smokers, who otherwise had to stand on the end platforms of the C class cars, they were obsolete, by Sydney standards, by the time they were delivered and were pushed aside on the new George Street lines by the bogie cars of the (later) F and G classes. (The F class were true Californian Combination cars with longitudinal seats in the open ends and were the only bogie cars of this type to run in Australia.) They contributed nothing to passenger car development in Sydney and except for initial operation on the expanding North Sydney system were always relegated to minor roles until the survivors ceased passenger service in 1925.

It had always been accepted that some of the class entered service as steam trailers. Further research indicates that all except 123 could have been used as steam or electric trailers (the latter with F cars). For a small class they have had an involved and in the early days a not altogether clear career.

The first recorded general use of these cars as motors was for the conversion of the North Sydney cable line in 1900. *The Australian Mining Standard* recorded the following notes:

25 January 1900: Electric trials were made early in the morning one day last week on the Milsons Point to Ridge Street tramway under supervision of Electric Engineers Brain and Brearly. Mr. Tryer, officer in charge of the North Sydney Tramways, was also there. Elect. current was switched on from Ultimo. New large composite cars (D type) hauling cable trailers were used at intervals of one minute. Six trams made the trial with satisfactory results. The trial was then repeated with the cars hauling two cable trailers each. Again with satisfactory results. The tests were completed at 4am. The change over may be made on January 29th 1900. 8 February 1900: The North Sydney cable tramway is still operating. Further bonding and bond testing is to be carried out as the lighter cable rails will be used for some time.

15 February 1900: Last Sunday morning the North Sydney tramways changed from cable to electric operation. Successful throughout the day. Commissioners did not inform the public. The first intimation was when the public saw the new cars on the road.

The situation becomes clearer in 1904 when by October 21 cars were at North Sydney, 1 at Rushcutters Bay, 2 at Waverley and 1 at Fort Macquarie depots. Most of the North Sydney cars would have seen their first use as motors on that system although some, as yet unidentified, had operated with C cars as coupled sets on the main system prior to this date. At this time the North Sydney cars operated singly or towed cable trailers. No. 123 was being used as a breakdown car and was at Waverley with 117 which had previously been an air braked car at North Sydney but was now experimentally fitted with regenerative control and had been banished to the quiet cross country line to Randwick. 102 at Rushcutters Bay was newly fitted with magnetic brakes as a prototype for the forth-

coming batch of J cars for the Rose Bay line and it is probable that it had been a trailer car until this time. The car at Fort Macquarie, 103, was coupled to C 96, the only car on the main system so to remain.

In 1907 three bodies were sold to the Victorian Railways, together with four C bodies, following a fire at Elwood Depot and were mounted on salvaged running gear. The three cars, 98, 101 and 110 came from North Sydney. In May 1908 the allocations were:

North Sydney	18
Waverley	2
Fort Macquarie	1
Elwood (VR)	3
Service	1

By this time the North Sydney cars, with the exception of 99 and 116 which ran singly, were operating as coupled sets with C cars. 102 had joined 117 at Waverley. It went to Fort Macquarie in 1909 as the Commissioners Inspection Car, a role it fulfilled until 1913. Also in this year 117 went to Randwick Workshops for conversion to a scrubber car. Recorded allocations for April 1910 and March 1912 do not show any other variations.

By November 1917 the fleet had been reduced to 21 cars, with 4 North Sydney cars, 108, 109, 115 and 118 scrapped. The allocations then were:

North Sydney	14
Ultimo	2
Elwood (VR)	3
Service	2

99 at North Sydney was used as a relief breakdown car; 123 was still the breakdown car at Waverley and 117 remained at Randwick as the only scrubber. 102 and 103, which appears to have now been uncoupled from C 96, were at Ultimo where they shared a road with the other remaining oddities, four C cars and the two M cars, although they worked the cross country service from Cooks River to Dulwich Hill.

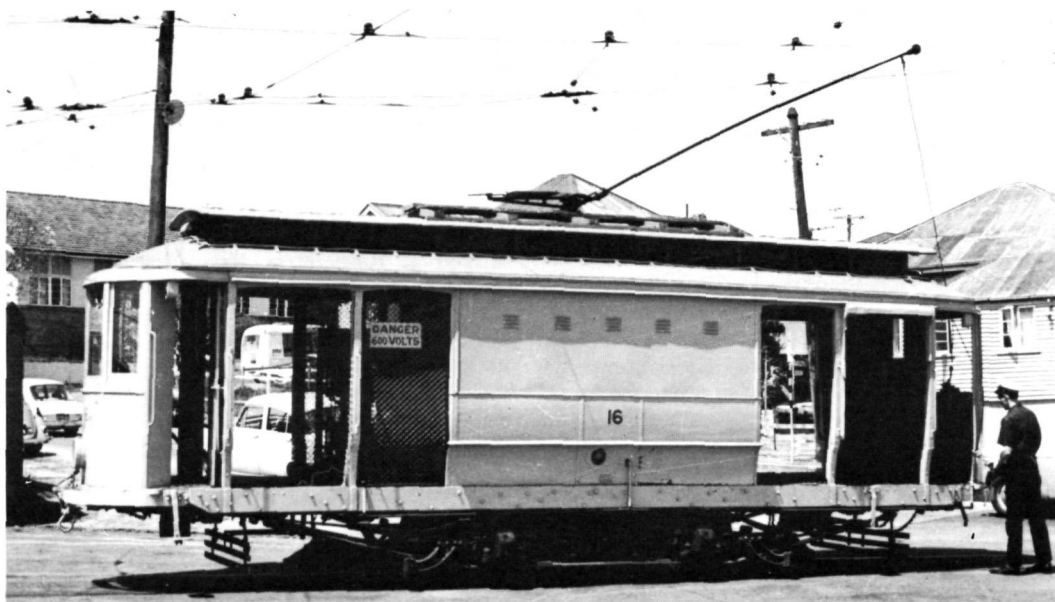
The last recorded allocations for these cars was in September 1925 by which time their numbers had been reduced to 14:

North Sydney	8
Service	2
Stored	4

The cars at Elwood were scrapped between 1918



D 117 descends Parriwi Road towards The Spit whilst working as an air braked car at North Sydney. It rides on a Peckham Metropolitan truck and is operating from a side mounted trolley pole. - PTC Archives



Brisbane scrubber 16, formerly 137s and D 119.

and 1921; 100, 111, 112 and 121 from North Sydney were also gone and 105 and 106 were stored at either Leichhardt or Randwick; 102 and 103 were withdrawn in November 1924 but were still at Ultimo. By this time the C class had also been withdrawn except for those coupled to D cars at North Sydney. However by the end of November 1925 both these classes had been withdrawn from passenger service. The last sets at North Sydney were: D104-C84, D107-C20, D113-C9, D114-C22, D119-C35, D120-C36, D99 (Single) and D116 (Single). Of the fourteen remaining cars, five were scrapped. These were: 104, 107, 113, 114 and 120, although 114 was still at Randwick in 1938. The nine that were left all eventually became scrubbers.

From the foregoing it will be seen that the sphere of operation of the D cars as electric passenger vehicles was limited although they operated out of five depots in Sydney and one in Melbourne. They generally did not see service on the southern or western lines of the main system and did not run at Enfield, Manly, Newcastle or Rockdale. 123 ran trials on the then isolated Rose Bay line in March 1899 and may have remained there until 1904. A scheme proposed for the electrification of the Maitland steam lines envisaged using D cars. North Sydney was definitely their main home with 22 of the 25 having operated there at some time. They would have ranged further afield on the main system as steam trailers and one or more was also used in this role at Enfield.

