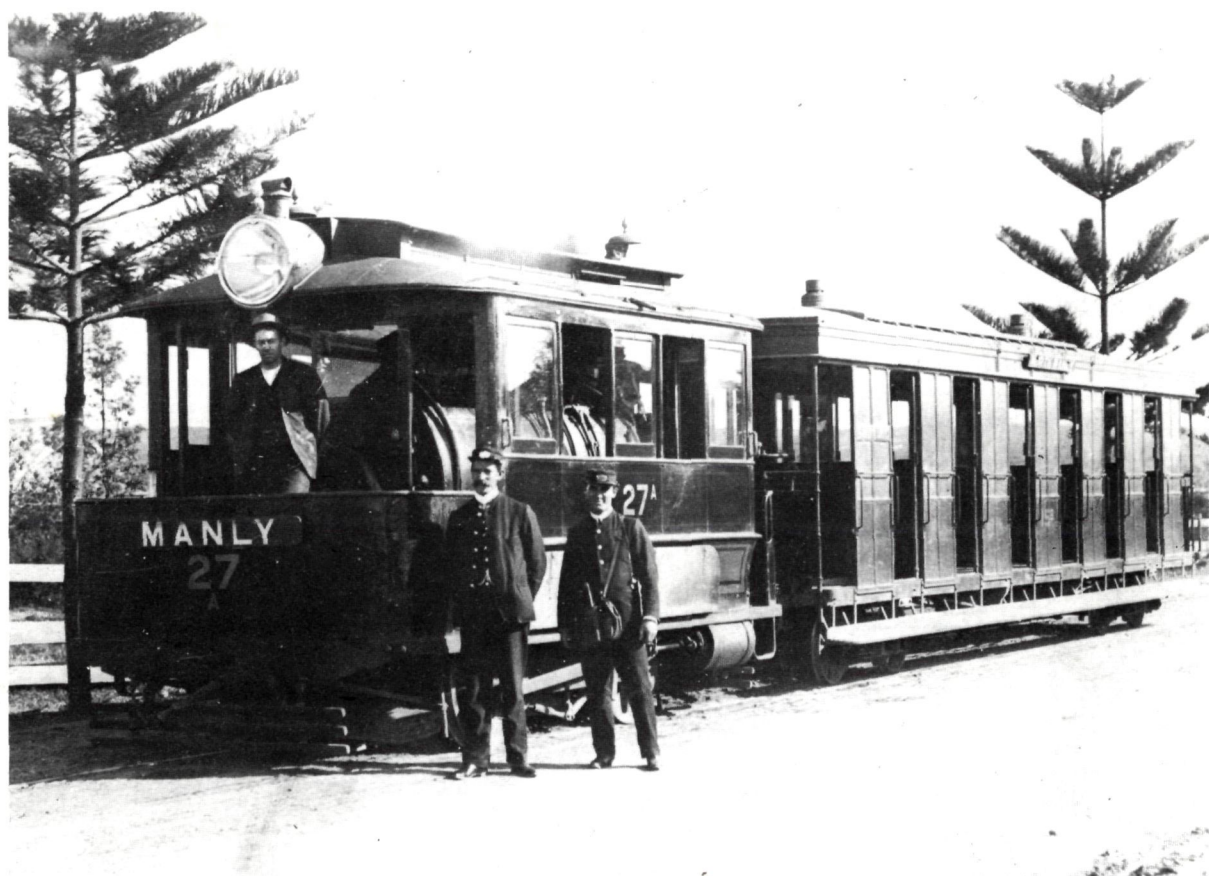


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THE MANLY TRAMWAYS

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Comment...

On 16 September 1879 horse trams commenced operation along Elizabeth Street Sydney from the Railway to Hunter Street. Intended only as a stopgap measure until the introduction of steam which occurred on 29 September 1879 the horse trams nevertheless marked the beginning of continuous Government operation of street passenger transport in Sydney which recently celebrated its centenary. It did? You didnot notice? That is not surprising.

The first Government venture into street transport in Sydney was with the Pitt Street horse tramway of 1861-1866. In this instance the operation was contracted out. At this time and even in 1879 Government involvement in in this field, and indeed even with railways, was rare. So the centenary was an event worth celebrating. Of course the trams, horse, steam, cable and electric have gone and in there place we have buses.

Various authorities were initially approached some years ago with a view to organising appropriate celebrations but one by one they withdrew until only the PTC was left. Even here interest was extremely limited and when help in staging an exhibition was offered it was stated that public money could not be wasted on such a purpose, a strange statement from an organisation that commemorates real or imaginary events of significance involving steam trains without any apparent restraint. In the end a photographic display was mounted in the old interstate booking office at Sydney Station and it was left to the two tramway museums to stage their own limited celebrations.

TW for December 1979 will feature:

The Glenelg Line
— Australia's First LRT
60 Years of the M&MTB

FRONT COVER:

Driver, conductor and inspector pose with motor 27A and trailer 15B at North Manly terminus after steam working was re-introduced at Manly on 1 October 1907. Both vehicles were built by Henry Vale in 1891 and 1892 respectively. The motor had by this date been converted to one man operation.



The Manly Tramways - N.S.W. 1903-1939

A. 1903-1907 The Steam and Horse Tramway Era.

By K. McCarthy.

Forty years ago, on the evening of 30 September 1939, the large, isolated electric tramway system, serving the Manly-Warringah district on the northern outskirts of Sydney was converted to omnibus operation. Although the various isolated suburban and provincial steam operated tramways of the N.S.W. Government Tramways had closed by this date, the Manly conversion was the first electric tramway system in the state to be changed to bus operation.

Since the present writer assembled an article on the history of the Manly Tramways in 1961, much additional material has been discovered on the topic. This fortieth anniversary, therefore, is a fitting time to present this new data on an unusual section of the once vast NSWGT system.

The Manly District.

The Manly district developed as a popular picnic and watering area for the residents of Sydney very

early in the era of European settlement in New South Wales. As early as 1848 a regular steam ferry service plied between Circular Quay and Woolloomooloo to Manly while in the late 1870's passenger and cargo steamers served this rapidly growing region.

Prior to the opening of the Sydney Harbour Bridge in March 1932, the most convenient method of travel from Sydney to Manly was by the seven mile ferry trip. Ellery's hand operated vehicular punt commenced working across The Spit at Middle Harbour in 1860 while the government took over its operation in 1888, substituting a steam operated ferry during the following year.

The first steam vehicular ferry linked Sydney with North Sydney in 1866, so from that year a 9½ miles overland route, over poorly constructed and steeply graded roads was available between Sydney and Manly. Before 1932, however, there were few

Steam motor 41 turning from The Esplanade into The Corso at Manly Pier. Although claimed to be on the opening day of the tramway, 14 February 1903, the absence of weekend crowds suggest that it may be an earlier trial. -Sydney Mail

motor car owning commuters who could spare the time to make the daily return overland journey from Manly to Sydney.

By 1891 the permanent population of the Manly Municipality had reached 3,200. Their dwellings mainly occupied the level area reaching northwards from Manly Pier towards North Manly (Curl Curl Lagoon). During holiday periods the population was increased threefold with the influx of guest house and hotel patrons, while on the occasions of summer carnivals, only the large capacities of the fine fleet of steamers limited the sizes of the day visitor crowds.

At this period of vocal section of the Manly Community realised the merits in linking the residential areas with the Manly pier with a tramway, while the more enterprising demanded that such a facility should reach well beyond the Manly areas, northwards for 15 miles to serve the isolated farms, market gardens, pleasant surfing beaches and the scenic boating and fishing region of Pittwater at the mouth of the Hawkesbury River.

Tramway Proposals.

On Thursday 21 September 1893 the "Sydney Morning Herald" reported the opening, performed on the previous day, of the pioneer electric tramway reaching from the Ridge Street cable terminus of the North Sydney tramways to an outer terminus in Spit Road just north of the present day Spit Junction. The reporter wrote that this completed section of the Military Road tramway was the first portion of a tram line which is proposed to be constructed from The Spit to Manly with a branch line to connect with fortifications at Middle Head.

The first public journey on this electric tramway departed from Ridge Street Depot at 645am without ceremony but at approximately 8am, when the tram reached the Spit Road terminus for the second time, it was welcomed by a group of Manly dignitaries. Speeches were made for the benefit of the reporter hinting at the need for a tramway extension to Manly and Narrabeen together with the construction of a bridge across Middle Harbour at The Spit.

On 9 March 1899 the Manly to Pittwater Tramway League was established with Mr. D. Farrell as President, Mr. Ridge as Secretary and Mr. Robey as Treasurer. As a result of a large petition, Mr. E.W. O'Sullivan, the Minister for Works of that period, visited the district to receive deputations requesting tramway extensions throughout the area. To these requests he delivered very sympathetic replies.

During 1887 a Public Works Bill was before the N.S.W. Colonial Parliament which ultimately resulted in the establishment of a Public Works Committee. This Committee was formed to investigate and report upon any public works over a cost of

£20,000. This committee consisted of 13 members, 8 from the Lower House or Legislative Assembly and 5 from the Upper House or Legislative Council. Should this committee decide against any proposition it could not again be considered for a period of five years. The way around this possible obstacle was for tramways and other public works, which could not be expected to return a profit, or which were constructed as a political expedient, to be built in sections which could be funded by amounts lower than the £20,000 limit. Several sections of the Manly tramways were eventually built under this limitation.

Manly to North Manly tramway.

On 4 January 1902, the "Sydney Morning Herald" reported that the State Parliament had placed £90,000 at the disposal of Mr. E.W. O'Sullivan, the Minister for Works, for tramway extensions over the coming twelve months' period. The lines considered under this grant were:-

Darling Street Balmain to the Wharf
Botany Cemetery to La Perouse and Little Bay.
Cleveland Street to Zetland Estate
Manly from the Wharf past the Ocean Beach
Dover Road, Rose Bay to the Light House
Folly Point North Sydney from the "Present Extensions"

Petersham Station from the Leichhardt Line
In Newcastle, so the report continued, tramways would be extended from:-

Merewether to the Beach
Hunter Street to Carrington

The comparisons of financial statements in this article with present day values are somewhat difficult even when one keeps in mind that £1 = \$2 when Australia changed to decimal currency in February 1966. Some assistance can be obtained when one considers that the wages for steam tram drivers in 1906 was 13/- (\$1.30) per day while electric tram drivers received 11/- (\$1.10) per day. This means that steam drivers would receive approximately £3-18-0 (or \$7.80) for a six day working week which was a good income by the standards of those days.

Tramway Traffic Superintendent, John Kneeshaw, was informed on 3 January 1902 of the Minister of Works approval of "the first section of the Manly to Narrabeen Tramway". It would appear at this stage that the specific route of the tramway was not clearly defined.

The original route proposal was for the tramway to commence in The Corso, near the ferry pier, from where a single track route would traverse the full length of the Corso to the Ocean Beach. The tram track was to be situated on the northern side of the pine plantation located along the centre of the Corso. Turning northwards the track was planned to head along North Steyne on the eastern side of

the carriageway. After five blocks the line was to turn inland along Middle Harbour Road (now Pine Street) then into Pittwater Road until the terminus was reached at what is now the corner of Balgowlah Road and Pittwater Road.

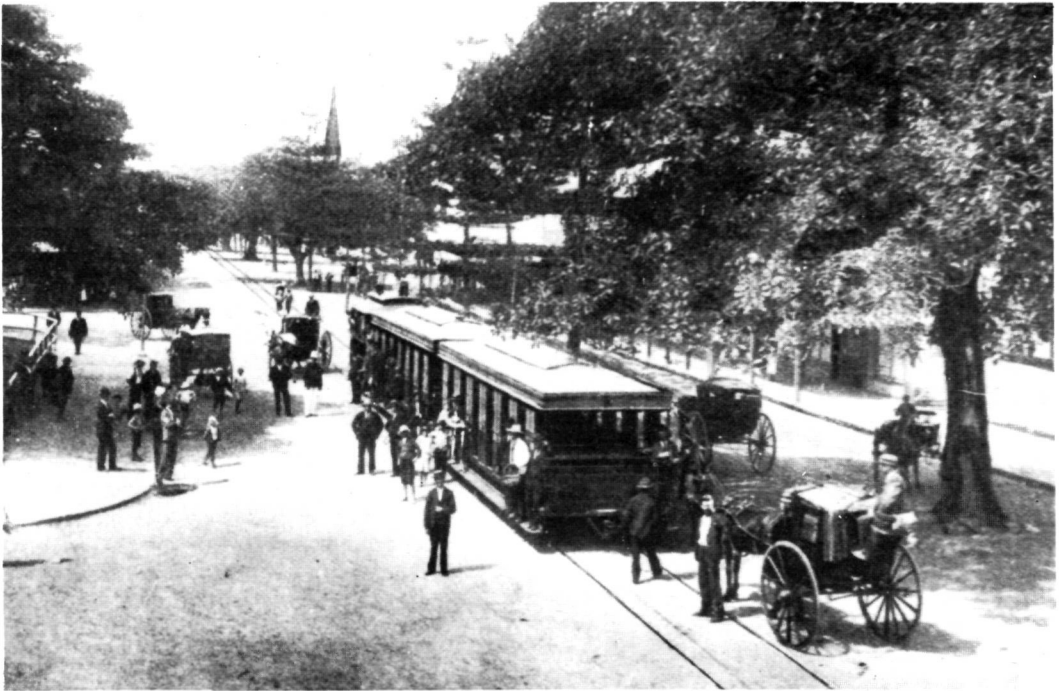
On 12 March 1902, Mr. Kneeshaw reported to the Secretary to the Railway Commissioner that Middle Head Road was unsuitable for tramway traffic and the Ocean Beach should be left at Carlton Street. He further added that the tramway should terminate on the Manly side of Curl Curl Lagoon.

