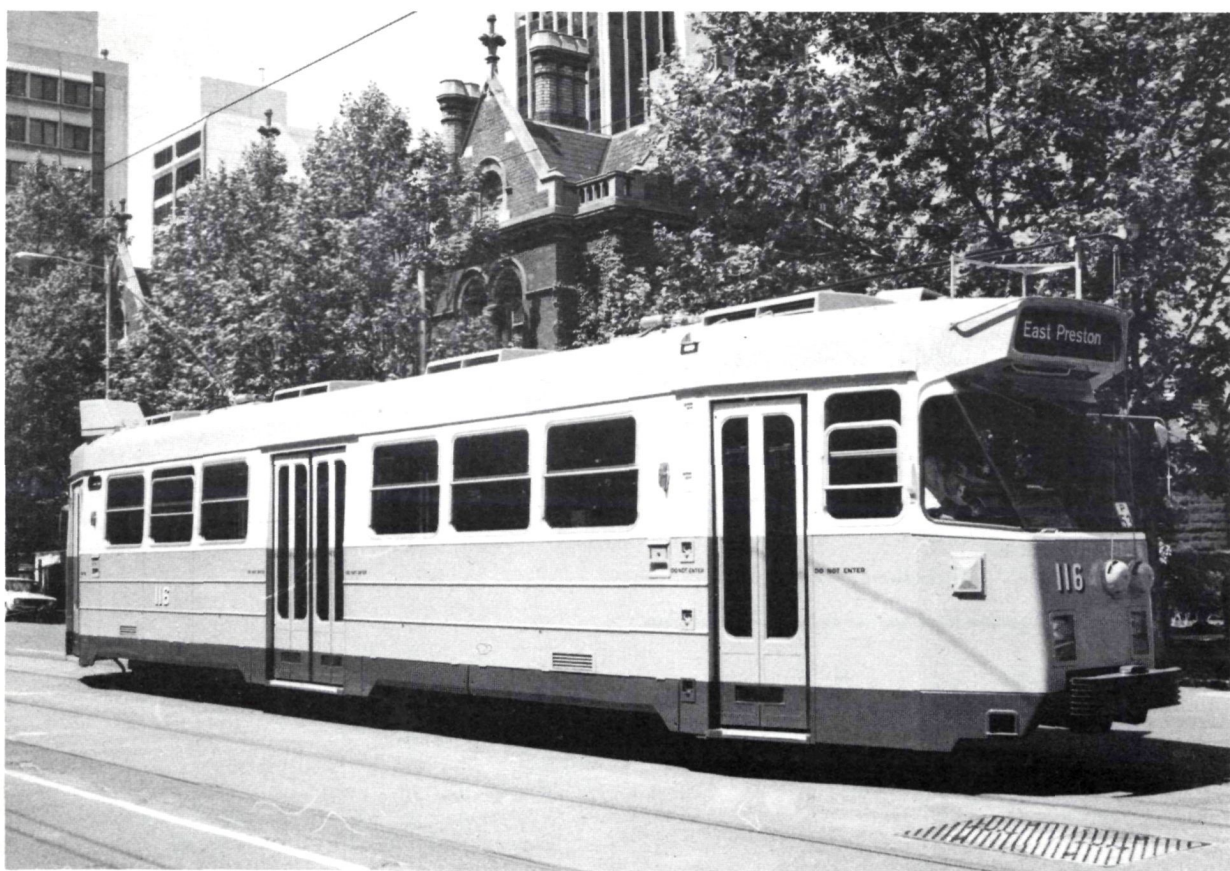


# TROLLEY WIRE

Journal of  
**AUSTRALIAN TRAMWAY MUSEUMS**

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60 YEARS OF THE M. & M.T.B.

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## PRICE RISE

The subscription rates for 1980 have been  
raised to:

Australia \$6.60

Overseas \$8.00

Whilst every effort is made to keep costs down  
we are unable to cope with rising postal charges  
and must reluctantly pass them on.

The face value of the magazine remains at \$1.25.

## NEXT ISSUE

60 Years of the M&MTB *Continued*

*Full details of*

The Melbourne Pagent Transport Cavalcade  
Glenelg Golden Jubilee Celebrations

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FRONT COVER: *New look in Melbourne. Z3 116, the first of its class, in Bourke Street at the Spencer Street terminus. 17.10.79. Visible body changes are the half drop windows with thicker pillars between, the single width rear door, the centre doors moved forward to the centre and the roof ventilators.* - K.S.Kings



# THE GLENELG LINE AUSTRALIA'S FIRST L.R.T.

By J.C. Radcliffe

The first true light rail transit system in Australia is fifty years old in 1979. The line is the Glenelg tramway, opened on 15 December 1929. Its Golden Jubilee is being celebrated by the South Australian State Transport Authority on Sunday 16 December 1979.