The conversion of the remaining nine cars to scrubbers, begun with 117 in 1913 and completed in 123 in 1931, far extended their field of operation. 102 (134s), 106 (136s), 117 (112s), 119 (137s) and 123 (43s) always operated from Randwick Workshops; 99 (131s) at Newcastle and 103 (135s) at Newcastle and North Sydney; 105 (132s) and 116 (133s) at Enfield and North Sydney. The latter four cars could have also been used on the main system whilst at Randwick between their other allocations. There is no record of a scrubber ever having been on the Rockdale line, whilst the North Sydney cars would have gone across on the punt to Manly if required.

Four scrubbers remained at Randwick when the system closed in 1961. These were 43s (123), 112s (117), 134s (102) and 137s (119), only the last two being servicable. One, 43s, was scrapped; 112s was sold; 137s went to Brisbane; 134s went to the Sydney Tramway Museum. Although 134s and 137s were still used until the closure they were in little better condition than the other two which were derelict. This caused some concern to the BCC who apparently had expected to receive a car similar to the two cars converted from K class 4 wheelers after the war and sold to Melbourne in 1959. It was renumbered 16, but saw little use and was dismantled for spare parts for 134s in 1968. 112s, the original scrubber and former regenerative control car, survived until 1976 when it was dismantled and the body used for a 2ft gauge passenger car, an unbelievable fate for a 77 year old tram. This then

only left 134s (102), sleeping away its days at Loftus.

This though is not the end of the D car story; but before continuing there are a number of technical points to consider. The open fronts were extended and enclosed in 1911. This was done on both ends of the single cars but on one end only of coupled cars. All scrubbers were eventually so treated on both ends. Cars 98 to 109 were mounted on Brill 21E trucks while 110 to 121 and 123 were on Peckham Metropolitan trucks, both of 6ft 6in wheelbase. However when in scrubber service all cars were on Brill 21E trucks. 117 would have had the regenerative control removed in 1913, however there is no record when 102 was converted to air brakes.

Now to return to 102. This car was built by Richie Brothers of Auburn New South Wales and delivered to the tramways at Botany Road Chipendale (now Regent Street) after being hauled to the Sydney yards by steam motor along the main

railway line. It was standard practice to fit the electrical equipment at Randwick Workshops. It entered service on 2 September 1899, presumably, as stated earlier, as a steam or electric trailer. Unless it was used at Enfield as a steam trailer, it remained on the main system until 16 August 1961 when it was taken to Loftus by road. Despite not venturing from the main system its activities were as varied as those of a D car could be. By the time it arrived at Rushcutters Bay electric cars were operating over the cable line from King Street and was thus not isolated and could have been used elsewhere for magnetic brake tests. Having served its purpose it was not needed when the 50 seat J cars took over the Rose Bay line. Its 34 seat capacity would be ample for it to share the cross country working on the Waverley Extension line with 117 and unlike this car with its difficult to operate regenerative control 102 would also have been utilised on all night and other odd workings to Bondi and Waverley. The four years from 1909 to 1913



134s (D102) stands in the maze of tunnels, approximately under Edgecliff Road and the former Bellevue Hill line, at the approach to Bondi Junction Station. The tram in on the down track with a trailing crossover to the up track in the foreground.

spent as the Commissioners Inspection Car would have seen it kept in good mechanical condition and washed and polished regularly. Relegation to Ultimo for further menial work on cross country service certainly marked the beginning of its decline. After over five years in storage, most of it at Leichhardt, it re-entered service in July 1930 as a scrubber and the prospect of being stabled in the open for over 30 years. Scrubbers were well down the list for regular overhauls and painting although the Randwick cars received regular running maintenance at nearby Dowling Street Depot.

The first car to receive power at Loftus, on 27 June 1964, for lights and compressor, but not the first to run under power, it nevertheless operated the first public passenger service. Although being one of the least suitable cars for this purpose in its guise as 134s, it was in the right place at the right time when at 4.10pm on Sunday 3 January 1965 the Cadillac railmotor failed at South terminus and the D went to bring the passengers back to the depot, subsequently returning (with most of the passengers still on board) to tow the railmotor back to the depot. After the commencement of regular electric passenger operations at Loftus on Saturday 13 March 1965 and the consequent commissioning of more cars, the non passenger stock has seen little regular use and the D car, because of its scrubber configuration, less still, usually only running on a couple of days in a year. It has not been repainted since arrival at Loftus and has only received minimal mechanical attention.

After 17 years of this inactivity it was recalled to active service in an urgent if not dramatic manner.

As related in this magazine for October and December 1978 the Public Transport Commission of New South Wales was faced with the necessity of removing mill scale and rolled in corrugations on the rails of the rapidly nearing completion Eastern Suburbs Railway from Erskineville to Bondi Junction, mainly to reduce the noise level of the trains. This will be more of a problem on this line than on the existing system due to its situation and construction. Whilst a rail grinding train or car was really needed, time and money dictated that an alternative be found. This turned out to be 134s (102). Following the initial enquiry on 1 September 1978 and an inspection of the car on 2 September some maintenance was undertaken at Loftus. The car was then moved by road to Randwick Workshops by road on 13 September for further necessary work on the running and scrubbing gear. The electric power was to be received from a motor generator set mounted on a flat truck coupled to the car. This arrangement resulted in the only regular coupled operation by this D as an electric car. The car was then taken, once again by road, to Erskineville and placed on the ESR line on Friday 13 October 1978 and remained on the line until lifted off near the McElhone Street portal at Dowling Street Woolloomooloo on Saturday 30 December 1978 and taken back to Loftus. On arrival it was placed on the track at the North terminus, the trolley pole reconnected and it was driven back to the depot giving a short scrubbing demonstration on the way, so ending an unusual but successful adventure.

Details of this operation have been given pre-



D 102, as scrubber 134s, at Loftus in 1965. - M.J.Giddey

viously in this magazine and a final analysis of exactly where and when it went will be given in Museum Notes and News. There are, however, some interesting observations to be made. Unless it was at Enfield as a steam trailer there was a gap of 79 years between appearances on railway track. The place at Erskineville where it was placed on the ESR line is adjacent to the former Henderson Road steam tram depot, the burnt out shell of which still stands, and per way yard. There was previously a tramway/railway connection at this point and from about 1908 many rolling stock deliveries and transfers were made via it. On each side of the unloading point, on opposite sides of the Illawarra railway, there were electric tramways, both heading for but not quite reaching Erskineville station. Being a Randwick based scrubber 134s would undoubtedly have operated over the track in Chalmers Street that was diverted for construction of the low level platforms at Central. It possibly was used on the Randle Street deviation construction in 1948 and would have been available for the reconstruction of Chalmers Street if the construction work beneath it had only taken a couple of years as planned.

However it was 30 years before this street was reopened by which time the only tracks available for 134s to use were far below. Whilst on the line the car was usually stabled in the turnback road at Central, which forms a double track with the down Illawarra relief (the continuation of the up Eastern Suburbs) at this point. The dead end of this track is very close to Cleveland Street, under Prince Alfred Park. It was also stabled on the running line in Redfern and Edgecliff stations and the turn back road at Martin Place. Operation over the Rushcutters Bay Viaduct took it by the site of the former tram depot which was its home from 1904 to 1908 and Edgecliff station is near the terminii of the cable line and electric line onwards to Rose Bay. Bondi Junction station is very close to the former tramway junction that gave the locality its name and to Waverley Depot from where it operated in the Waverley and Bondi areas. So, despite the vastly different circumstances in which 134s nee D 102 returned to service it was still largely confined to the same areas in which it gave most service in the early years of the century.

MELBOURNE PAGENT - SALUTE TO AUSTRALIA

The material advertising the above rather grand sounding event also proclaimed it to be 'Australia's biggest historical festival' and covering an eight day programme. The events set down for Monday 22 January to Friday 26 were all located in the Treasury, Flagstaff and Carlton Gardens at lunch hour with appropriate outdoor events. Saturday 27 was similar but at 2pm. Sunday 28 commenced at 2pm at Captain Cook's Cottage in the Fitzroy Gardens and contained many events during the afternoon. But Monday 29, the holiday for Australia Day, contained a massive programme spread throughout the city but focussed on the Victoria Market/Flagstaff Gardens area and Spencer Street Railway Station.