On 22 March 1903, Inspector Munro reported to John Kneeshaw that a ¼ mile of route had already been excavated by Public Works Department day labourers at the Curl Curl end and suggested that the inner terminus be extended beyond the planned location at the pier end of The Corso, into the Esplanade where a run-around loop could be readily constructed. Kneeshaw took this matter up with the Commissioners on 25 March and reminded them that a new bridge would be needed, parallel with the existing road bridge across the lagoon at North Manly if the line was to be extended towards Brookvale. The construction of the short extension at the Manly end was approved on 26 March. It is possible that this extension caused the planned terminus at the North Manly lagoon bridge to be cut

back to the corner of Balgowlah and Pittwater Roads to keep construction costs within the budgeted figure.

The depot site was selected on low land at the terminus, the dimensions of which would severely limit shed expansion if the proposed Pittwater and The Spit extensions should eventuate. On 13 August 1902 Kneeshaw addressed a memorandum to Construction Engineer H. Deane requesting that the proposed shed site be reconsidered if a tramway extension to Brookvale was to be made immediately. Deane replied on 21 August that the Minister for Works had decided against such an extension for the present time.

Construction had advanced sufficiently by 3 November for consideration to be made on rolling stock needs, crew recruitment, fare schedules etc. The timetable frequency planned that trams should meet each regular ferry arrival and departure at Manly pier, which, at that stage, was generally of a half hour frequency during the day. The tramway route length amounted to 1 mile 23 chains, so this timetable was well within the capacity of one tram in steam. Originally two steam tram motors and two trailers were to be provided, but when transfer arrangements were considered Kneeshaw found that the additional charges entailed in shipping an additional steam tramway trailer were so small that



Steam motor 41 hauling two trailers towards the Ocean Beach along The Corso at Manly. This is believed to be a trial run prior to the opening on 14 February 1903. - Sydney Mail

the original fleet should be increased to two motors and three trailers. This was approved by Commissioner William Fehon on 4 November.

On 8 November 1902 applications were invited for Sydney drivers and firemen to work at Manly. In 1921, wage claim details emerged that Manly depot employees received an additional 1/- (10c) per day over and above the normal rates of pay in the form of an isolation allowance.

The Engineer in Chief of Railway and Tramway Construction, Mr. H. Deane, offered the tramways, on 14 November 1902, 400 surplus sleepers on the Manly tramway for 3/3d each and indicated that the main line construction had been completed. When the time arrived, to finalize the rolling stock transfer from the main Sydney system on 5 January 1903 it was revealed that no tracks had so far been constructed in the North Manly shed, the overhead water tanks were incomplete, the steam motor water crane had not been installed and the service pit and stores areas were also incomplete.

Rolling Stock Delivery

On 8 December 1902 Electric Engineer O. Brain and Superintendent J. Kneeshaw addressed their recommendation concerning the rolling stock delivery to Railway Commissioner Fehon.

Two quotations were discussed:-

1. McMahon and Sons, carriers, quoted £3 per ton from Randwick Workshops to Manly car sheds, but the motors would have to be stripped until they weighed 9½ tons. Messrs. Brain and Kneeshaw felt that this would be unsatisfactory as staff would have to be transferred to Manly to reassemble the steam motors. This quotation probably envisaged the delivery being made by road vehicles.
2. The other quotation was received by D. Sheehy and Sons, this firm being recommended by the Sydney Harbour Master as being the most suitable contractor on the harbour for the job. Their quotation amounted to £2 per ton from Darling Island Wharf in Sydney to Manly Pier.

In this latter contract the trams were to be unloaded onto the Manly Corporation cargo wharf by a floating steam derrick. Temporary tracks would need to be laid along this wharf connecting with the street tramway in the Esplanade.

The Sheehy contract quoted a figure of 10/- per ton for the delivery of rails and sleepers needed for these temporary tracks, their total charges amounted to £102-7s-0d.

2 locos @ 13 tons each, 3 coaches @ 5 tons
each = 41 tons @ £2 per ton £82-0-0
Perway = 8½ tons @ 10/- per ton . . . £ 4-5-0
Cost of making perway and lifting same . . . £15-

Cost of making perway and lifting
same £15-0-0

Driver 13/-, fireman 9/- for
one day at Manly Wharf to
North Manly car sheds. £ 1-2-0
£102-7s-0d

Tramway Contract No. 2/3354 stated that the D. Sheehy contract amounted to £88-15s-9d, so a cost of £2-10s-9s not listed in the above itemisation must have been required for the hire of the steam derrick.

Commissioner Fehon approved the Sheehy quotation and transfer arrangements on 10 December 1902.

Prior to the project being undertaken a marine insurance cover at a cost of £3-4-0d was taken out with the Commercial Union Assurance Coy., the value covered amounted to £3,200 being for two steam motors at £1000 each and three trailer cars at £400 each.

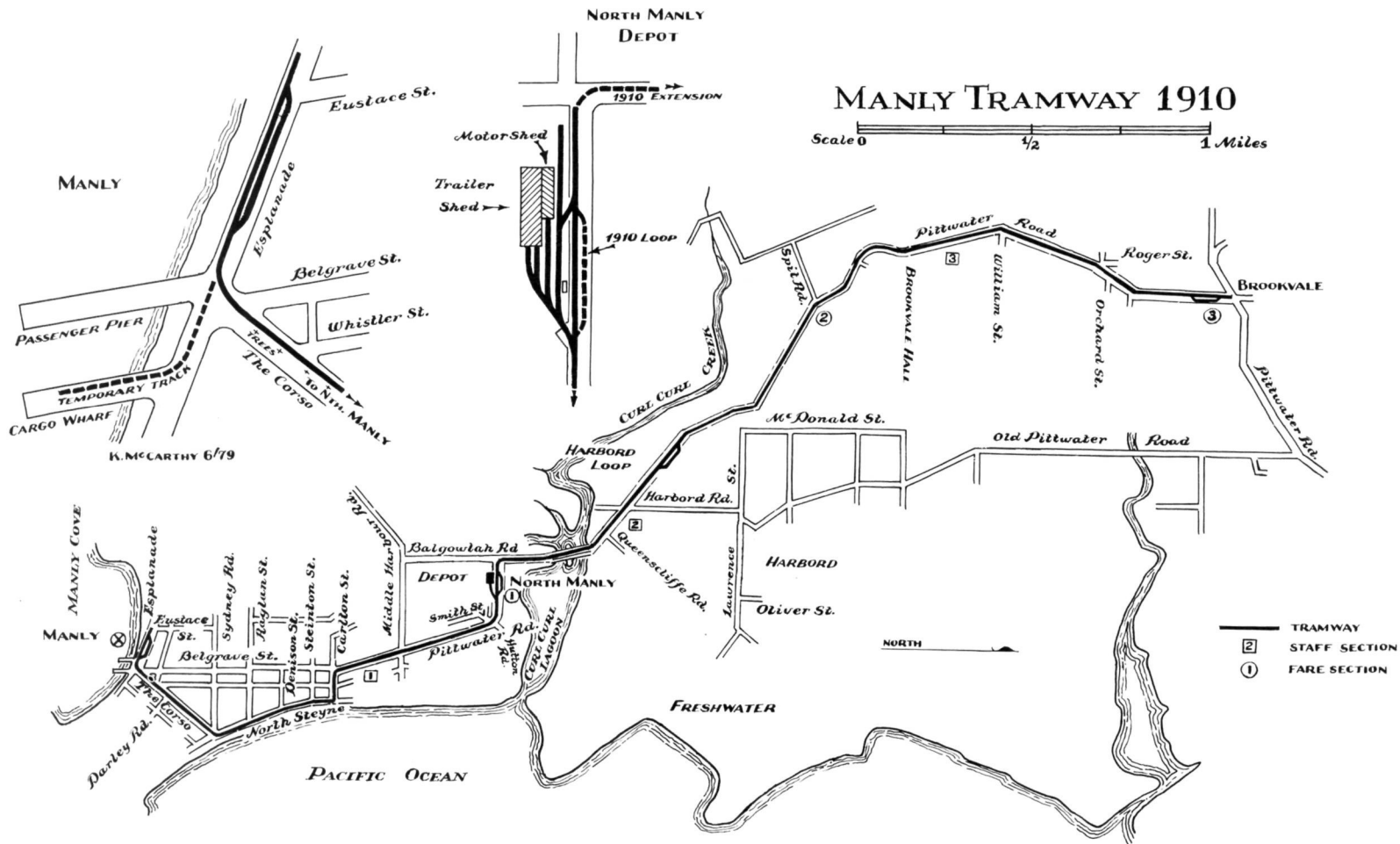
Sheehy and Sons were prepared to receive the two motors and three cars by noon, Tuesday 27 January 1903 at number 11 road Darling Harbour and guaranteed delivery at Manly by 31 January. Steam motors 41 and 60 and trailers 10, 15, 73 arrived from Randwick Workshops at Botany Road railway siding railway/tramway connection, near Regent Street Mortuary Station, at 8am on 27 January. At 9.45am the trams departed along the railway tracks for Darling Harbour under the direction of an inspector, progressing at a maximum speed of 10mph with 4mph through railway points and crossings.

The Sheehy tug boat "SS Octuvia" was used to tow the rolling stock to Manly on two deck lighters. One of these of 150 tons displacement carried two cars and the per way equipment while the second 200 ton lighter was loaded with the two steam motors and the single trailer car. The trams were unloaded at Manly cargo pier on the morning of Friday 30 January and steamed safely to North Manly depot along the new tramway.

The capital expenditure of the Manly tramway fixed plant was £10,426-14s-9d while the total cost including rolling stock amounted to £15,782.

Tramway Trials

A Departmental trial was conducted on Friday 6 February when a steam motor and trailer departed from Manly Pier at 2pm. The successful conclusion of this trial enabled an "official trial" to be carried out on Monday 9 February when a steam motor and car arrived at the Manly Pier meeting the 2pm steamer from Sydney. This trial was attended by Engineer in Chief, H. Deane; The Secretary to the Railway Commissioners, H. McLachlan; Tramway Superintendent J. Kneeshaw; Tramway Engineer J. Cowdery; Electrical Engineer O. Brain and others. At the conclusion of the trip the Tramway Department announced that the tramway



would be available for traffic from the following Saturday morning.

Steam Operation

On the first day of public operation. Saturday 14 February 1903, steam motor 41 operated the service hauling a single trailer, except between 3-04pm and 10-15pm when a second car had to be attached to cope with the heavy traffic. Some 2910 fares were collected on that first day yielding £12-2s-6d. During that day paper bags of sand were thrown at the trams, but the police were called to stop this practice.

The Manly Depot staff at this stage were attached to Fort Macquarie Depot. Ticket Examiner Moore was originally destined to be in charge of the undertaking but he declined the job and Examiner Stuart Smith was appointed instead on 5 February 1903. Tickets bearing the depot code "MY" were issued twice each week from Fort Macquarie Depot. As the short journey only amounted to one fare section the following tickets were issued:-

Adult "down" journey - 1d. 1st section pink.

Adult "up" journey - 1d. 2nd section white.

Child journey - 1d. brown.