Although the line's surrounding suburbs have undergone major changes over the past fifty years, the line continues to run with the original cars under operating procedures which have changed very little over the intervening years. Conceived as a short interurban line, the subsequent population changes have resulted in it becoming by quite fortuitous circumstances Australia's first light rail transit line. Despite its antique characteristics, it is still able to give a guide to the potential for light rail development in Australia.

## GLENELG RAILWAYS

The existing line had its origins in the Adelaide, Glenelg and Suburban Railway, a 5'3" gauge steam line which opened between Victoria Square,

Adelaide and Moseley Square, Glenelg on an identical route to the present line on 4 August 1873. The population of Adelaide was about 65,000 at this time. Glenelg, though having only 1800 residents, was a principal "watering place" of the day. The original line, later known as the "South Terrace Line" soon had competition in the form of the Holdfast Bay Railway Company Ltd. which opened a line from the Adelaide Railway Station to Glenelg on 24 May 1880. Known as the "North Terrace Line", it used the tracks of the South Australian Railways between Adelaide and Keswick. Since there was insufficient business to support the two companies, they merged from 11 May 1882 to form the Glenelg Railway Company Ltd. From 15 December 1899, the lines were acquired and operated by the South Australian Railways.

## ELECTRIFICATION PROPOSALS

A Mr. Bradford proposed electrification of the Glenelg lines in 1904, and Mr. (later Sir) William

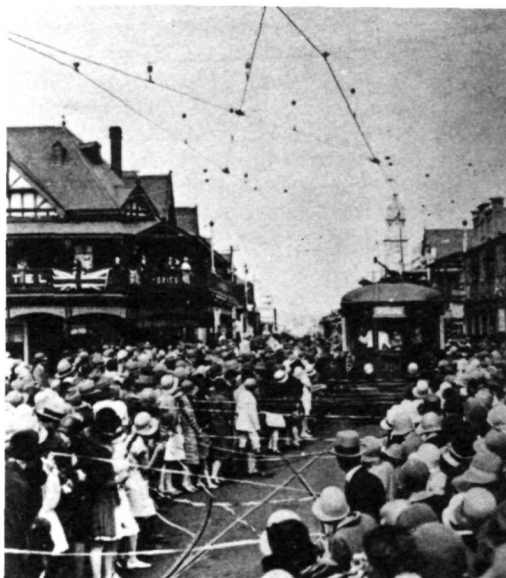
*Peak hour runs are still operated by the two remaining operable silver sets, 360-378 and 361-362. Cars 355, 356 and 379 are out of traffic, while 380, although unrefurbished, sees regular service with red cars in its role as the decorated 'art' car. - J.C.Radcliffe*

Goodman (Municipal Tramways Trust Chief Engineer and General Manager 1908-50) prepared further plans in 1909. These involved regauging the line to 4'8½" and for it to be run with 64 seat multiple unit cars by the S.A.R. using power supplied by the MTT. The enabling legislation for that proposal and a similar one in 1912 were both defeated in the State Parliament.

The 1924, Railway Commissioner Webb suggested that the line be given to the MTT for electrification, but as no action had been taken by 1926, he then proposed the use of Brill model 55 railcars. Soon afterwards, electrification was again being suggested. The Glenelg Railway Transfer Act was passed on 21 December 1927 to enable the lines to be taken over by the MTT. The last steam train ran on the South Terrace line on 2 April 1929. Soon afterwards it was converted to standard gauge and thirty large 64 seat multiple-unit cars were built to operate the line. Like the original railway, the tram line involved a half-mile stretch of street running in King William Street, Adelaide's principal thoroughfare, and a similar length in Jetty Road Glenelg. The remainder of the line was laid in a reservation approximately five miles in length. When the tram line was rebuilt, the original level crossing between the Glenelg and Southern railways at Goodwood was replaced by an overway bridge to carry the trams. The first trial run was held on 17 October 1929 and the line was formally opened on 15 December 1929. On that date, the North Terrace line was abandoned.