The Victoria Market contained historical exhibitions, vintage and veteran motor cars, horse drawn carriages, steam traction engines, historical fire engines and equipment, Belmont Common ex SAR T class steam loco with cable and horse trams a few yards away in William Street on the Dudley Street shunt. The Flagstaff Gardens had a historical festival, bush bands, folk singers and dancers, historical re-enactment, pomp and ceremony and space for family picnics. A service of vintage trams ran along Latrobe Street from Spencer Street to Swanston Street, with a service of vintage and modern

(a MAN articulated) buses connecting the Market with Spencer Street Station. At the latter area, the railways displayed steam locos, carriages, waggons, a rail motor and modern sleeping and sitting cars from the Overland express. The Vintage Train ran to Williamstown, but as the day was declared a total fire ban, with high temperatures expected, the scheduled steam locos were replaced by veteran E class electrics.

The actual cavalcade of transport procession route was from the Market via William, Latrobe, Spencer, Collins, Exhibition, Latrobe and Queen Streets to the Market.

Special displays were mounted at the Science Museum and Library, while the old Melbourne Gaol, adjacent, was also open for inspection.

Although virtually countless members of the many organisations involved worked for weeks and months beforehand preparing for the day and commenced setting up their sites from early morning, the day officially commenced at 11 am in Latrobe Street at the corner of William Street, when the Premier of Victoria Mr. R. Hamer ED, spoke a few words and officially launched the M&MTB's restored tram V214 to tourist service.



ABOVE: Polly Woodside, a permanent resident of the Yarra was open for inspection.

When the cavalcade of Transport held last year proved the popularity of the tourist trams, the Government made a grant to cover the cost of converting freight car 17 back to an open car. The grant also included a sum to renovate X2 676 and this car is now painted brown and cream, has brown upholstery and brown tonings internally and is fitted with marker lights for evening running.

These two M&MTB trams provided the Latrobe Street vintage tram service together with Birney 217 from the Tramway Museum Society of Victoria, Ballarat four wheeler 14 from the Ballarat Tramway Preservation Society and rebuilt Bendigo open car 17 from the Bendigo Trust. The TMSV's horse car gave short rides within the confines of the Dudley Street shunt.

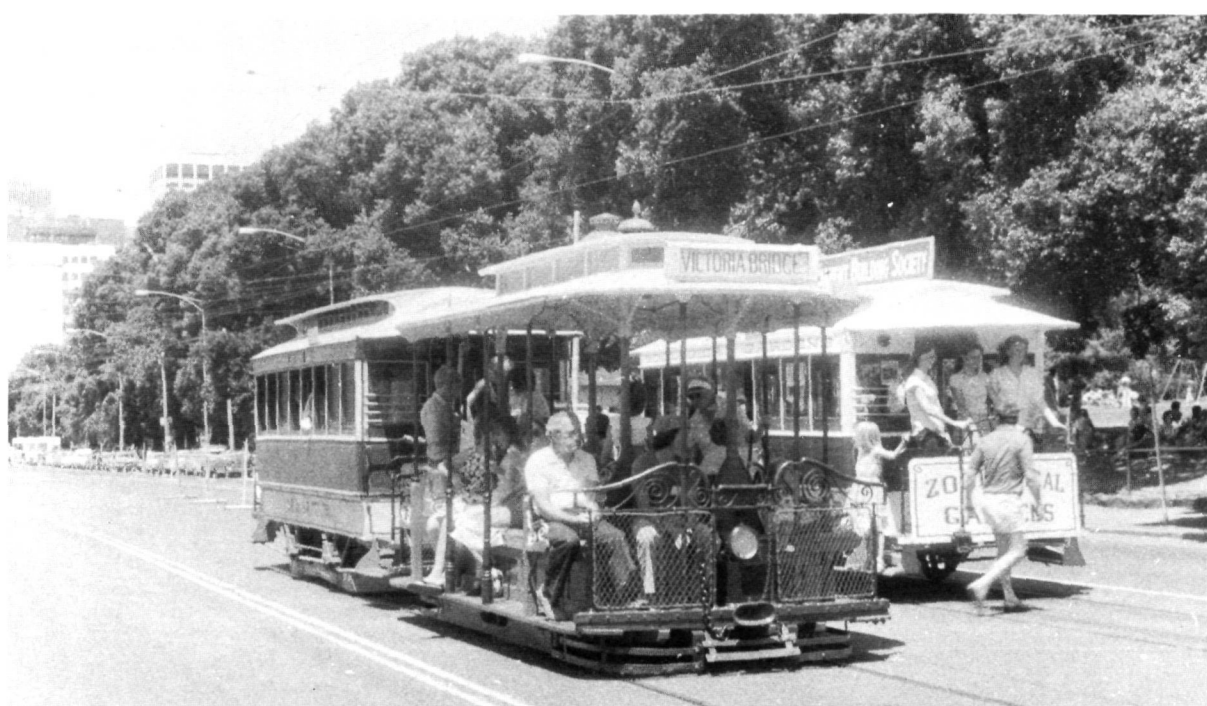
Mr. Hamer announced that V214 would commence running a tourist tram service from Batman Avenue (City), starting the following Sunday 4 February, to Power Street Hawthorne. In inclement weather 676 would be used.

The Birney left Malvern Depot shortly before 10 am and met the other four cars, which travelled in convoy from Preston Workshops, in Latrobe Street shortly before 11 am where they were marshalled into the sequence of, from the western end, V214, 676, 17, 217 and 14, ready for the proceedings to begin.

At the end of the day V214 returned to Camberwell Depot and 676 went to South Melbourne. The Birney returned to Malvern and the Ballarat and Bendigo cars to Preston.

BELOW: 676 and V214 wait in Latrobe Street for the proceedings to begin.





**MELBOURNE PAGENT
TRANSPORT CAVALCADE**

TEXT: Keith Kings

PHOTOS: Above - Vic Solomons

Others - Dick Hall

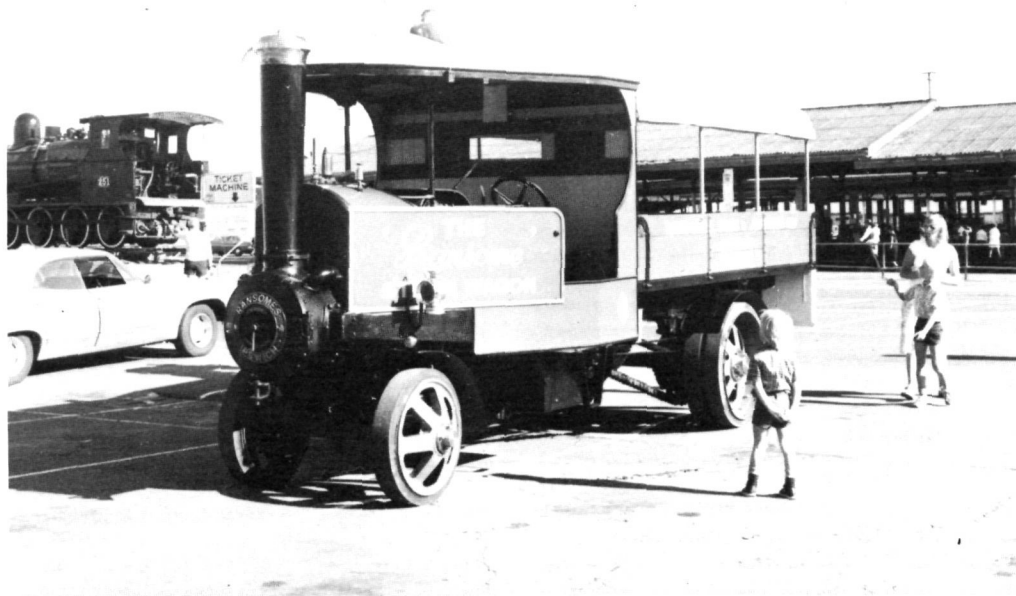
ABOVE:

*Cable and horse trams in the Dudley Street
shunt.*

BELOW:

*E class electric locos run around after
arrival at Williamstown with the vintage
train.*



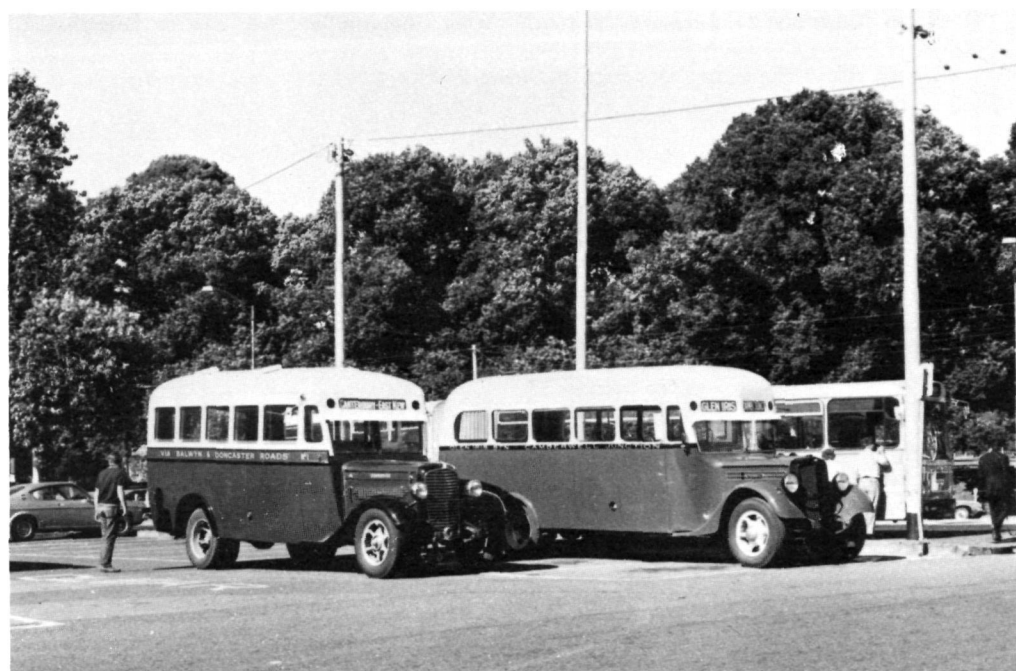


ABOVE:

*Ransomes Sims and Jefferies 1923 4 nhp
6 ton double crank compound Steam
Waggon.
Ex SAR T class loco 251 in background.*

BELOW:

*The mini bus is not new!
16 seat Diamond T formerly operated on
the Canterbury – East Kew service.
19 seat Federal formerly operated by
Driver Brothers between Glen Iris station
and Camberwell Junction.*



THE SYDNEY SCENE

Transport News from the Sydney Region

Railways

ROLLING STOCK: Elcar pilot (shunter) 3591, formerly 1921 type passenger car C3082, made an unusual journey on 18 December 1978 when it accompanied 4 motor car C7335 to Carlingford and back. After arrival a number of runs were made along the dead end and certain components of the underfloor electrical equipment were inspected on 7335.

The suburban double deck trailer with the experimental bogies, T 4963, was scheduled to run trials between Seven Hills and Penrith on 19-20-21 December 1978. Confirmation that these trials took place has not been received.

The first two stainless steel double deck suburban cars from A.Goninan & Co., Broadmeadow, C3001 and T4101, were handed over to the PTC on Wednesday 20 December 1978. The cars left the plant later in the morning behind 48107 bound for Sydney as an out of gauge load (as far as Cowan). The air suspension was deflated and the contact strips and horns removed from the pantograph. The driving end of C3001 was trailing and the guard rode in this vehicle, no brake van being provided. No crossing or passing movements were to be made while the train was on the main line. The train worked to Gosford that day then continued to Flemington Car Sheds on Thursday 21 December behind

4452. The cars were turned after arrival and following inspection were made up into a four car set, S55, with T4986 and C3953. This placed C3001 in a leading position, westbound, for brake tests which were conducted on the down main line between Westmead and Seven Hills on Friday 22 December. The two cars went into service, in set S55, on Saturday 23 December. The two cars went to Chullora for weighing on 3 January 1979.

The most obvious and jarring feature of the cars is the flat, Pullman-Standard style, front end on the motor car. Both ends of motor and trailer cars are the same with the addition of marker lights, horn, windscreen wipers and washers and two vents, one beside the window and the other offset in the end of the roof, to the driving end. Other obvious exterior differences are the even ribbing on the sides; the square joint of the drop centre to the underframe; lower gutter with slightly lower set top deck windows; end windows higher and narrower in the trailing ends; horizontal louvres over the lower deck ventilating fans. The batterybox covers are fibreglass as are the roof ends; a fibreglass moulding surrounds the sides and top of the ends. A blue light is fitted to each side of the motor car over the guards doors and the front coupling and trip can be illuminated. A



C3591 shows off its new paint scheme as it stands at Carlingford with C7335.



THE GONINAN CARS

ABOVE:

The main styling features are visible in this driving cab end view of C3001, standing at Wyee. 20 December 1979.

BELOW:

48107 brings T4101 and C3001 through the no. 1 up siding at Wyong, en route from Broadmeadow to Flemington. 20 December 1978.



plastic container for the windscreen washers is prominent beneath the drivers cab. The buffing plates and beams are painted yellow and the running gear dull blue. The interiors of the cars are basically similar to the Com Eng ones but some details differ.

Two of the three 1955 type motor cars converted to trailers ran on trial to Penrith on 24 January 1979. The cars, N4680 and N4681 formerly C3738 and C3739 respectively, ran with C7335 (painted red since its trip to Carlingford) and C3162. The two cars, together with the third conversion, N4679 formerly C3737, have since entered service.

The electrical equipment has been removed and the cars rewired to work with the 32 volt control stock. The E type motor bogies have been retained with the springing and brake rigging modified and they have been reclassified ES. The drivers and guard compartments remain with the former sealed.

The first cars of the last order for 25 double deck suburban driving trailers from Com Eng (D4071 on) are entering service. They have blue lights above the guards doors and lights over the trip and front coupler.

EASTERN SUBURBS RAILWAY: The D scrubber was removed from the line at Dowling Street Woolloomooloo on Saturday 30 December 1978 and returned to Loftus.

Noise tests were carried out on 19 January 1979 with four car double deck set S55 (with the two Goninan cars). The train ran at maximum line speed. The results of the test are not known but a cloud of dust followed the train out of the tunnels. The herbicide train was subsequently used to wash the tunnels out. A two car set ran on 24 January for a Commissioners' inspection. The Plasser track recording car RVX3 visited the line on 25 January. Diesel hauled work trains were still operating during January and February.

Driver training started on Monday 19 February. Initially a two car double deck set, supplied from Punchbowl was used but a four car set was noted later in the week.

The Minister of Transport has indicated that the line will open in May 1979.

Ferries

The State Government has called tenders for an 1100 passenger ferry for the Manly run. It is estimated to cost \$8M. With a speed of 18 knots it is expected to take only 22 minutes for the crossing. To minimize the effects of the wash caused at this high speed a special hull has been designed by the State Dockyard in conjunction with the British National Maritime Institute.



The two car double deck set used for signal testing on the Eastern Suburbs Railway blends into the background as it crosses the Woolloomooloo Viaduct on a dull December afternoon.

Buses

Twentyfive of the new Mercedes have been allocated to Ryde depot and deliveries have moved to Waverley. Two of those at Ryde have been involved in serious accidents. One ran away down the 1:8 grade down to Darling Street Wharf which in tramway days was protected by the Counterweight.