This method of ticket issue was employed on the one section Rockdale to Brighton-le-Sands tramway until its closure in 1949, but during March 1903 the Assistant Traffic Superintendent made a suggestion to the Traffic Auditor that special "1st section" pink tickets mark "UP" should be used at Manly in place of the white variety, and this suggestion was adopted.

At this stage the tramway operated with only one tram motor in steam so the staff system for single line operation was not in use.

In preparation for the opening, stopping place signs were placed in position at the following locations on 29 January:-

Manly Pier, Darly Road, East Steyne, Raglan St., Denison St., between Steinton and Carlton Sts., Pittwater Rd., Middle Harbour Rd., Hutton Rd., Curl Curl terminus.

The initial timetable catered for all regular ferry arrivals and departures at Manly which were generally at half hour intervals. A synopsis of this time table is:-

From Manly:-

Weekdays:- 7-10am to 10-15pm (29 departs.)

Saturdays:- 7-10am to 10-15pm (28 departs.)

Sundays:- 8-34am to 10-16pm (28 departs.)

From 4 April 1903 the afternoon and early evening tram departures from Manly Pier were delayed by several minutes as the steamers were usually not arriving in time for the tram connection.

Financial Results

Unfortunately the heavy traffic experienced towards the end of the 1902-3 summer season on

the tramway did not continue into autumn. The financial results tabled at the end of the 1902-3 financial year on 30 June illustrated the unsatisfactory position at the end of the first five months of steam operation.

Gross Revenue	£392
Working Expenses	£864
Loss on working	£472
% working costs to revenue	220.41%

During May 1903 the 31 days of steam operation produced these figures:-

Weekdays - 21 days, 29 trips per day -

down trips = 4409 passengers.

up trips = 2967 passengers.

total = 7376 passengers.

Saturdays - 5 days, 28 trips per day -

Down trips = 1887 passengers.

up trips = 1169 passengers.

Sundays - 5 days, 28 trips per day -

down trips = 1629 passengers.

up trips = 1132 passengers.

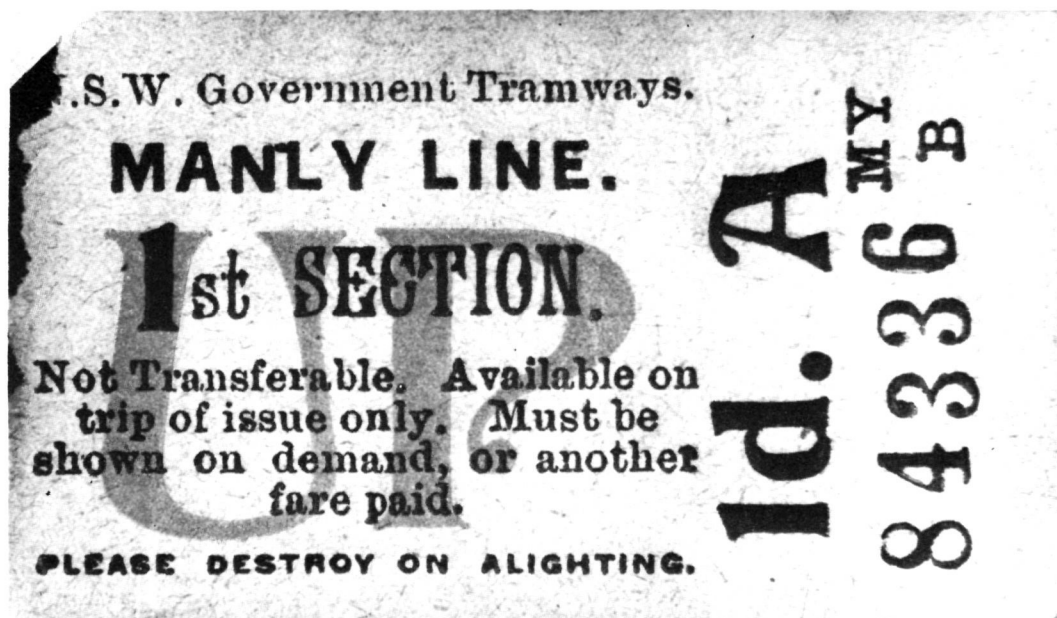
Grand total for May 1903 = 13,193 passengers.

During June 1903 the Tramway Department reached the decision that extreme economy of operation was required on the Manly tramway. An answer emerged in the adoption of horse operation to replace steam traction. From 17 December 1894 until 1 July 1898 horse traction had been used on the poorly patronized steam tramline between Newtown and St. Peters Station on the main Sydney system.

The two tramcars used on this service carried numbers 198 and 199 in the steam trailercar roster. These vehicles were end loading four wheel saloon cars similar in design to the cable trailers, but having only five side windows instead of six on the shortened saloon. To reduce friction, these two horse trams were mounted on 30 inch diameter wheels in place of the smaller 24 inch ones fitted to the cable tramway trailers.

During 1901 these two horse cars were fitted with 24 inch wheels, renumbered 293 and 292 respectively in the new electric tram roster and employed as electric trailer cars.

These two vehicles returned to horse operation for the Manly Tramway. In a letter dated 26 June 1903, Electrical Engineer Brain informed Traffic Superintendent Kneeshaw that if these trams retained their smaller 24 inch diameter wheels at Manly, they could be available for horse working in ten days at a preparation cost of £11-2-0 per car. If 30 inch wheels had to be refitted the preparation costs would amount to £22-5-0 per vehicle and they would not be available for traffic for another three weeks. In addition the open point mechanisms in the Manly Depot yard had to be planked to prevent the horse from tripping.



*The Manly line '1st Section 1d' adult fare ticket bearing the imprint 'UP'.
This style was suggested during March 1903. - V.Solomons Collection*

Horse Car Operation

The horse cars retained their smaller wheels and were available at Manly to launch a new timetable from Monday 20 July 1903. In this new schedule the first weekday departure from Manly Pier was at 8-10am and the last of 22 trips departed at 8-15pm. A total of 26 trips were run on Saturdays and 17 were operated on Sundays.

During the first week of horse working a total of 745 passengers travelled on the up journey to Manly pier on the weekday trips while 488 used the trams in the down direction.

Arthur Pearse of Curl Curl (North Manly) won the contract (number 3/7364) on 13 July to operate the horse trams for the Tramway Department. He was to supply horses, harness and drivers to operate the tram as per the timetable between 7-57am and 8-30pm on weekdays, 7-57am to 10-30pm on Saturdays and 9am to 6-30pm on Sundays at a rate of 25/- per day. This arrangement could be terminated on a notice of one month by either party. An additional rate of 6d per mile would be paid to Arthur Pearse if the second tram operated at holidays periods.

On 31 July 1903 the two steam motor drivers and the three firemen returned to the main Sydney system from Manly, and this resulted in a similar number of junior steam tramway staff being transferred to the electric services to make room for

them. Conductors Bethel and Jackson, however, remained at Manly for the time being, collecting fares on the horse cars.

Several interesting reports on the early horse car operations are available from that period. On 6 August 1903 two horse trams were placed in service to meet the 1-10pm arrival of the steamer as the Catholic orphanage was expecting a party of some forty visitors. Only 13 passengers rode in the first horse car and 9 in the second (each car could seat 14) so the additional tram was not worked for the return journey.

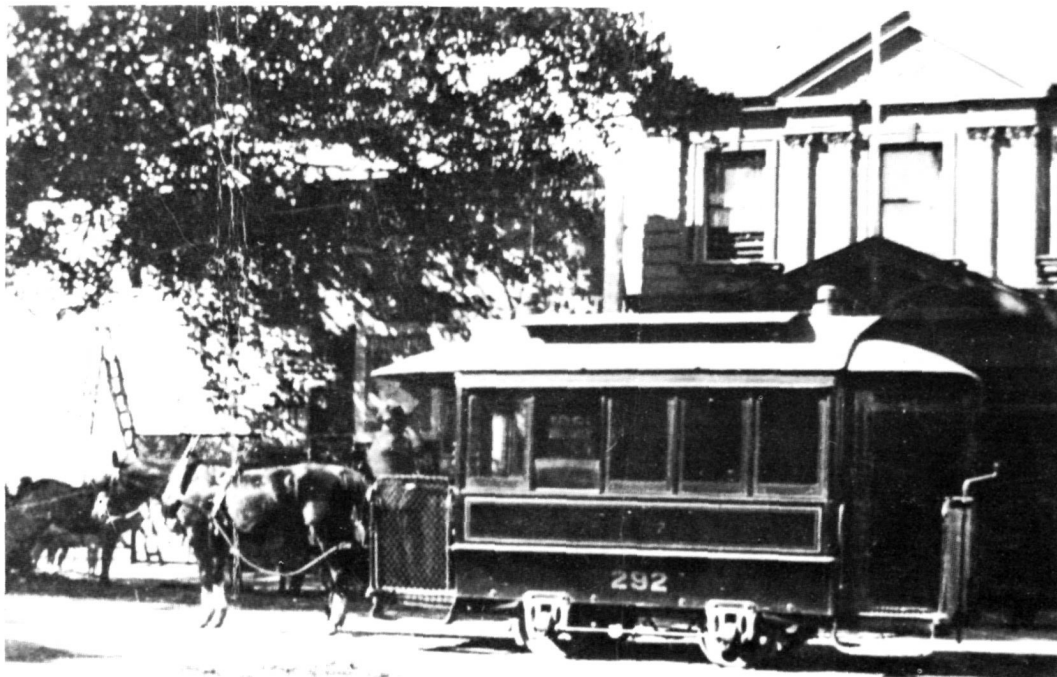
On 9 August, two horse trams were again provided for the 3-10pm and the 3-45pm departures from Manly Pier. The extra tram carried 20 passengers providing a revenue of 3/4d. (33c). On 11 August, Traffic Superintendent Kneeshaw approved the use of additional trams on these departures during fine weather holiday periods.

On 16 August, two tramcars were needed to meet the 2-30pm and the 3pm steamers from Sydney. One car carried a total of 52 people on two trips while the second relief tram was also overloaded.

Although the Manly tramway was subjected to heavy seasonal holiday traffic, further economies were required in the day to day operation.

One Man Operation

A trial of one man operation was made on 27 November 1903 when (Pearse's driver) Mr. Kemp



Horse tram 292 at Manly. - Manly Historical Society

collected fares under the direction of Inspector Muir from 4-44pm until the close of traffic. The tram was fitted with wire mesh gates and although these were twice opened by passengers, the trial was judged a success and a total of 6/- collected. On this occasion conductor Bethel remained at the depot in case he was required to help. This trial continued for a week to familiarise the passengers with the new arrangements.

From 3 December 1903 the trial of one man operation was extended to all trips supervised by the NSWGT conductors Bethel and Jackson. These conductors reported to Kneeshaw on 9 December that Messrs. Kemp and Pearse had been able to cope with one man operation.

On 17 December 1903 Commissioner Fehon approved the permanent introduction of one man operation on the Manly Tramways, the contractor being awarded an additional 5/- per day (contract 3/7364) to officially commence on 4 January 1904. The anticipated saving in operation costs was expected to amount to £3-9s-4d per week.

Reports filed during December 1903 indicated that during the transition period from conductor assisted trips to one man operation, some heavy traffic was experienced during the summer holidays. On 28 December the ordinary service car

number 293 had to be assisted by additional trips in 292, while conductor Bethel had to assist driver Kemp with fare collection. During this holiday period Driver G. Kemp, in the employ of contractor A. Pearse, was working seven days each week without breaks.

On 4 January 4th, conductors Bethel and Jackson were permanently removed from the tramway and the operation was left entirely in the hands of the contractor. As a bond against the collection and banking of fares, Arthur Pearse lodged a guarantee bond of £5 on 29 January 1904.

On 6 February 1904 a Mr. Dent offered to work the tramway for 24/- per day and collect fares as well under this rate. Additional trips were quoted as 4½d per mile. Although this would undercut the then current contractor's rates, Mr. Dent's offer was refused.

From 24 July 1904 the last two trips on Mondays to Fridays and the first journey on Sundays were discontinued. Although this reduced the monthly operational expenses by £1, Mr Pearse's payments were reduced by £1 per week. An improvement in business occurred during 1905 for from 1 October an additional round trip of 2½ miles was operated each week day and the contractor was paid an additional 6d per mile for this working.

Operational Problems

Timetable adjustments were made from 1 February 1906 as the steamers were only taking 35 minutes for the 7 mile journey from Circular Quay to Manly instead of the earlier 40 minutes timing. On 12 March 1906 Assistant Tramway Traffic Superintendent E. Doran, visited Manly on an official visit and reported on the following loadings:-

Details of traffic from the first trip to 11-37am on 12 March 1906.