*In 1935 various experimental pantographs and bow collectors were tried on cars 376 - 380. A Swedish General Electric pantograph was on car 378. - STA*

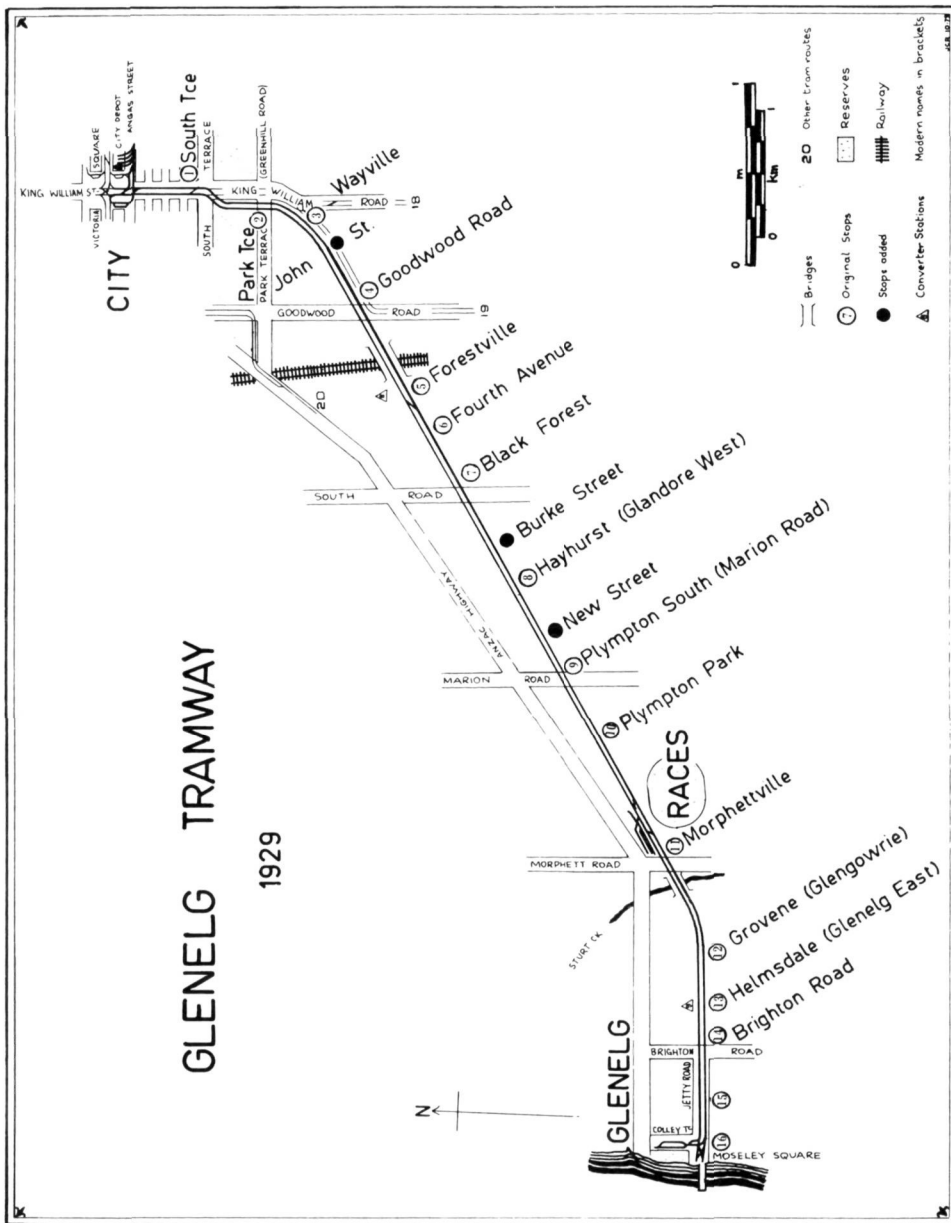


*Car 351 leads the opening procession into Moseley Square Glenelg on 15 December 1929. - Glenelg Council Archives*

## THE GLENELG TRAMWAY

For many years, the line was the prestige operation of the MTT. Initially triple sets were run at peak hours, but following a serious accident, operation was restricted to single and double cars. Major crowds were handled to Morphettville race-course where three standing roads were provided. Summer holiday traffic was also heavy, reaching a peak on Proclamation Day, 28 December, which is the date on which the foundation of South Australia at Glenelg is traditionally celebrated. It is recorded that between 9 am and 11 am on 28 December 1931, 57 runs operated by coupled H type cars and 77 runs operated by F and F-1 type cars were despatched from Victoria Square - a departure every 54 seconds. On 28 December 1936, which was the State's 100th anniversary, 88 422 passengers were carried on the line. Two standing roads were provided in Colley Terrace Glenelg for days such as these.