A shortage of buses at Ryde resulted in the remaining 31 seaters being returned to service for a short period. A number were noted in George Street during the peak periods.

An undesirable feature of the new Mercedes buses is the small size of the front and back route numbers. This is the first departure from the standard size introduced over 40 years ago and results from the shallow curved roof. Three

of the vehicles at Waverley have been noted with standard size numbers although later deliveries still have the smaller size.

The Bondi Junction by pass road built in conjunction with the ESR and the new bus station opened on 9 January. Part of Oxford Street was closed as from 29 January to become a pedestrian mall. Buses still operate through this section pending the rearrangement of services when the railway is opened. There have been complaints of buses speeding through here and endangering pedestrians. Some new signs have been included on the destination rolls of the new buses and one particularly - *Via Bondi Junction Stn* is to be seen in use although not yet correct.

1979 - A Year of Anniversaries

September this year sees the centenary of the permanent tramway system in Sydney - that is more permanent than the Pitt Street horse line which operated from 1861 to 1866. The steam line laid along Elizabeth Street was intended to only be a stop gap measure until the railway could be extended further into the city. There is evidence, however, that the decision to extend it to replace proposed suburban railways and thus make it permanent was taken before it opened. The PTC slogan used for the Eastern Suburbs Railway - *We open the line in 79* - neatly avoids the point that it is 1979 and not as it should have been - 1879.

Three other anniversaries point to the fact that after all nothing is really permanent for 1979 is the -

40th anniversary of the closure of the Manly system

30th anniversary of the closure of the Rockdale to Brighton-le-Sands line

30th anniversary of the closure of the Ryde line beyond Gladesville

The Manly system will be covered in depth in a series of articles commencing later this year and it is hoped to add something to previously published material on the Rockdale to Brighton-le-Sands line.

MAITLAND TRAMWAY VENTURES

This authoritative work on a small town steam tramway by Ross Willson and Ken McCarthy is already a collector's item. A thorough analysis from the start to the finish of the system; there is plenty of interest for all - background, construction, day to day operation, effects of floods, traffic, timetables, rolling stock, tickets, revenue, electrification proposals.

A well illustrated quality production.
Stocks are limited.

Price: \$3.60 including postage
from SPER SALES Box 103 P.O.

SUTHERLAND 2232

CITY SECTION

News of the Melbourne and Metropolitan Tramways Board



New Z class Trams 101 to 105 entered service on the Bourke Street routes at the beginning of January. Their most notable differences from the original order of 100 trams are deeper bumpers, deeper sliding sections to the motor-mans off side windows (as fitted subsequently to no. 6 for tests) and absence of the traditional Melbourne type life gear. The usual trip gate and tray are missing and a white painted length of board is fitted to the outer ends of each bogie. The body of 114 was delivered from the contractor on 20 December, leaving only one tram to come from the extra 15 ordered as a run on to the original contract. This suggests that the first of the next 100 ordered should be delivered about April.

The sixth of the trams to be painted by artists for the Ministry of Arts appeared by mid January but was withdrawn within two weeks. The design is reported to have contained Japanese flags and the words 'Mother knows' and was apparently deemed to be possibly offensive to people from Japan.

The track relaying job in Wellington Parade East Melbourne was completed by Christmas. After the up track had been relaid from about half way between Clarendon and Powlett Streets and Simpson Street, including half of the crossover, it was used as the down track, with, ingeniously, the renewed half of the crossover helping to return down cars to their proper track

L101 posed with Z101 during the TMSV's visit to Preston Workshops on 4 November 1978.

- K.S.Kings

(up cars used the temporary track throughout). The down track was then relaid, the double slews and temporary track removed and attention turned to most of the length westwards to Clarendon Street on the down track. This was railed and set in mass concrete mainly on late shift.

About November, the 'men in green' were reclassified from Inspectors and Deopt Starters to Traffic Officers and issued with new cap badges. During October, two young women drivers became Depot Starters and were noted despatching trams in the city area as part of their training.

CORRECTIONS — December 1978 issue.

- Pages 18 and 19. The two photos of tram stop signs refer to a design tried on a limited scale at the end of 1976. The signs referred to in the text are the new standard type introduced from July 1978.
- Page 19 column 1 line 4. lpp should read 100.
- Page 20 column 1 lines 3 and 4 should read ...track, 55% being laid in mass concrete and and 8% in reservations.

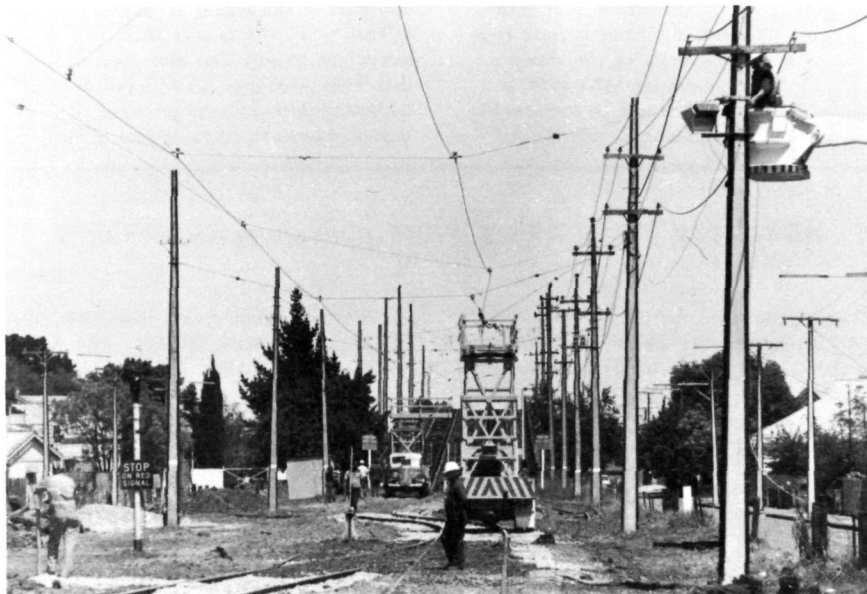


Usually one reads of modern buses and old trams. This view of Flinders Street at Swanston Street Melbourne, shows two modern Z class trams flanked by two veteran buses (1951 to 1953), during the morning peak hour. 21.9.78. - K.S.Kings

ADELAIDE TRANSPORT NEWS

STA Overhead crews had their biggest job for years when they recently rearranged the overhead on the Glenelg line overbridge at Goodwood for single line working. A span wire is being adjusted from the newly acquired 'Cherry Picker' (right) while installation of the motorman operated press button control for the signal lights is being completed (left). The trolley wires were rearranged from the STA's two venerable tower waggons, one seeing its first day of use after its recent restoration at Hackney. The temporary track arrangements are also visible. - John Radcliffe

ADELAIDE NEWS CONTINUED ON PAGE 20



★ *Museum Notes and News*

C.O.T.M.A.

News from the Council of Tramway Museums of Australasia

Brussels Trucks Project Successful

After protracted negotiations on behalf of Museums in Australia and New Zealand, COTMA was advised in July 1978 by the Societe des Transports Intercommunaux de Bruxelles that it could release up to eleven Brill 21E pattern trucks from its 1100 and 1200 series cars, the remainder having been sold to South America. After the twelve COTMA affiliates had been advised, the various museums began hastily appraising their financial status to see if they could participate in what will probably prove to be an unrepeatable opportunity to secure this rare equipment. It ultimately proved possible to order eight of the trucks; two for the AETM, Adelaide; four for the THS, Christchurch; and two for MOTAT, Auckland.

While the individual museums were confirming their orders with STIB, COTMA began a detailed examination of freight costs. It subsequently sought a Conference Lines freight concession. This was successful and resulted in a 25% reduction in the Ocean Freight rate quoted by Seabridge, with a commensurate reduction in the total freight bills of the three museums. COTMA then examined the rate at which customs duty was charged on the trucks at the time of their importation. It was found

that duty of 30% would normally be payable in Australia with a similar rate chargeable in New Zealand. A By-law application was made to the Australian Bureau of Customs for exemption from duty under classification 86.09.900. This application was successful and was able to be directly utilised by the AETM. Although of no direct help to the New Zealand museums, a copy of this decision was nevertheless forwarded to New Zealand and proved valuable in enabling a similar exemption to be obtained. This was then able to be used by the THS and MOTAT.