The timetable was well maintained with one exception.

Tram arrived	Boat departed	Passengers
8-7am	8-10am	20
8-37am	8-45am	6
9-7am	9-15am	7
10-7am	10-15am	7
10-37am	10-45am	6
11-7am	11-15am	6
Boat arrived	Tram departed	Passengers
8-5am	8-10am	0
8-35am	8-40am	2
9-5am	9-10am	5
10-5am	10-10am	8
10-35am	10-40am	2
11-8am	11-13am*	6

NB* Late departure due to late arrival of steamer.

One result from this inspection was the arrival of painters from Randwick Workshops at Manly Depot on the following day to carry out the repainting of the horse cars.

It seems that this official inspection was brought about by a deputation to the Commissioner on 22 February 1906 by Mayor Quirk of Manly Council accompanied by civic identities Messrs. Ridge, Turner, Sadler and McCarty.

The main points raised by the deputation can be summarised as follows:-

1. Old morning timetable wanted which allowed 3 minutes to join the steamer. Some trams were arriving at the wharf 7 minutes before the steamer.
2. Trams should terminate closer to the pier entrance. The steam trams set down passengers closer to the entrance as they had to proceed into the Esplanade to the terminal run-around loop. The horse cars were terminating at the pier end of The Corso and not in the Esplanade at the pier entrance. The Tramways Department Traffic Superintendent felt that the horse would have to perform unnecessary labour hauling the car into the Esplanade.
3. The deputation suggested that the entire tramway be leased. Kneeshaw felt that if the entire line was leased, instead of the existing method of a contractor only working the service, the tramway fixed plant would soon fall into disrepair.

4. The deputation felt that someone could be found to work the line for a lower fee. They suggested that new tenders be called.
5. The last tram on Sunday evenings departed too early for church going people.
6. The general feeling was that the horse operation was satisfactory but more trips were required, especially at night.
7. Mr Pearse was terminating some trips outside his home at Curl Curl, 50 yards short of the terminus. The terminating tram was therefore not in full view of intending passengers approaching from the lagoon.
8. The loss over the previous 7 months had amounted to £424 and the Mayor knew of other people who would be willing to work the line for less than the current contractor.
9. A private motor bus line had recently been introduced from Manly Pier to Narrabeen and this would take away some of the tramway patronage if the service did not improve.

On 14 March 1906 Commissioner Fehon directed that the timetable for the tramway be altered, the pier terminus should remain at the end of The Corso, and that new tenders be called for the operation of the tramway.

The new timetable was introduced on Wednesday 22 March 1906 with the first weekday trip departing from the wharf at 8-12am and the last at 7pm while the first and last trams from the pier on Saturdays were at 8-12am and 10-10pm.

Change of Contractor

New quotations for tramway operation were called in the "Daily Telegraph" on 24 March 1906, the closing date being noon on Monday 2 April 1906.

Commissioner Fehon approved the tender of James Ivey on 5 April 1906. Mr. Ivey was the night soil contractor for the Manly Council and presented references from the Mayor and Council Clerk with his quotation. This proved to be 12s/2d per day less than the adjusted Pearse contract and 1½d per mile cheaper on additional trips. Mr. Ivey lived beyond the tramway terminus at Brookvale and at that time he owned two horses and intended to purchase additional beasts. Mr. Ivey proposed to drive the tram himself and could call on his father or cousin to assist or to drive the second tramcar on Sundays.

His contract was recorded as number 6/6152, dated 17 April 1906 to operate for the period 1 June 1906 until 31 May 1907.

Arthur Pearse was informed of the termination of his contract on 24 April 1906 and handed all property to James Ivey on the night of 31 May to enable the latter to commence operations on the following day. Mr. Pearse's £5 bond was returned.



The Corso, Manly, in the early years of this century, with horse tram 293 on the right.
-Manly Historical Society

Earlier, on 30 May, James Ivey had been given a uniform, a rule book and a working timetable. Rules 4, 8 and 142 were read to him at this time.

Ivey did not take long to realise that by undercutting the Pearse contract he was making no profit from the deal. During August he requested an increase in his remuneration. On taking up the contract Mr. Ivey expressed satisfaction with the conditions so Traffic Superintendent Kneeshaw recommended to the Commissioner on 28 August 1906 that Ivey should relinquish the working and a new tender called. Commissioner Fehon approved this suggestion on 31 August and Ivey was given one month's notice of termination on 3 September to take effect from 1 October. Tenders for operating the tramway were called in "The Sydney Morning Herald" for 5 September 1906 to close at noon on 10 September.

Mr Ivey's earnings for the 12 weeks of his operation to 25 August 1906 amounted to £89-0s-3d being a weekly average of £7-8s-4d while Pearse's earnings for the same period in 1905 was £79-19s-2d or an average of £6-13s-3d per week. Ivey's earnings therefore amounted to £9-1s-1d or 15s/1d per week increase on Pearse's.

Return of the Original Contractor

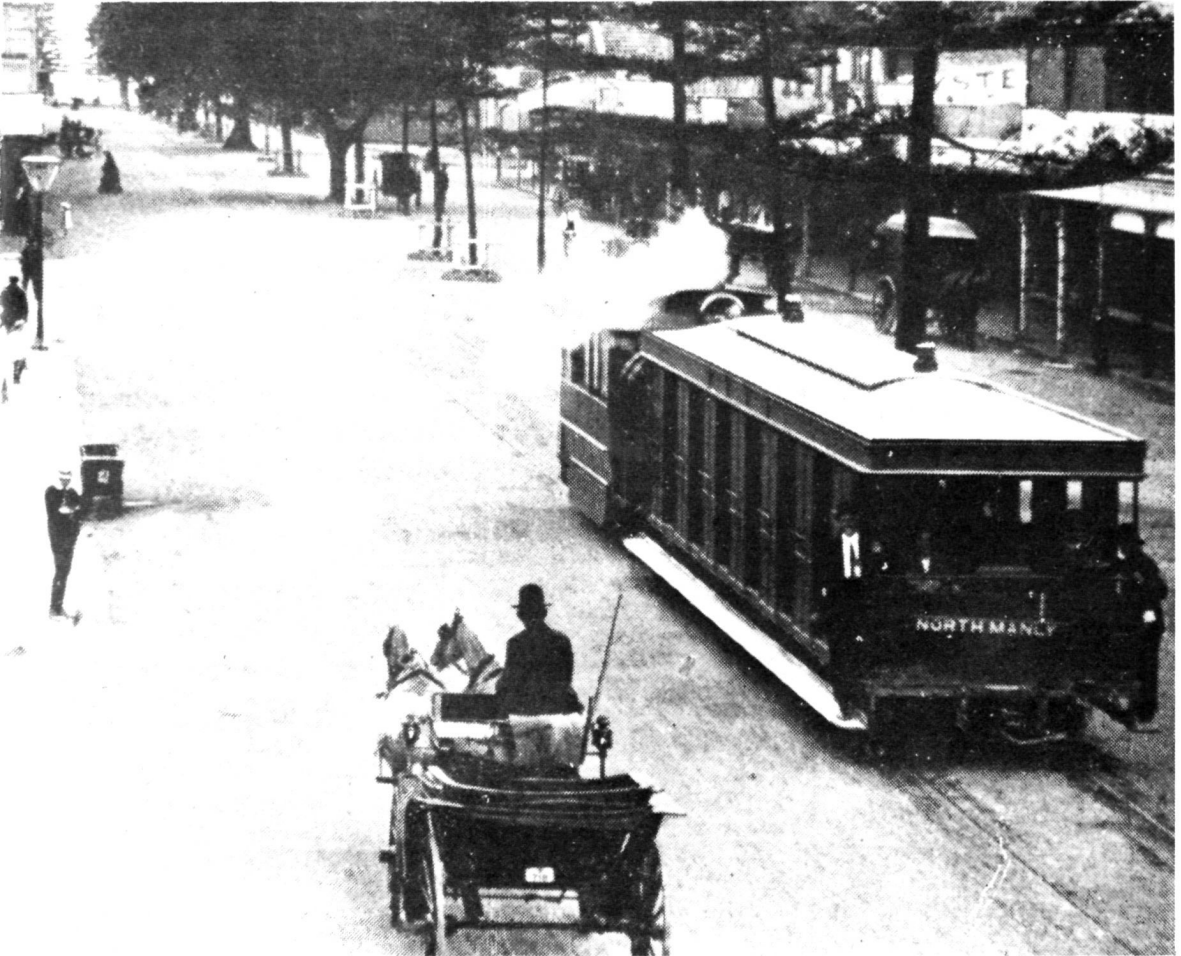
In his tender on this occasion Arthur Pearse quoted 30/- per day for working the tramway plus 6d per mile for additional trips. His tender on these terms was accepted but in a communication dated

13 September 1906 he offered to reduce this quotation to terms identical with those he worked in May 1906. These amounted to 27s/2d per day working the line to the existing timetable and 6d per mile for additional trips. His revised tender was accepted by Commissioner Fehon on 14 September 1906 (number 6/9688) to commence from 1 October 1906 until 30 September 1907.

Arthur Pearse lodged a bond of £25 and paid legal expenses of £2-2s-0d. All government property was handed to Pearse by James Ivey after the last trip on Sunday evening 30 September 1906 and the £5 deposit returned.

Some interesting details of Ivey's operation appeared at this time.

1-9-1906 to 30-9-1906. For horse hire and working arrangements for Manly Tramway	
30 days @ 15/- per diem.....	£22-10s-0d
1-8-1906 to 31-8-1906 31 days @ 15/- per diem	£23-5s-0d
Ditto two additional round trips total 5 miles @ 4½d per mile	1s-11d
1-7-1906 to 31-7-1906. 31 days @ 15/- per diem	£23-5s-0d
Ditto one additional trip total 2½ miles @ 4½d	11d
1-6-06 to 30-6-06 30 days @ 15/- per diem	£22-10s-0d
Ditto five additional round trips total 12½ miles @ 4½d per mile	4s-8d



Steam motor and trailer heading towards the Ocean Beach along The Corso at Manly. This view was taken after the reintroduction of steam traction during the summer of 1907-8. By that time the Manly motors were converted to one man operation and the headlights lifted onto the roof. - K.McCarthy Collection

The contract entered into by Arthur Pearse on 1 October 1906 revealed the following aspects of the agreements:-

1. The contractor to provide horses, harness and drivers and will perform the work thought necessary by the commissioners in driving a single four wheel closed horse car on the Manly Tramways from 1 October 1906 for one year.
2. The services will be from 7-52am to 7-15pm daily except Sunday when the period will extend from 9-37am until 6-25pm. The journey time will not exceed 11 minutes including stoppages in accordance with the timetable or at such times as directed by the Tramway Traffic Superintendent or a person authorised by him.
3. The contractor will provide horses, harness and drivers as may be necessary to work additional trips on Sundays and Holidays as required by the Traffic Superintendent.
4. The horses are to be driven by the contractor or one of his employees and will be subject to railway by-laws for the time being and will carry out all instructions satisfactory to the Commissioner or an authorised officer.
5. Horses must be changed three times each day, be of the best description and soundly shod. They must be ready 10 minutes before starting time. All harness must be strong and suitable for the job and maintained by the contractor.
6. Should the contractor fail to supply a horse or

driver or a delay or failure arise, the Commissioners or authorised officer can debit any debt against the contractor.

7. The contractor or his agent will issue tickets and collect fares at a rate prescribed by the Commissioner.
8. The Commissioner will furnish the contractor with all tickets and will pay in every 24 hours to the Commissioners' agent and account for all tickets.
9. The contractor will be responsible to the Commissioner for all fares and it will be recoverable as a civil debt if money paid to the Commissioner is less than the fare value of the tickets.
10. The Commissioner can require the contractor at any time to cease to employ any person to which they object.
11. The contractor will be paid once each month on a certificate from the Tramway Superintendent stating that the service has been satisfactory.
12. Commissioner or contractor can terminate the contract on one month's notice in writing.
13. The contractor must furnish a security of £25.
14. The contractor will pay all stamp duty and legal fees on the Deed of Contract.

Return to Steam Operation

Under the terms of contract 7/6055, Mr Pearse's contract was not extended beyond 30 September 1907. The Commissioner decided that steam traction would return to the Manly Tramway on 1 October 1907 and continue until April 1908. At the end of that period a marked improvement in patronage was evident and horse working was not

resumed for the winter of 1908.