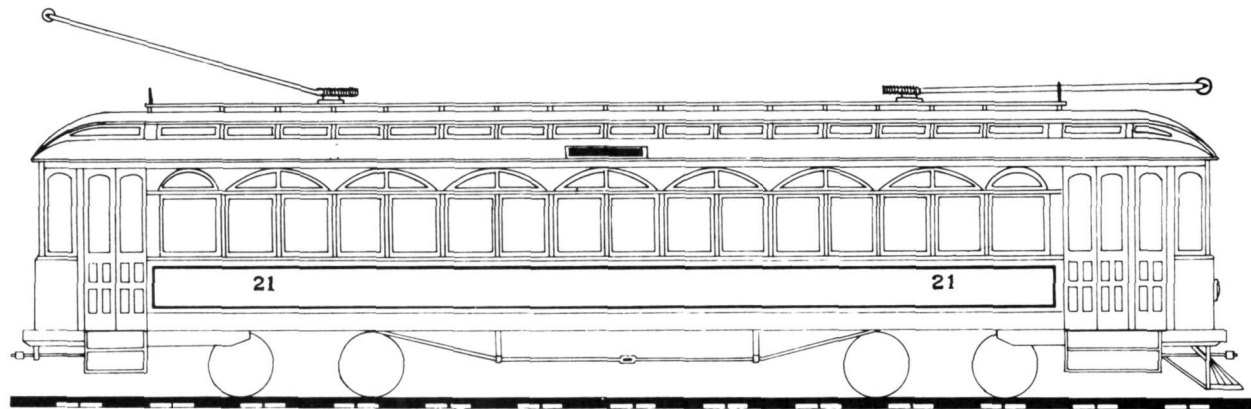


## POST-WAR CHANGE

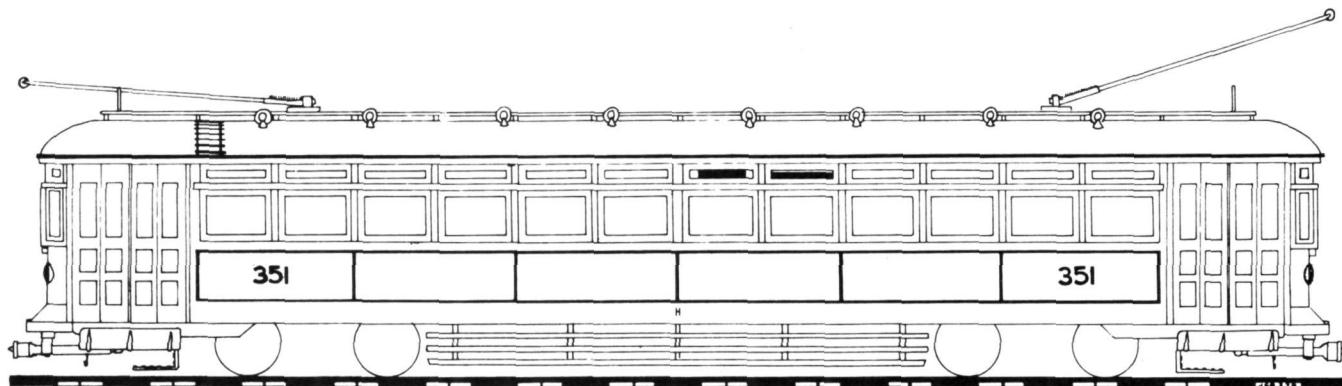
In the immediate post-war years, the line changed its character. The whole area alongside the line became urbanised. Most of the population acquired their own cars for leisure transport and the line turned into a commuter light rail transit route. When the other street tramway routes closed in 1958, it was indicated that the line would be kept going for a further ten years until it reached the end of its economic life because of the costs involved in

building a roadway on the reservation. Track conditions deteriorated, cars declined, and for a time it appeared that part of the line might be resumed for a freeway. The cars still continued to operate.

A turning point was reached in the early 1970s when work began to upgrade the line. Compulsory stops which had been introduced at all road crossings in the 1950s in the face of heavy motor traffic were able to be eliminated by the installation of boom gates. In 1973, a programme to refurbish the



Glenelg tram as proposed — 1909



Glenelg tram as built — 1929

faded post-war silver and carnation red colour scheme using the original tuscan red livery began. Major body components were replaced in fibre-glass but the original appearance was retained. The painted Asbury green and cream interiors were returned to their original varnished condition and new upholstery was installed. Express trams were reinstated. The Goodwood overway bridge was rebuilt and plans were made to relay the entire track.