The two trucks for the AETM arrived in Adelaide in mid December 1978 while the four THS trucks were unloaded at Lyttleton in early January 1979. The two trucks for MOTAT arrived in Auckland about two weeks later.

Although the total landed cost per truck will have been over \$2000 each, this type of equipment is now virtually unprocureable from any part of the world in good condition. Even at this price the trucks must be considered excellent value. The successful outcome of this exercise appears to have demonstrated the advantages to individual museums of a co-ordinated approach to this type of project.

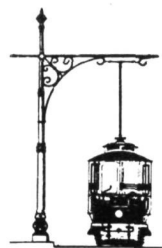
ADELAIDE TRANSPORT NEWS CONTINUED FROM PAGE 19

The State Transport Authority withdrew H type car 359 on 25 January 1979 for restoration as 351 for the Glenelg Golden Jubilee celebrations. City Depot car painter Bob Wade began this project when he returned from annual leave.

The reconstructed northern half of the Goodwood flyover bridge was brought into traffic from Sunday 21 January 1979 and the southern side closed for rebuilding.

LOFTUS . . .

South Pacific Electric Railway



Around The Depot

On the first major work day for the year, 13 January, a long overdue general clean up took place. Bruce Pinnell took two loads of rubbish to the tip in his truck.

An air operated needle gun has been purchased to supplement the original electric one and has proved its worth when used on cleaning the steelwork of the portal frame building structure on hand for eventual erection at the new site.

Bob McKeever has sorted out the spare brake shoes and has compiled a list of what is on hand and what is still needed, as well as updating the records showing the car or cars that each type fits. The Sydney cars have previously been well documented in this regard and the Ballarat and Brisbane cars are now covered. It is interesting to note that Ballarat 12 and 37 and Brisbane 180 take the same shoe (driving wheels only on the two maximum traction cars).

D scrubber 134s passes under the Eastern Suburbs Railway viaduct in Bourke Street Woolloomooloo on its way back to Loftus. 30.12.78.

Tram Cars

LP 154: Colour undercoating of the exterior has completed and the ceiling of the northern end compartment has been undercoated.

R1 1979: The stripping off of the brown paint from the curved top of the saloon bulkheads on the end platform sides has revealed that these top sections were originally varnished. The plywood lining of the northern end car has been replaced and is now ready for painting. Examination of the south end cab has shown that there has at some time been a fire behind the controller and this will necessitate renewal of the lining here also. New plywood has been purchased to reline the saloon below the wind-

ows. One new centre footboard has been cut fitted. Stripping of the exterior paintwork has commenced.

O 1111: A secondhand, but near new, footboard has been fitted to replace one considered to be coming unsafe.

F 393: The seat adjoining the northern bulkhead has been removed to allow further sections of the floor to be taken out for replacement. The outside steel plate of the sandwich type main frame on one side of the car has been partially loosened so that treatment can be given to rust which has formed in places. One new footboard has been made and is ready for fitting, the brackets on the car side are presently being cleaned and primed preparatory to fitting the new footboard.

Exhibitions

A small display was mounted in the Commonwealth Savings Bank in Martin Place Sydney in December in conjunction with a historical exhibition held to mark the 50th anniversary of that magnificent building.

An exhibition was held at Centrepont, a Sydney shopping and office complex, from 8 to 18 January. Originally intended to coincide with the opening of the Eastern Suburbs Railway it evolved into basically a model railway display.

SPER presented a mainly photographic display with the emphasis on the Bondi area, including D 134s working on the ESR. This was complimented by a number of model trams and a selection of overhead fittings. A small portable bookshop, in the form of a Sydney tramway signalbox was hurriedly constructed by Bob Cowing for use at the exhibition. Kathy Cowing put the finishing touch to the photos with neat captions. Society members manned the display full time.

Traffic

Passenger services were operated every day between Boxing Day and New Years Day. Previous weekday operation has been limited, the results not usually justifying the effort. On this occasion bad weather restricted patronage to moderate levels.

Tours

The tour notes in the December issue omitted two small but interesting activities the Society engaged in November.

On Saturday 18 November 1978 two trips were run from Redfern (low level) to Bondi Junction on the ESR line in D 134s for members. The Down Illawarra Relief, which becomes the Up Eastern Suburbs at Central was used in both directions for the first trip which ran into no. 1 platform at Bondi Junction. The second trip ran

to the Erskineville portal before proceeding to Bondi Junction, also on the up line. It ran through the station and reversed in the turn back road then ran on the down line to Edgecliff where it stabled at no. 2 platform.

The next day, Sunday 19, SPER had the majority of bookings on the PTC operated tour train on the morning trip to Bondi Junction. The stabling of the D at Edgecliff was coincidental and was due to other line occupancy on the Saturday. It was stabled out of sight in the turnback track at Central on the occasions of the other tours.

D134s - Return to Loftus

As related in the December issue, the D finished work on the ESR on Wednesday 22 November but could not be removed due to industrial trouble. It was finally returned to Loftus on Saturday 30 December 1978. After the arrival of the car on the ESR the overhead was erected on the connecting lines at Erskineville and with the subsequent switching on of power this section could not readily be isolated as it is tied in with the Illawarra line. Road access to the line is available at the Domain portals, Dowling Street Woolloomooloo and at Edgecliff. Dowling Street was considered the more suitable location for lifting the car off and the power turned off between Art Gallery (Domain) section hut and Edgecliff sub station and the overhead was earthed. The track centres are wide at this point and the crane was easily positioned between the overhead wires and managed to lift and turn the car without becoming too entangled or pulling the wires down.

Being moved on Saturday morning the car attracted a lot of attention, particularly as it went through Taylor Square. This was in contrast to the two moves to take it to the ESR when it almost passed unnoticed.

Upon arrival at Loftus the trolley pole was reconnected and after being placed on its home track at approximately 11am it moved off for the depot - without any noise! It was placed on the line the opposite way around to that which it previously ran. Unlike most other cars at Loftus this is readily noticeable due to the asymmetrical layout with the resistance grids mounted at one end behind the drivers cab in a wire cage.

The method of operation adopted on the ESR was to make many light passes at a relatively high speed rather than to grind along slowly with a high pressure on the blocks which is rather harsh on the motors and running gear. The number of passes needed to achieve a reasonable wear profile varied according to the as rolled profile of the rail head and its location on the line. Up to 100 passes being required in some places. Operations were carried out in both directions on each track. Except for 4 nights at Redfern and

3 at Edgecliff, the car was stabled at Central whilst working, running to and from there to take up operation. All this running totaled up to 763 miles - all on a line only $6\frac{1}{4}$ miles long!

The car was moved to the turnback track at Martin Place on Friday 24 November and remained there until moved on 39 December. Although only the main running lines were scrubbed the car ran over all the track except the crossover and down line deadend at Bondi Junction.

Following is a summary of the operation sequence:

Erskineville to Redfern	UIR
Redfern to Central	UIR
Central to Martin Place	Down
Central to Erskineville	UIR
Central to Martin Place	Down
Central to Martin Place	Up
Martin Place to Hartford Place	Up
Martin Place to Edgecliff	Up

Edgecliff to Bondi Junction	Up
Martin Place to Edgecliff	Down
Edgecliff to Bondi Junction	Up
Martin Place to Edgecliff	Down
Edgecliff to Bondi Junction	Down
Central to Erskineville	DIR

NOTES: Hartford Place is the tunnel portal at the eastern end of Kings Cross and is just short of the expansion joints on the Rushcutters Bay viaduct.