In the "Sydney Morning Herald" for 18 April 1910 the gradual traffic improvement on the Manly Tramway was illustrated as follows:-

Month	Passengers
March 1904	10,814
March 1907	16,554
March 1908	34,347
March 1909	45,987
March 1910	62,945

Disposal of Horse Cars

The two horse cars 292 and 293 remained at Manly Depot until 1913 when they were purchased by Mr. P. Carew of Brookvale for £5 each. The book value of these vehicles had amounted to £335 each.

Car 292 was obtained by the Museum of Applied Arts and Sciences, Ultimo, during 1953 and has since been restored. This Manly horse car is not on public display.

Extensive use has been made of material in both the N.S.W. and PTC Archives in the preparation of this and later articles. The Public transport Commission of New South Wales has granted permission for the publication of such material as is contained herein. It should be noted that some of the detail shown in the Manly map has been compiled from descriptions in archive material rather than from archive maps. The author wishes to acknowledge the aid received from Clyde Woodside when undertaking initial research into the Manly tramway system.

CITY SECTION

News of the Melbourne and Metropolitan Tramways Board

The main news this issue is the commissioning of the M&MTB's new Z3 class tramcars. They were introduced to the travelling public on Tuesday and Wednesday 25 and 26 September by operating in Bourke Street between Spencer and Spring Streets crossovers, offering free rides. Extra staff were on each car to hand out brochures, discuss the various features of the new cars, collect tear off comment strips from the brochures and hand out packs of postcards depicting Melbourne's trams, 116, 117 and 118 were used to operate the service and subsequently entered service from East Preston Depot.

It is of interest to note that L104, representing the oldest class still in use in Melbourne

and ordered by the Prahara and Malvern Tramways Trust, was also in service on Tuesday 25 having been seen in William Street coming in from a southern suburb about 8.30 am.

Initially, two cars were in regular use with the third engaged in driver training, with the conversion course being quite short.

Several changes are obvious from the original Z type design. A small exit door has been provided at the rear of the car with the two middle doors opposite each other. The conductors desk is on a lower platform and angled towards the entering passenger. Natural ventilation has been improved by fitting half drop windows while forced ventilation has been inc-

reased and heating is now provided by separate elements. There is more space between facing seats and more space under seats for bags, but luggage racks have been deleted (as in Z2 cars). Solid state (chopper) control provides smoother acceleration and braking and while saving power during the former allows regeneration whilst braking. Modern back lit destination rolls are used featuring lower case lettering.

The 'orange' trams suffer from the effects of Australia's harsh sunlight on the pigments in the paint, so a new colour scheme has been selected. The previous colours of cocoa brown, skirting, marigold, to windows, string, around windows and oriental gold, roof have been changed to cocoa brown, deep yellow, off white and burmese gold. Internally, the most obvious changes are the inclusion of the fluorescent lighting within the ceiling and steeply angled sides tapering down to the windows from the centre flat section of the ceiling. This was necessitated by additional electrical equipment which had to be housed in the car.

Crews at East Preston Depot lifted their black ban on Z2 cars relating to their dislike of the replacement of the conventional Melbourne lifeguard with a scraper board. These cars were operating from the depot by early September.

A further series of W2 trams is being painted under the auspices of the Ministry of the Arts. Four had been completed by the end of October, namely, 340 by D.Laycock, 607, C.Gough, 345, G.Samson and 497, E.McGilchrist. It is believed that a fifth car will be painted before the end of the year and possibly a sixth next year.

Preston Workshops constructed an O gauge model tramway (16ft X 8ft) for display at the Royal Agricultural Show in September. It is a double track circular layout with most of the in parkland with the remainder in the median strip of a dual carriageway highway. A tram/bus interchange is situated in the front left hand corner with the track slewing across one carriageway of the highway, protected by traffic lights, into the parkland and running around until it emerged at the front right hand corner under a traffic overpass and returned to the interchange. The back drop to the right side and rear was specially painted to depict city and suburbia, while the front and left side were glazed to keep fingers out. Various road vehicles were placed on the highway and models of three of the Board's latest buses were included. Several features, reserved track, passenger interchange, traffic lights, waiting shelters, jiggle bars and safety zones, obviously conveyed the builders thoughts about a modern tramway system! Two fibre glass bodied models of Z3 trams operated on the layout continuously

and were driven by the public, usually children, from two positions at the left side of the layout. The 'driver' stepped onto a low platform and controlled the model by a foot pedal. The display proved most popular during the show and its high standard of presentation is a credit to those concerned with its design and construction.

The relaying of the triangular junction at the intersection of Dandenong and Hawthorn Roads North Caulfield was finally completed over the weekend of 15 and 16 September, with placement of the remaining trackwork and its concreting. Lifting, packing and resurfacing has been in progress during August and September along Riversdale Road Middle Camberwell on many short lengths of rail. Major relays have been recommenced. High Street East Kew, from Burke Road to Normanby Road, up track, was well in hand by early October with excavation nearing completion, about half the new rail laid and temporary track in use.

Revision of the original plans has saved portion of the main timber rack and pendulum saw at Preston Workshops and work is progressing on the new amenities block at this point.

Fares were increased from Sunday 16 September to 25 cents for one section (pensioners and children 15 cents), two sections 35c (25c), three sections 45c (25c), four sections 50c (25), five sections 50c (25c), six sections and more 60c (25c).

There are reports of minor adjustments to services due late in October; through trams to William and Latrobe Streets to be deleted with passengers changing to shuttle cars; route 77 Batman Avenue City to Prahran, to be withdrawn with transfer at Church Street Richmond where route 79 North Richmond to St. Kilda Beach will be replaced by route 78 North Richmond to Prahran; generally reduced Saturday morning headways.

The first electric tramway which was later to form part of the extensive network now operated by the Melbourne and Metropolitan Tramways Board opened on 11 October 1906. Long before this there opened and closed a small electric line which was the pioneer installation in Australia.

The Box Hill and Doncaster Tramway Company Limited opened a line between these two outer Melbourne suburbs on 14 October 1889. The area was mostly open countryside and traffic soon proved to be non existant. The line closed on 6 January 1986. Box Hill has now long been served by electric trains and the M&MTB operate buses in the Doncaster area, but trams have not returned.

Adelaide Transport News

The Golden Glenelg tram, H type 377, was formally placed in traffic by the Minister of Transport, Michael Wilson, on 10 October 1979. The car was sponsored by the Bank of Adelaide and Directors of the Bank were treated to a chicken and champagne reception on the inaugural run. Not surprisingly, a fair proportion of this run was at series speed to avoid spilling the champagne. The motorman was AETM member Les Peddy.

Mack bus 65, which was exhibited in an unrestored state at the 1978 Transport Centenary Celebrations, has been sent to Yatala Prison to be restored by inmates as part of their trades training in the prison workshops. The project is expected to take about eighteen months.

Staff of Hackney Workshops are currently moving to the new STA Workshops at Regency Park. The formal opening date is on 26 October 1979. Hackney has previously been the main transport workshop since the MTT opened the depot in 1909. Hackney will continue to operate as a major traffic depot for some years.

After a false start on 13 October, the first two bodies of the new Adelaide suburban railcars left Sydney on Sunday 21 October 1979. Both driving trailers, the cars went on trans-

porter bogies and were unbraked. In a departure from normal practice for unbraked loads, they were worked by a special train over the Blue Mountains as an out of gauge load.

Two further cars, a motor and driving trailer, left Sydney on Saturday 27 October. These cars were complete except for bogies, although some seats had still to be fitted in the trailer. With white drivers cabs, orange ends and an orange band along the gold tinted windows, the cars present a forceful appearance, quite different from normal suburban stock.

The interior is finished in a manner not usually associated with suburban service. The floor and walls up to the windows are covered in a brown carpet and the seats with a green patterned woven fabric. The two pairs of power operated sliding doors per side appear somewhat narrow but the vestibule screens are set back so that standing passengers should not obstruct the doorways. The unusual raised cab does not seem to give the driver a very good view. He is seated towards the centreline with the access stairs to his left while the ceiling over the front seats on the right hand side of the car forms a wide shelf which stops access to that side of the cab. Control is by a single power/brake handle.



4454 is four hours late as it moves its nine vehicle train through Marangaroo, west of the Blue Mountains in New South Wales, on Saturday 27 October 1979 on the second delivery movement of the new Adelaide suburban cars, this time a completed motor and driving trailer. The consist is RMX, motor car, GOX, driving trailer, two unidentified PTC flatcars, one loaded with four caravans, special load car AH 811 and GHG brakevan.

THE SYDNEY SCENE

Transport News from the Sydney Region

The long awaited Sydney area resignalling scheme is in the process of being brought into use with the functions of three signal boxes having been transferred to the new computerised control centre at Redfern in September and October.

Stage 1 work on Sunday 23 September changed over East Box which closed the flying junctions and thus Central Station and the City Circle. North Shore trains terminated at Wynard, East Hills trains at Tempe and Bankstown services operated between Sydenham and Homebush only. Hornsby via Strathfield trains stopped all stations, replacing the Bankstown service from Strathfield, to Sydney Terminal, using the flat crossing at Wells Street to reach platform 11. Cronulla and Mortdale trains operated to platforms 6 and 7 at Sydney Terminal, using the Illawarra Dive at Redfern. Cronulla services stopped all stations. Western and southern services ran as normal but also terminated at Sydney using platforms 9 and 10. City Circle service was provided by buses. Country and interurban services were not effected.

Stage 2 work on Sunday 7 October changed over the Illawarra portion of Illawarra Junction Box. This closed the Illawarra lines effectively from Redfern to Sydenham. East Hills trains terminated at Tempe and Cronulla, Mortdale and Bankstown trains at Sydenham. All other services, including Bankstown via Lidcombe, operated through to the city as usual. Illawarra country trains ran via Enfield. Buses were provided between Tempe, Sydenham and the city.

Stage 3 work on Sunday 21 October changed over Wells Street Box and the main line por-

tion of Illawarra Junction Box. The Main and Suburban lines were closed from Ashfield and the Local lines from Newtown. Sydney Yard was thus isolated. The few long distance country trains that ran, most were stopped by industrial trouble, were piloted into and out of Sydney Yard. A 73 class shunted in the yard during the day. East Hills, Cronulla and Mortdale trains ran normally. Bankstown trains ran via Sydenham to Newtown. Campbelltown and Liverpool via Regents Park trains were extended from Lidcombe/Flemington all stations to Newtown. Hornsby via Strathfield services ran only between Hornsby and Strathfield. Liverpool via Granville and western trains ran via Enfield and formed North Shore services to Hornsby. The Newcastle Flyer, diesel hauled, operated via the North Shore and ran to and from Mortdale Car Sheds. Gosford interurbans also ran by the North Shore and when possible were through routed to the Blue Mountains, running via Enfield. Some interurbans ran around the city circle after coming from the west. One stabled at North Sydney and one in Prince Alfred sidings. Goulburn trains terminated at Campbelltown. Illawarra country trains operated from Central and, being diesel loco hauled, ran around the city circle to turn. Buses operated from the City to Newtown and express to Strathfield to connect with Hornsby trains.

The Eastern Suburbs Railway ran as usual throughout all this work. It previously functioned under local control with the junction at Erskineville hand worked. It is now fully under the control of the new centre.

A temporary rail/bus interchange was used at Newtown on Sunday 21 October 1979 for the third stage of the Sydney area resignalling. Trains from Bankstown and Liverpool terminated in the up platform. A temporary footbridge across the down line gave access to City buses which operated from the tram depot yard. - R.E.Hall



★ Museum Notes and News

PARRAMATTA . . .



Steam Tram & Railway Preservation Society

Works Report

Over the last twelve months or so, members have concentrated their efforts in finalising the restoration of trailer car 191B. The car has now been completely rebuilt and refurbished, a project of many years duration. Countless hours have recently been spent in restoring the sliding compartment doors, a task not made any easier by the fact that each door is a different dimension. Additionally, many hardware items needed to be adapted to replace the unobtainable and untraceable. The past three months had seen a more concentrated effort being made on the 1001 small and incidental jobs as well as fitting the final connections and hoses for the vacuum brakes. (Most of these connections and fittings had to be re-invented and manufactured, a task ably undertaken by Frank Moag.)

It is with pleasure that the Society can report car 191B is again fully operational and was ceremonially returned to traffic, to active service, during the Centenary of Government Street Transport Celebrations on Sunday 30 September 1979.

The Society believes that this particular restoration project to be the largest ever undertaken by an Australian preservation society. The project was financed entirely from Society sources and no grants for assistance were received. From a steam hauled tramcar, to a bogieless dwelling for 30 years, then back to an operational tramcar. Quite a varied career!

Centenary of Government Street Transport Celebrations

On 29 September 1879 steam trams were officially introduced to the gentry of old Sydney Town by the Colonial Government. The line

along Elisabeth Street had opened on 16 September 1879 using horse traction as a stop gap measure. One hundred years later their descendants renewed acquaintance with the surviving relics of this once great transport system of Sydney, namely steam and electric trams. On two days special celebrations were undertaken at Loftus and Parramatta Park. It was decided by the two tramway museums in Sydney to hold open days; Saturday 29 September at Loftus and Sunday 30 September at Parramatta Park.

To co-ordinate the proposed celebrations a committee was formed comprising representatives from both Sydney societies. The broad aim of the committee was to stimulate community interest in the approaching centenary. Members of the committee began approaching various government and statutory bodies. Regretably support from this source was not forthcoming. This left the respective societies to celebrate the centenary in their own backyards, so to speak.

The celebrations, as far ST&RPS members were concerned, began on Saturday 29 with a visit to the electric trams at Loftus. A most enjoyable afternoon was spent riding on the new fangled electric trams. This was interspersed by rides on their veteran buses. A highlight of the afternoon was the appearance of our intrepid footboard dancer, LBM, swinging the bag on several journeys which included his favourite K car (1296). This was only the forerunner to a 'staff exchange' the next day.

On Sunday 30 September, the Society was host to local dignitaries, kindred societies and friends at the Centenary Celebrations at Parramatta Park. Activity commenced early with the steaming of 1022 and the star of the day 103A. Tramcar 191B, as previously mentioned in the



works report, was receiving its final touches, as later in the day it would be ceremoniously returned to service. Parking space was allocated for the STM buses by the simple expedient of nailing a Bus Stop Section sign to a convenient tree. Additional parking space was arranged in close proximity for the parking (or is it mooring) the 1923 Foden Steam Truck from the HMAS Narimba Apprentices Steam Club. Chairs for the Parramatta City Band were set out adjacent to the tramway, as was an area for the display of Historic Fire Engines. Last but not least the lads and lassies from the Colonial Days Re-Enactment Society began arriving dressed in their costumes from bygone days.

The first tram of the day departed well before lunch carrying a capacity crowd. At the same time others were climbing aboard the buses for a spin around the Westmead circuit. As the crowds began to swell our conductors were joined by several SPER conductors, resplendent in their brown uniforms, to collect fares on a real tram (as they say, things go better with coke — or coal).

Lunchtime came and went without anyone recognising its passing by partaking of a sandwich. The trams continued to load as quickly as they returned, one set being operated by 1022 74B and 37C, the other with 103A and 191B. Likewise the buses and steam truck attracted a constant patronage. All this historical transport activity presented a wonderfully varied choice of rides to everyone. And with a little help from our friends there were no fare evaders!

At 3 pm the formal activity of the afternoon commenced. Our Governing Director, Bruce Irwin, welcomed our guests and other park visitors. A centenary cake, iced in the colours

Members of the Colonial Days Re-Enactment Society pose with 74B and 103A at the Centenary Celebrations at Parramatta Park on Sunday 30.9.79. - P.Stock

of the City of Parramatta, was cut by Mr. Blackford, a 92 year old retired steam tram driver. Alderman Worthington, representing the Mayor, replied to the address of welcome. The guests then partook of afternoon tea in the typically tramway style — a la tramshed. Whilst afternoon tea was taking place motor 103A and car 191B were readied to operate the commemorative tram. Then the Hon. Barry Wilde state member for Parramatta, cut a ceremonial ribbon held across the 'bows' of the motor, followed by the Hon. John Brown federal member for Parramatta, driving the tram for a short distance. By the time this was accomplished all available seating in 191B was taken, so the local members and their wives enjoyed their centenary ride on the front of the motor!

The celebrations were a resounding success. Thanks must go to the participating societies and groups for their valued assistance. Special thanks go to Vic Walters for his untiring efforts in arranging the many and varied activities; to John Peck and his helpers for their electrical and plumbing work to enable the ladies to provide afternoon tea in a convenient environment. And to the Sydney Tramway Museum for the use of their busses and conductors, who gave freely of their time on our behalf, to ensure success of the day. It is interesting to note that both society's conductors combined issued 2328 tickets for all modes of transport, comprising 175 on the steam truck, 576 on the buses and 1577 on the tram.

TROLLEY WIRE

The Foden steam wagon from HMAS Nirimba loads passengers for a trip around Parramatta Park. - V.Solomons

As a footnote: Seen in the approaching dusk, a sight not easily forgotten, of men, some in brown uniforms, manhandling 74B into the depot, with the comment - 'Why don't they put electric motors into the b..... B car!'



FERNY GROVE ...



Brisbane Tramway Museum Society

The Society held its Annual General Meeting on Friday 5 October 1979. A number of members stood for election for the positions of Vice President (2) and Councillor (3). The positions of President, Secretary and Treasurer were filled by the only nominee for each. At a subsequent Council meeting managerial responsibilities at the Museum were allocated, resulting in the following elected and appointed positions for the 1979-1980 year:

NAME	COUNCIL POSITION	MUSEUM POSITION
Bill Daniels	President	Manager
John Hudson	Vice President	Electrical Branch Manager
Tim Atherton	Vice President	Joint Construction Branch Manager
Garry Ford	Secretary	
Peter Hyde	Treasurer	
Noel West	Councillor	Traffic Branch Manager
Alan Ward	Councillor	Joint Construction Branch Manager
Cameron Strubble	Councillor	Workshops Branch Manager

At the museum, some major construction projects are underway. Work has almost been completed on mass concreting the depot fan in front of no. 1 depot. Considerable time and

money has been expended on this job, but the result is spectacular and is certainly a credit to each and every member who contributed.

Just inside no. 1 depot, a 15.5 metre (51 ft) servicing pit has been excavated in no. 3 road. A swimming pool building company company was contracted to construct the concrete walls and floor. Society members working with Construction Branch Manager Alan Ward will be responsible for erecting concrete beams on

top of the completed walls which will have the rails bolted to them. At the same time, John Hudson will install pit lighting recovered from Milton Tramway Workshops.

The Construction Branch has also busied itself by erecting a sales and display area at the front of the workshop building. Traffic Branch members will now set up this area as a shop to replace the mobile bookstall that has been used for some years.

In his spare time, caretaker Phil Smith has replaced the brasswork on combination 'Match-box' car 47. This car will feature in a publicity booklet being prepared for presentation to private companies that it is felt may be able to assist in the development of the museum.



A view of the interior of no. 1 depo, showing the pit under construction on no. 3 road. Form work will be installed by members to enable beams to be poured to support the rails. This top section will include pit lights and power outlets for maintenance work. - Tim Atherton

CANNINGTON . . .

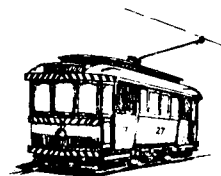
Western Australia Transport Museum



The ex London Leyland RTL double deck bus which has been out of service at the Castledare Home since late last year due to causing damage to the roads is going to York where a local operator will use it for tourist

services. Some seats are being re-upholstered and Leyland has done some mechanical work on it. One advantage of it being at York is that it will be kept under cover.

BALLARAT . . .



Ballarat Tramway Preservation Society

Depot Extensions

Work has recommenced on the depot extension building by a new contractor, to a point where the building is almost to the lock up stage. This should be completed shortly and will enable most of the trams which are presently stored off site to be transferred to the depot. This is anticipated to be undertaken during the Christmas/New Year period.

Trackwork

With the depot extension nearing completion, much effort must now be channelled into providing the trackwork that is required. During March the formation for the new depot fan area was excavated and levelled to enable the commencement of work. The first major task was the installation of the king points from the existing depot access line. This was tackled over the weekend of 27/28 October by a very small workforce under the leadership of Bill Kingsley. Work commenced at 8am on the Saturday and by midday the old rails had been despiked, fish plates unbolted or rails cut as required, for removal. All old sleepers were removed and replaced with much better quality or longer sleepers recently acquired from the ANR. By nightfall the new rails and point castings were placed in position ready for spiking, welding or fish plating as required the next day. To enable the tramway service to continue in Wendouree Parade during the two days of total occupation period, two trams, 28 and 33, were stabled on the east side of the break in the access track early on Saturday morning. By 5 pm on Sunday the job was complete except for final packing. After a few minor adjustments to the gauge 28 and 33 were returned to the safety of the depot. Thanks must go to our very keen but tired team of trackworkers, especially to Peter Winspur, Andrew Hall, Graham Jordan and Barry McCandlish for their overwhelming efforts.

Melbourne Pagent 1980

With the success of the 1979 Melbourne Pagent, in which BTPS tramcar 14 appesred, the Society has again been approached to

supply a car for the 1980 event. It has been decided that maximum traction car 40 will be sent to Melbourne for this purpose. With the departure of 40 to Melbourne, which is expected in the last week of November, 14 will return to the depot from storage.

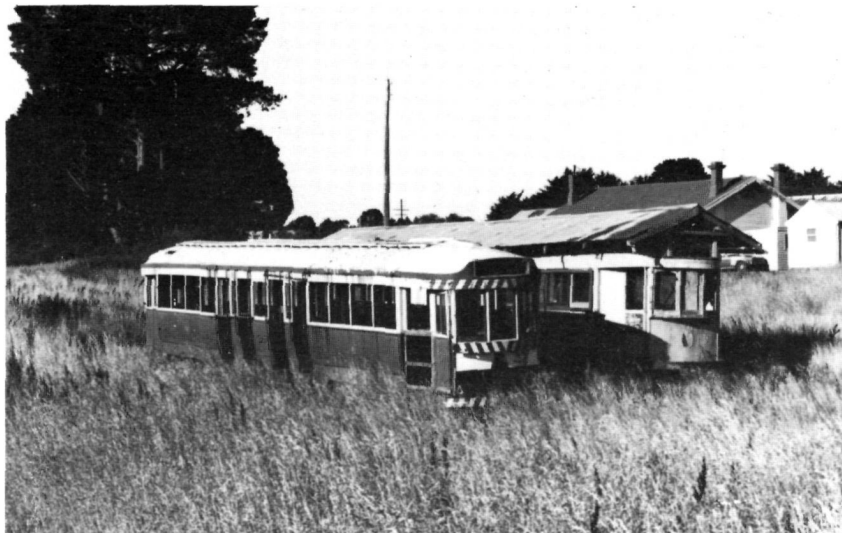
Maintenance

Finally, the traction motor for car 38 has been returned from the electrical contractor who has over the last several years patiently repaired this unit. The motor was successfully tested by Frank Hanrahan and after refitting of the pinion it will once agzin be placed in the tram. It will be five years on Boxing Day 1979 since 38 has been in service for the Society. Tram 40 has recently suffered both body and mechanical damage. Following consultation with the MMTB, Deputy Workshops Manager John Schultz, accompanied by two foremen, inspected the car in Ballarat to advise on the necessary repairs. Work was subsequently carried out under the supervision of Andrew Hall and involved lifting the car off its bogies. Other work has also been undertaken on 40 in preparation for its transfer to Melbourne.

Trams 27, 28 and 30 have continued to operate satisfactory. Graham Jordan is painting three additional signs for fitting to the Ballarat rolls. Geoff Hanrahan is applying yellow lining to the exterior of 38. Car 35 is currently being dismantled at Bungaree and is proving a reliable source of necessary spare parts, some of which have already been used on the operating fleet. The future of Melbourne maximum traction car 121 is still undecided.

Operation

The tramway service operated as usual during the September school holiday period. Special charter trips have also been operated regularly recently. One included a special wedding tram in which the ceremony was conducted in the car. Tram 40 was rostered as it was the only car capable of carrying all the guets and was specially decorated for the occasion. Stuart Lodington was the driver.



Annual General Meeting

The AGM was held on Sunday 14 October 1979 inside the depot, due to inclement weather. The President spoke on the years activities, followed by the various branch reports.

The following members were elected to the Board of Management:

President	F.Hanrahan
Vice President Ballarat	L.Doull
Vice President Melbourne	B.Jessup
Secretary	G.Dean
Treasurer	C.Dean
Board Members	C.Duncan
	R.Gilbert
	A.Hall
	G.Hanrahan
	B.McCandlish
	P.Winspur

Society tramcars, Ballarat 35, formerly HTT 18 then MMTB 124, left, and Melbourne 121, formerly HTT 15, at Bungaree. The residence leased from Vicrail can be seen behind the trams.
-G.Jordan

Bill Kingsley and Graham Jordan were unsuccessful candidates.