UIR - Up Illawarra Relief, this is the same track as the Down Eastern Subs.

DIR - Down Illawarra Relief, this is the same track as the Up Eastern Subs.

When the car was being loaded to come back the engineer in charge was asked if it had done a satisfactory job. To which he replied that it had done what was expected of it but that when he first saw it he thought it would fall apart before it had finished!

BYLANDS . . .



Tramway Museum Society of Victoria



Recently acquired ex MMTB bus 564, AEC Mk3
Regal with Martin & King 41 seat body, with
cable dummy 28, at Bylands 15 October 1978.
- K.S.Kings

Work continues in our Bylands Workshop on three projects. The radiax truck has taken on the appearance of a truck due to cleaning of parts, application of much bituminous black paint and assembly of the items concerned. It is still on blocks but is approaching the stage where wheel/axle/gear sets can be placed in it and it thus will be mobile.

Refurbishing of 467 continues, with steady progress being made on the interior of the car. The centre ceiling section, including ventilator strip, has yet to be made up as the original was removed many years ago when the car was stored on the Wantirna orchard, due to birds squeezing through the vent roof openings and nesting on top of the masonite ceiling! What a mess! The car is not being restored at this stage to original condition due to the extremely large and involved amount of work necessary for such a task, but is being retained in its final form.

The third job is the restoration of cable trailer 299, upon which work proceeds periodically when someone has the time to spare from other work about the site. That is, running the Museum, site jobs, stores work etc.

This years 'Golden Sunset Tour' took a similar form to last year's very successful outing, namely a coach journey to another museum. This year we travelled along the Calder Highway to Bendigo and visited the Bendigo Trust's tram depot and tourist tramway. The Trust's

tramway sub-committee was unable to supply us with special trams for the afternoon due to having to staff their increased holiday service, but were able to provide us with one car for a quick run from the Depot to North terminus and return. The main problem was solved by issue of an 'All Cars' ticket which allowed our passengers to travel on any tram as well as being admitted to the museum section of the tram depot. We departed about 3.30pm via the McIvor and Northern Highways for Bylands and our own museum site. Horse tram rides were available, as was a sumptuous barbecue dinner which was mainly produced by our Caretakers and our Treasurers good wife. We departed for Melbourne a little after 8pm with general agreement that a most interesting and delightful day had been enjoyed by all.

The 1979 Australia Day Cavalcade has passed off successfully and it was pleasing to see that over 30 members were involved in staffing our exhibits and manning the various duty points. The horse tram and Mr. Twenty-man's cable tram set were again featured, with Birney 217 joining the vintage tram service. A member provided a caravan to act as our office and crew room, quite an important arrangement as we were also responsible for the issue of all tickets for the combined tram service and the receipt of revenue therefrom. Details of the days activities appear as a separate report.

FERNY GROVE . . .

Brisbane Tramway Museum Society



Work has progressed unusually well over the Christmas holiday period.

No. 1 depot is 'locked up' and no. 2 has its roof on. The uphill concrete retaining walls have been completed and work will be directed soon to the cladding of the uphill side and the laying of the final depot track, no. 4 road.

In the substation, the switch panels are functional and remaining work entails installation of a further rectifier cabinet and busbars, connection to the transformer and overall testing. Three phase power has been laid in conduit to the workshop and caretakers/members

premises to enable the operation of heavy electrical equipment.

The workshop reconstruction is virtually complete and presents an attractive picture, now matching the depots from the eastern aspect. Nos. 2 and 3 workshop roads have been relaid and access between the shops and depots is now of a permanent nature.

Work in the immediate future will centre on tramcar repainting, inspection pit construction and the substation. Both financial and physical support are needed for these projects and for the track and overhead work to follow.



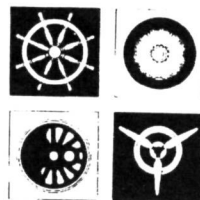
Former Dreadnought 140, converted into an advertising car makes a handy support for the scaffolding used in the roofing of no. 2 depot. Not quite the run of the mill tower tram!
- J.P.Bradley



Four wheel cars 47, 65 and 99 outside No. 1 depot at Ferny Grove, whilst en route from their temporary home in the workshop to their permanent home on no. 1 road. - P.D.Smith

GLENORCHY . . .

Tasmanian Transport Museum Society



The holiday season and the accompanying warm weather has brought about a scaling down of most tasks at the Museum while most members enjoy a respite from the activities of the past year. Nevertheless the Society is indebted to the small group who continued work through the holiday period mowing grass and generally tidying the site while others worked on the museum building. Social activities have not been neglected and about 30 members and families enjoyed an informal barbecue at the museum on the evening of 18 January.

Museum Building

Erection of the building is progressing satisfactorily and the main frame has now been assembled. The final parts, including wall girts and roof purlins being fixed in position by members over the holiday period. All roofing and wall cladding material is now on site and fixing will commence as soon as bracing of the frame has been completed. Braces should be available early in February and fixed in position after brackets have been welded to the frame. Cladding of the roof will then commence.

The TTMS Museum Building at Glenorchy under construction, January 1979. - D.H.Jones



ST KILDA . . .

Australian Electric Transport Museum



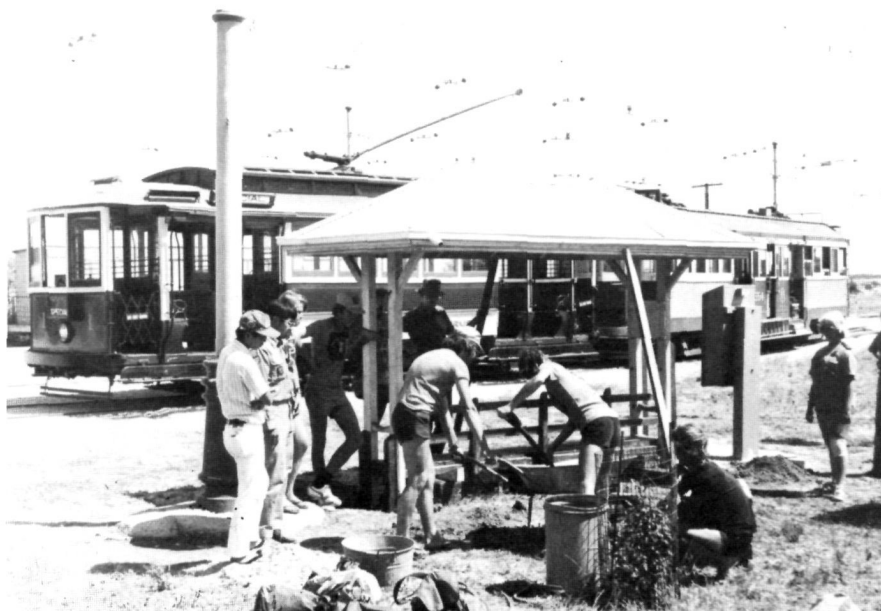
Reroofing Programme

Following the successful completion of a programme to replace half the roof on the original tram depot, the Museum Executive has decided to press ahead to complete the reroofing programme as soon as possible. Sufficient new continuous length iron to complete the remainder of the depot was delivered to St. Kilda in early January. The new iron already installed has vastly improved the protection afforded to the Museum's operating tramcar fleet. The old iron, which had been acquired in used condition over twenty years ago at very

advantageous prices, had reached a point where significant rusting had occurred at the laps, resulting in considerable water entry during heavy downpours.

Lease Renewed

The South Australian Minister of Works recently renewed the AETM's lease of its St. Kilda site for a further ten years under the same favourable terms as have previously prevailed.



After a ride to St. Kilda on No. 1 and a further trip down the line in Works Car 354 to get some sand and gravel, a group of Venturer Scouts sets to work to concrete a new waiting shed in position during their recent visit. The shelter has been particularly appreciated by visitors and especially so by the Museum's Despatchers during recent hot weather. - John Radcliffe

Trolleybus Shed Birdproofing

A continuing need to clean the trolleybuses and the possibility of paintwork damage to Leyland 488 which was recently restored by the STA has resulted in a concerted programme to finally exclude all birds from the trolleybus shed. Ron Jenkins has put considerable effort, much of it 20 feet off the ground, into finding small apertures now used by birds following Chris Steele's earlier programme to close all the major entry points.