ST KILDA . . .

Australian Electric Transport Museum



Tramcars

The major task over the past couple of months has been to get the refurbishment of W2 294 completed in time for use on the Glenelg line during the Golden Jubilee celebrations. Work is progressing well and the car looks quite resplendent with its first coat of enamel.

Despite the emphasis being given 294, W2 354 has also been receiving attention. Three additional compressors have now been installed

in the eastern end saloon in the position formerly occupied by the southern side longitudinal seat. Neatly repainted in black with their GE badges picked out in gold, they make an unusual but quite impressive sight.

The Museum Executive has determined that the next car to enter the refurbishment programme will be car no. 1 which was the first car restored by the Museum. Its original restoration was completed in 1966.



H1 381 leaves the Museum with its first load of visitors after the veteran cars had flanked the track during the recent rally to St. Kilda.

-John Radcliffe

Peter Keynes working on the motormans cabin of W2 294 as part of its current refurbishment.

- John Radcliffe

Melbourne Parts

As a result of recent orders co-ordinated through COTMA to the MMTB, the Museum recently took delivery of eight K35 controllers and four CP27 compressors. This equipment has been secured both as spares for existing cars and for the ultimate restoration of cars 42 and 173.

Oil Store

A small oil store has been erected beyond the eastern end of the workshop. Bulk oil and solvent stores are being moved into it from the main depot and the servicing hand cart is being kept there when not in use.

Veteran Cars Visit

Special traffic operations were run on Saturday 6 October 1979 to accomodate a visit by a large group of veteran car enthusiasts on a rally. In addition to numerous tram runs, the Museum also provided Devonshire teas for the several hundred visitors involved. The veteran cars were parked on each side of the depot fan and adjacent to part of the main line during the visit. Special tours of the workshop were also provided.



BYLANDS . . .



Tramway Museum Society of Victoria

The interior of guards van 21C has been repainted at its south end and now awaits wiring for light and power before being used as the kiosk. Sanding down has started on the north end in preparation for painting.

In September \$8000 was paid to the SECV for the installation of a 6600 volt power line on the museum property and a 6600/440 volt pole transformer adjacent to the substation. Noel Gipps has ordered the equipment for the rectifier and is making the necessary stands to carry same. About six years ago a surplus transformer was purchased from the SECV and this is now to be rewound for use as a 440 volt 1:1 isolating transformer to be used between the SECV pole transformer and the rectifier. The core has now been lifted out and is now ready for rewinding. It is hoped that the substation equipment will be installed during November.

The Society contracted with the SECV to dig post holes and instal steel and wooden poles in the depot yard and along the main line to north of 'One Tree Hill'. Work commenced on Thursday 18 September. We were concerned about striking rock with some holes and this soon occurred, but not always where expected. Several holes hit rock at about three feet, they should go down five or six feet, and one – almost on top of 'One Tree Hill' – was as little as one foot. Work is thus interrupted while

arrangements are made for the necessary blasting to be carried out. However, most of the poles have been placed and the wooden ones rammed and back filled. Along the main line the bracket arms were bolted to the poles while they were on the ground and one pole also received a tramcar lightning arrestor as it will be on top of 'One Tree Hill'.

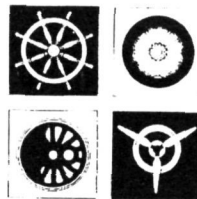
Although extra work days have been held at Bylands in connection with these projects, time has still been found to fit in one day per month at Malvern Depot, where work has been carried out on our cars and in our store room. The cars have had another major clean and additional plastic sheeting has been placed over them in the never ending efforts against grinder dust and starlings! The steel shelving kindly donated to the society by Mr. Scholten from '332' has been erected and together with some wooden cabinets, has enabled much sorting and stacking of items to be carried out. The overall improvement is considerable and has released floor space, previously cluttered, for much better use.

The SEC's post hole borer makes easy work of an otherwise back breaking job. - K.S.Kings



GLENORCHY . . .

Tasmanian Transport Museum Society



The rationalisation of the Tasmanian Railways since their transfer to the Commonwealth Australian National Railways Commission has brought many changes and made many facilities items of rolling stock and equipment surplus to requirements. The opportunity to acquire items long sought by the Society and others of significant interest has been one which has occupied us for most of the past year and has now resulted in the acquisition of many valuable and varied items including the following:

Passenger Stock

The Society was successful in tendering for the following items of railway passenger stock:

1. Carriage AAL 10 Originally built as a first class main line car in 1930. A fine example of an early corridor coach which still retains its original high backed seats.
2. Carriage SP 4 Formerly a Sentinel Cammell railcar built by the Sentinel Wagg-

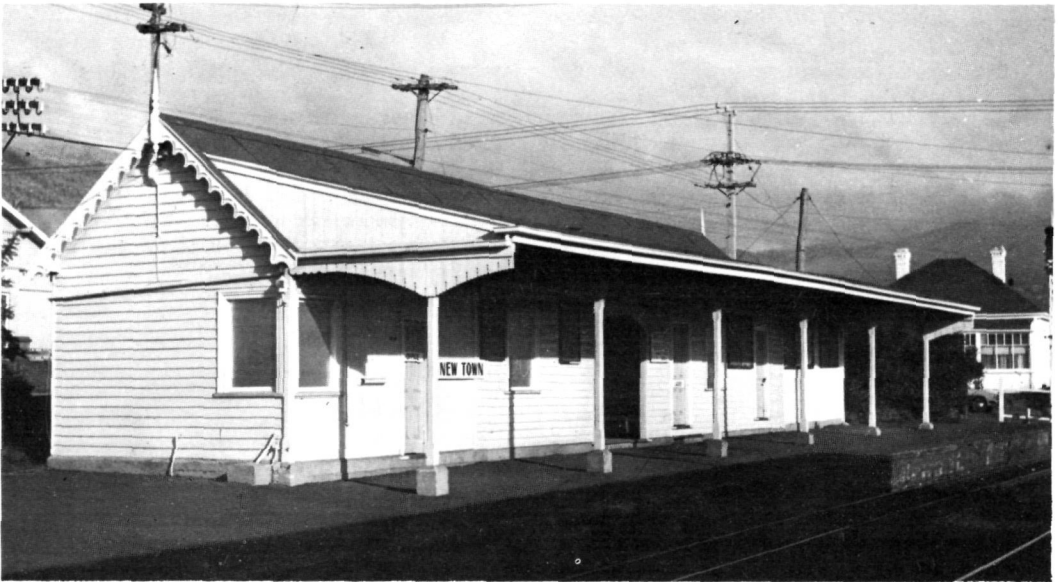
on Works Ltd. Shrewsbury in 1934, B/n 8812. This coal fired steam car was converted to a composite van and passenger car in 1950 but its exterior and passenger accommodation remains unaltered.

3. Diesel Railcar DP 15 This fully operational rail car with Gardner 153hp diesel engine entered service in 1939 and is among the oldest group of railcars which have survived on the Tasmanian Railways.
4. Railcar Trailer PT 4 A matching trailer for DP 15, also built in 1939. The combined capacity of these two cars is 107.

The Society is currently investigating the purchase of another railcar to supplement DP 15 should excursion passenger services be permitted on ANR tracks.

Former TGR diesel rail car DP 15 which has been purchased by the TTMS. - D.H.Jones





New Town station. The building is to be re-erected at the Transport Museum, Glenorchy.
-D.H.Jones

In addition to the above, Society members, David Flecker and Tony Coen were successful in tendering for steam locomotive H2 built by the Vulcan Foundry in 1951. This 4-8-2 loco was the last steam locomotive fully overhauled by the TGR and featured prominently on special excursion trains in the late 1960's and early 1970's. It is currently being prepared for a boiler inspection and it is hoped it can be made operational to haul possible future excursions if these are permitted by the ANR.

The acquisition of the above stock has necessitated the laying of additional railway track at the Museum. This is nearing completion and the movement of this stock should occur in the near future.

Interior of former TGR carriage AAL 10 which has been purchased by the TTMS. -D.H.Jones



Railway Station

The Society has for many years sought one of Hobart's suburban railway stations - New Town - for removal and re-erection at its Museum. This aim was recently realised when the Society's tender for its purchase was accepted. The building consists of four main rooms with waiting room. It will become a railway museum displaying equipment normally associated with such buildings and other railway relics. Plans of the building have been prepared by the Society's Secretary, David Jones and the Tasmanian Government approached for financial assistance to build new foundations and effect removal and reconstruction.

A small, one room, station building from Botanical Gardens was purchased and donated by member David Flecker who also arranged its transport to the Museum. This gem of railway architecture will be incorporated into the railway station complex and converted to a signal box by the addition of windows and signal levers from the now demolished Glenorchy station.

Signal Equipment

Surplus signal levers and frames, totaling 52 levers, from Hobart suburban stations - Glenorchy, Moonah and New Town - have been acquired for installation in the Museum railway station. The mechanical signals with the complex interlocking will make interesting exhibits and

some levers will be connected to points and signals to demonstrate their function.

In addition six complete signal posts have been purchased including home, distant and starter arms, wooden, steel and lattice posts and one with a platform and double post. The Society is responsible for their removal and transport and this represents a significant recovery exercise.

Museum Building

Construction of the building has proceeded satisfactorily over the past months although its completion has been delayed by bad weather and other essential work. The Glenorchy Council has installed stormwater drainage to the value of \$2000, the Society completing the final 12 metres.

President Wally Mounster has undertaken and almost completed the manufacture and hang-

ing of three large sliding doors each $5\frac{1}{4}$ m. This has been a time consuming task but represents a considerable saving in construction costs.

Colourbond fascia panels have now been fixed and wooden surrounds installed to receive the aluminium window frames. A start has been made on laying a recessed track within the building and two tram bodies, Launceston 13 and Hobart double decker 46, have been moved inside ready for restoration.

Annual Elections

At the AGM held on 16 August 1979, Wally Mounster was elected President with the former President, David Beck Vice President. David Jones, Secretary, and David Verrier, Treasurer, were elected unopposed. Committee members are Ted Lidster, Don Lange, Andrew Dix and Rod Mead.

ALBION PARK . . .

Illawarra Light Railway Museum Society



Locomotives

During September and early October considerable amounts of effort were devoted to improving the appearance of the ILRMS steam locos. Standard gauge locomotive *Wallaby* (0-4-0ST Hawthorn Leslie 2988 of 1913), which arrived at Albion Park on 1 December 1978, received repairs to rusty cab panels and was repainted maroon and lined out during October. This former Australian Iron and Steel loco stands on a short length of track in front of the museum parallel to Tongarra Road.

At the same time two 2ft gauge locos were repainted. The Davenport 0-4-0ST (1517/1596) received an attractive combination of maroon and black while the petrol Leyland-Krauss, built on the frame of Krauss 2179 of 1889, has been repainted blue.

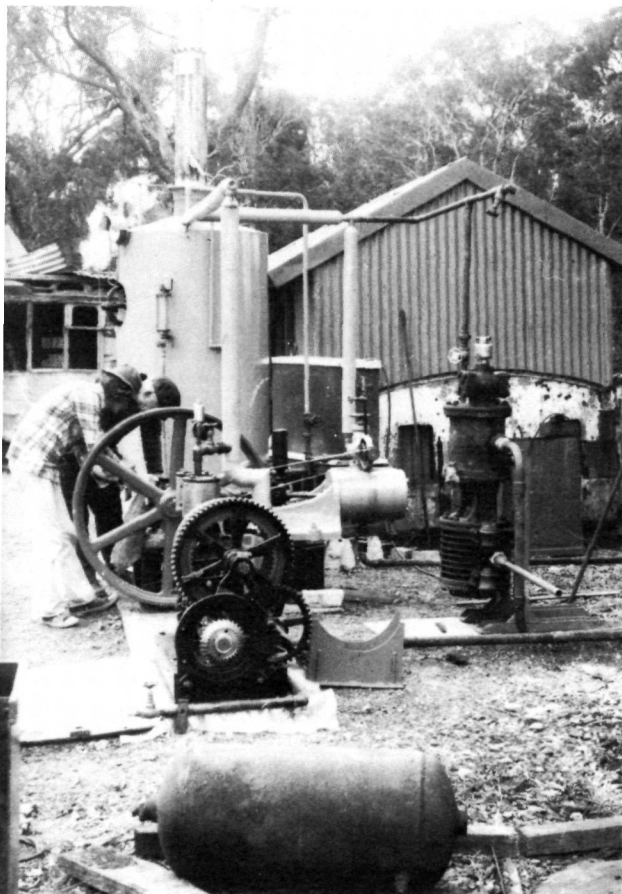
An engineer from a local firm recently carried out detailed inspections of the boilers of 0-6-2T *Tully* 6 (Perry 7967/49/1 of 1949) and 0-4-0ST *Burra* (Hawthorn Leslie 3574 of 1923). The boiler fitted to *Burra*, built by Clyde Engineering in 1945, was found to be in a relatively sound condition. As a result, work commenced in late September stripping *Burra* down to the frames for a thorough overhaul. The ILRMS is hopeful that this interesting local locomotive

may be in steam during 1980, increasing the working 2ft gauge steam loco roster to three units.