Public Access Rearranged

Public access to the tram depot, which has been restricted for some time to the two northern roads (tracks 3 and 4), was reversed in December to allow public access only to roads 5 and 6. The arrangement, which permits secure storage of items from which the public is better excluded such as the tower waggon and the works car, also allows cars to be parked adjacent to the workshop for maintenance purposes at times when it is not possible to bring them into the workshop proper due to other projects being carried out there.

Brussels Trucks Arrive

Two 9 feet wheelbase Brill pattern 21E trucks imported under the auspices of COTMA were delivered to St. Kilda in December. Their mechanical condition appears excellent and they proved also to be equipped with a compressor, similar to a CP25, as well as motors. Each truck has been housed in a small shelter constructed with materials salvaged from the reroofing programme.

Changes To Car Roster

D type car 192 was commissioned for full traffic operations on a trial basis from January 28 1979. A formal ceremony is expected to be held shortly to herald its return to traffic after twenty years.

W2 class car 294 has been withdrawn for repainting in preparation for its expected operation on the Glenelg line in association with the Glenelg Tramway Golden Jubilee celebrations.

Scouts Contribute Help

A visit to the Museum at St. Kilda was among a range of outings offered to groups of Venturers attending a Jamboree in Adelaide in the new year. After inspecting the Museum, each group of visitors helped with a small project on site. The major task achieved was the erection of a further waiting shelter at the Museum. This shelter, which is similar to the one at the St. Kilda terminus, was brought directly to the Museum by the STA Building Department after having been removed from King William Road North Adelaide, to make way for a building construction office. Other projects included paint preparation on some of the outside exhibits, vehicle cleaning and polishing and track packing.

Education Package Released

The Education Department of South Australia has recently released a 'Pic-A-Pak' colour slide educational package for use in schools slide educational package for use in schools featuring tramways. The package, based on views of the AETM cars, was prepared on the initiative of Museum Publicity Officer Ron White.

ALBION PARK . . .

Illawarra Light Railway Museum Society



Locomotives

During November the Society was surprised to learn that the two remaining locomotives at the Australian Iron & Steel Company's Visitors Centre at the Port Kembla Steelworks were available for transfer to the Albion Park Museum. Since the formation of the Society in December 1971 the Society has requested that

the 2ft gauge loco *Burra* be made available at some time in the future for preservation. But as late as mid 1978 it looked as if it would remain on public static display for many years to come. The reason for this change in policy was due to the rapidly deteriorating appearance of the locomotives and the high cost quoted to have them cleaned back and repainted.

The two locomotives arrived at Albion Park on the morning of Friday 1 December 1978. The 2ft gauge 0-4-0ST *Burra* (Hawthorn Leslie 3574 of 1923) was lowered onto the 2ft gauge tracks at the Museum, but the standard gauge 0-4-0ST *Wallaby* (Hawthorn Leslie 2988 of 1913) is now positioned on a short length of display track on static display adjacent to Tongarra Road.

Burra worked for its entire life at Corrimall Colliery. After being repainted at the AIS diesel workshops at the end of 1967 it was placed in front of the Visitors Centre, near *Wallaby*, by April 1968.

Wallaby operated at Hoskins Lithgow Steelworks until circa 1928 when it was transferred to the newly opened works at Port Kembla.

The combined efforts of the Rushton diesel and the petrol Krauss-Leyland locos were needed to free up *Burra* after 11 years of inactivity, but it now stands safely in the locomotive compound. The ten years of open display has caused some deterioration to its boiler so the loco will have to be dismantled and subjected to a major overhaul before it can steam again.

The Society sincerely thanks the Management of the AIS plant at Port Kembla, Cleary Brothers, MHP-Heggies Transport and B&W Steel for the donation and delivery of these two latest exhibits.

The families of the employees of Kaiser Refractories held their Christmas picnic at the ILRMS Museum on Sunday 19 November. The 0-4-0ST Davenport loco steamed on this occasion hauling the new end platform car. The new buffer beam and draw gear, as well as the footboards along the saddletank were completed on the Davenport in time for the picnic, while the 22 seat passenger car was completed but for paintwork and letterboards. These tasks were completed during the first week in December.

On 28 December the painting and lettering of the new cab on Munro's Shay no. 2 (Lima 2097) were completed. On 4 January the steam stoker engine, purchased from the NSWGR in October 1972, was positioned on the side of this locomotive. The stoker engine was used on a 60 class Garratt locomotive and consists of two simple 5in x 5in cylinders. These units were made by the Richard Garrett Engineering Works in Leiston, England for the Standard Stoker Company Inc. of New York USA.

The stoker unit is smaller than the original two cylinder 7in x 12in steam engine which was originally fitted to this locomotive, but it will enable visitors to the Museum to obtain a clear idea of how the Shay transmission system functioned. When this engine is bolted into position work will then progress on lagging and clothing the boiler.

Wallaby already positioned on the low loader while Burra is hoisted off its display plinth at the AIS Visitors Centre Port Kembla. 1.12.78.
- A. Moore



Around The Museum

During January the major work force at the Museum concentrated on the erection of a roof over the vertical boiler and stationary engine area. By mid January the framework was ready for the fitting of the iron roof, while most of the display engines had been bolted to concrete base beds.

Recent track construction activity resulted in almost 700 feet of main line being available for tourist operation by early January. Half of this is laid in 45lb rail resting on an 8in stone ballast bed and fastened by six hole angle fish plates.

Disasters

After seven years of progress the ILRMS received two setbacks late last year.

On Monday 13 November at about 7.30am, the restored Yallah station building was set on fire. Fortunately the fire brigade was quickly on the scene and the main damage was restricted to the booking office—kitchen end and the roof. The waiting room end, which contained a welding unit, hacksawing machine and other labour saving devices was saved. From a distance the building only looks a little smoke damaged, but a major project for 1979 will be the reconditioning of the structure which will entail the renewal of most of the roof rafters, the replacement of some of the weatherboards on the gable end and the relining of the ticket office.

This task will not be carried out until the wire security fence is extended around the building. The rolls of wire for this project are already on hand.

On Monday 23 October the NSW Department of Labour and Industry advised the Society that the boiler certificate for the 0-6-0 loco *Cairns* had been revoked. It seems that the boiler inspector's dimensions of this locos tube plates were larger than the original size shown in the specifications held by the Queensland Machinery Board. It also seems that the Queensland specifications were based on the original tube plates fitted to the boiler in 1939. New tube plates were later fitted during an overhaul by Walkers and these were thicker than the original ones but were not shown as such on the records.

It took some months to resolve this matter and for the certificate to be returned. *Cairns* was in service again by 11 February 1979.

Open Day

The first public open day was held on Sunday 11 February 1979.

Two locos, the Davenport and *Cairns* were in steam and the 2ft gauge Birney tramcar was also operating.

Open days will now be held regularly on the second Sunday of each month.

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

The new 2ft gauge 22 seat passenger car at Albion Park on 25 November 1978, prior to painting and the fitting of the roof letter boards.
- K.McCarthy



MUSEUM DIRECTORY

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.

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

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

Trams — Trolley Buses — Electric Locomotive

Trams operate Sundays & Public Holidays 1 — 5 pm. (Except Christmas Day and Good Friday)

Groups may arrange inspections on Saturdays by appointment. No public transport available. Interstate visitors please contact AETM if transport required.

In emergency phone (08) 297 4447.

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

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.

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.

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.

BACK COVER: Melbourne X2 class tramcar 676, newly fitted with marker lights and painted brown and cream for use as a relief car for crossbench V214 on tourist services. - M&MTB