The report on the Perry boiler, however, was not so optimistic. Cracks are in evidence between rivet holes and flange edges in the rear tube plate so that this boiler would have to be considerably rebuilt before a steaming certificate could be issued. At this stage the possibility of having the boiler overhauled by local heavy engineering firms is being investigated.

The bearings, chassis components and motion of the Perry loco have been overhauled and assembled and it is a pity that the restoration job can not be continued. The spare Davenport boiler (1595 of 1917) delivered to the museum during February has proved to be in generally good order. Should the task of rebuilding the Perry boiler in the near future be difficult, the similar dimensions of this spare Davenport boiler would enable it to be fitted to the Perry loco as a temporary expedient.

Work was completed during October on the application of timber lath lagging to the boiler of Hampton Shay No. 2 (Lima 2097 of 1908). The next stage of this project will result in the fitting of sheet steel boiler cladding and brass bands to the barrel.



The vertical boiler and some of the stationary engines at the museum. This area has now been roofed. - K. McCarthy

Trackwork

The operations lull between the September and October open days was used to resleeper and realign the ladder of points leading into the compound sidings. This completes the current programme of track maintenance which was brought about by the effects of regular operation of heavy steam locomotives.

Extreme variations in flange sizes on locomotives and rolling stock have caused some operating problems. A spring loaded check rail was recently fitted as an experiment to the turnout leading to the loco compound. This proved successful so a similar device is now in position on the main line points which branch at Croom Road towards 'Yallah Station'.

At present passenger operations are restricted to a point to point run extending 500 metres alongside Croom Road in a north-south direction. By mid October ballast for a further 300

metres of main line track in a generally east-west direction through 'Yallah Station' yard had been spread and levelled while a start on laying sleepers had been made along this new roadbed eastwards from Croom Road.

When this new section of track is completed almost 600 metres of track will be available for passenger operation with an extra 200 metres of 2ft gauge railway track in the loco compound. In addition to this, 150 metres of 2ft gauge track is used exclusively by the half size electric tramcar, a further 35 metres are occupied by standard gauge rolling stock while some 15 metres of 3ft 6in gauge track is situated to the north of the picnic area.

The Department of Main Roads reconstructed the main Collins Street/Terralong Street intersection in Kiama during August and September resulting in the removal of fifteen pieces of 41 lb rail once traversed by the rolling stock of the gravel tramway. (See TW December 1976 and February 1977) These rails were carefully removed by the DMR and stacked in their local depot. When this project has been completed the DMR has offered to deliver the rails to the ILRMS museum.

Around The Museum

In preparation for the proposed track extensions a raised platform has been formed at the 'Yallah' station building using blue metal and ash filling behind a wall of long point timbers.

The area behind the main station building has been developed as a picnic and barbecue area, while swings, slippery dips and see-saws have made the area popular for family picnic groups.

The monthly open day riding figures on the steam trains continue to average around 600.

Exhibitions

During the weekend of 25 and 26 August another successful Combined South Coast Railway Clubs Exhibition was held in the Combined High Schools' Hall at Lysaght Street North Wollongong. The ILRMS again participated in this function while the half size Birney electric tram was again the most popular working exhibit giving rides along the full length of the concrete service road between the two schools.

The Birney tramcar next appeared at the Port Kembla 'Put in to Port' festival on Saturday and Monday, 29 September and 1 October of the Labour Day weekend. The tram again operated along the length of Fitzwilliam Street between Kembla and Wentworth Streets. The tramline passed the entrance to the Uniting Church and received mention in the Social Column of the Wollongong edition of the *Sun Herald* of 7 October 1979 page 134.... 'Susan and Rodney Seymour abandoned convent-

ional transport when they left the Port Kembla Uniting Church after their marriage in a tram. But they did not go far as the tram tracks ended at the corner of the street.

The tram was part of the 'Put in to Port' festivities which attracted more than 20,000 people to the town last weekend!

The caption for the accompanying photo stated.... 'Susan Jones and Rodney Seymour were married at the Uniting Church Port Kembla. Later they went for a tram ride down the main street to celebrate! Unfortunately the accompa-

nying photo was so closely cropped for publication that the significance of the event was lost to readers of the report!

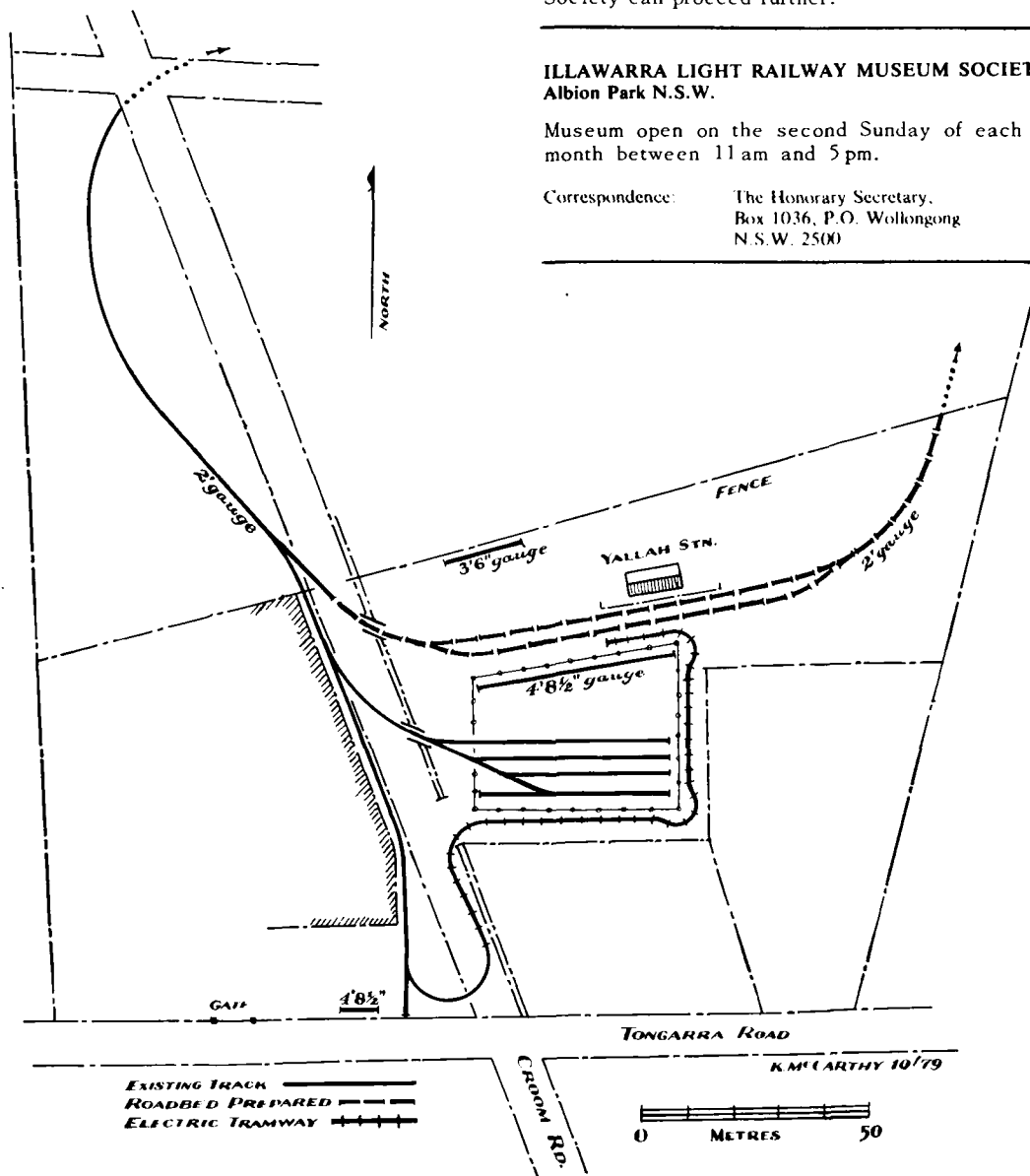
Interim Development Order

Advice was received on 16 October 1979 from Paul Landa, Minister for Planning and Environment, that he has approved an interim development order for the museum site at Albion Park. The order is for five years when it will be reviewed in light of the development the Society has undertaken. It is necessary for Shellharbour Council to also agree before the Society can proceed further.

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

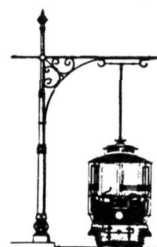
Museum open on the second Sunday of each month between 11 am and 5 pm.

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



LOFTUS ...

South Pacific Electric Railway



Centenary of Government Street Transport Celebrations

This event was marked by an open day at Loftus on Saturday 29 September 1979. The day was low key with services being operated by C 290, K 1296, N 728, O 1111 / 141s (1030), P 1497 and R 1740. Leyland half cab 1275 and Albion double decker 1615 represented the Society's bus fleet. The Transport Institute Band played during the afternoon.

Model Railway Exhibition

A display was mounted at the AMRA Model Railway Exhibition at the Sydney Showground over the holiday weekend of 29/30 September - 1 October 1979. Under the leadership of Bob Cowing several members spent several weeks building new display boards and rebuilding the replica signal box bookshop which was previously used in the display at Centrepoint during January.

The display was mainly photographic with the D scrubber on the ESR being prominent. Various tramway artifacts were also displayed. Plans of the new site development together with a 1:200 scale model, built by Don Cottee, complete with six O cars built by Bill Parkinson, was also on show. The display received a Highly Commended award for commercial exhibitors.

Electrical Equipment

With the modernisation of its traction and workshop power supply the PTC is disposing of a large quantity of electrical equipment. The Society recently purchased some of this equipment, mainly metering and switching gear and mostly in situ at Strathfield substation. This was removed on Saturdays 13 and 20 October and taken to Loftus by society members.

Tramcars

LP 154: A broken spring in the north end bogie has been replaced with one from the dismantled F car bogie. Two new springs have since been made. Work continues in the centre compartment on repainting and varnishing.

F 393: Bob McKeever is making good progress

on the overhaul and re-assembly of the bogie from this car.

R1 1979: Work continues slowly on this car with Mike Giddey being the mainstay of the small workforce. The internal handrails have been cleaned and repainted and the bulkheads behind the drivers cabs on the end platforms have been reinstalled.

New Site Work

Whilst no work can be undertaken on the new site until the development application has been approved by Sutherland Council, work on various items to be used there is underway. Fencing components have been prepared and steelwork for the secondary services building is being cleaned with the new water/sand cleaning machine. Eight tons of sand have been purchased for use with this machine and has been stored in an LCL container.

Bus Tour

A bus tour was held on Saturday 1 September 1979 over the former Kogarah trolleybus system to commemorate the closure in 1959. AEC double decker 1792 was used and the trip eventually found its way to the Museum at Loftus. 1792 is now registered by a private operator and carries the plate m/o 792, its fleet number prior to 1948.

In connection with the trolleybus anniversary, SPER and the AETA mounted a display in the Commonwealth Bank at Kogarah.

A grant of \$30,000 has been received from the N.S.W. Department of Cultural Affairs towards the cost of erection of the first stage of the main building on the new site. \$44,000 had been applied for, which had to be matched by the Society.

Only \$500,000 was available for grants this year, a figure far outweighed by applications. A number of organisations in the transport preservation field were successful this year, mainly receiving 75% of their request, of which the Rail Transport Museum received the major share with \$80,000.



ADELAIDE – THE OLD AND THE NEW. The Minister of Transport, Mr. Michael Wilson, tries the Motorman's cab of H 377 prior to its inaugural chicken and champagne run. This car, which has been specially painted for the Glenelg Golden Jubilee, is gold with black trim, but retains its red roof. - John Radcliffe
 Below: The first of the diesel motor cars for the STA Adelaide suburban services starts on its journey from the manufacturers in Sydney to Adelaide behind 4886 on 26 October 1979. The diaphragm buffing plates have been removed for the journey.