### THE NORTH-EAST LINE

Plans were announced in 1979 to build a completely new line north of the City to Modbury and Tea Tree Gully. This line was to link with the old Glenelg route via a tunnel in King William Street. Pending design of the track standards for the new line, reconstruction of the Glenelg tracks was shelved. Part of the design exercise involved a special run at top speed to Glenelg in car 372. This run took only 17 minutes, but such was the state of the track that some of the passengers felt compelled to return to the City by car. At this time, preliminary negotiations were begun to purchase Hannover prototype Duwag car 601 which had been refurbished by Siemens for Vancouver but had not been used there.

### THE CLOUDED FUTURE

In a generally unexpected landslide vote, there was a change in State Government in South Australia in September 1979. Plans for the North-East line have been halted in favour of an investigation of several guided busway systems. The new government has called for a reappraisal of the Glenelg line itself. The extent of its future role is again in the melting pot. The portfolio of pictures with this article show aspects of the line's first fifty years. Where will it go from here?

### POSTSCRIPT

Not all the thirty H type cars built for the line in 1929 have survived. Car 352 was scrapped in 1958 following major frame damage from a collision with F-1 car 252. 380 was scrapped in 1966 after a prolonged period of storage at Maylands horsecar depot with H-1 car 381. While in storage it was numbered 351. Two further cars, 366 and 377 were scrapped in the late 1960s to provide more room at City Depot and to permit one additional tram track to be used for bus storage.

It has always been customary to couple cars on the Glenelg line in consecutive numbers, and even today this practice is still reasonably well observed. With a number of cars scrapped, the fleet has had a



*Cars 351, 352, 353 formed a triple set for peak hour operation soon after the line was opened. -STA*

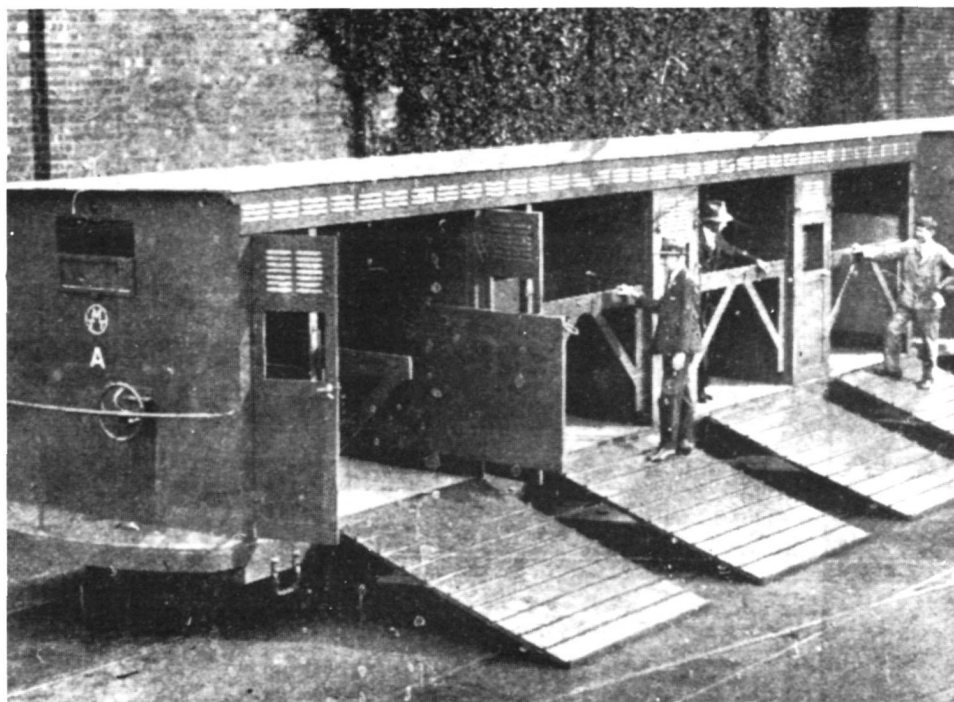
degree of renumbering, and is now 355-380. In the present year, with two specially painted cars in the fleet, (golden jubilee car 377 and "art" car 380), additional flexibility in coupling arrangements without appearing to abandon the customary consecutive pairs has been achieved by the delightfully simple expedient of leaving the numbers off these two cars. The result of the various changes is that all cars carry their original numbers with the following exceptions:-

Original number	Present number
351	359*
353	377
354	366
359	380
361	363
363	361

\* Car 351 carried the number 380 for a time in the early 1960s before becoming 359. It will revert to 351 for the Glenelg line Jubilee Celebrations.



*The long straight reservation as seen from the top of the Goodwood bridge. The wooden decking was replaced by reinforced concrete in 1978-9. - J.C.Radcliffe*



*Horsebox trailers were used on the Glenelg line for racehorse traffic until 1936. The two trailers were towed by F1 cars 274 and 275.*



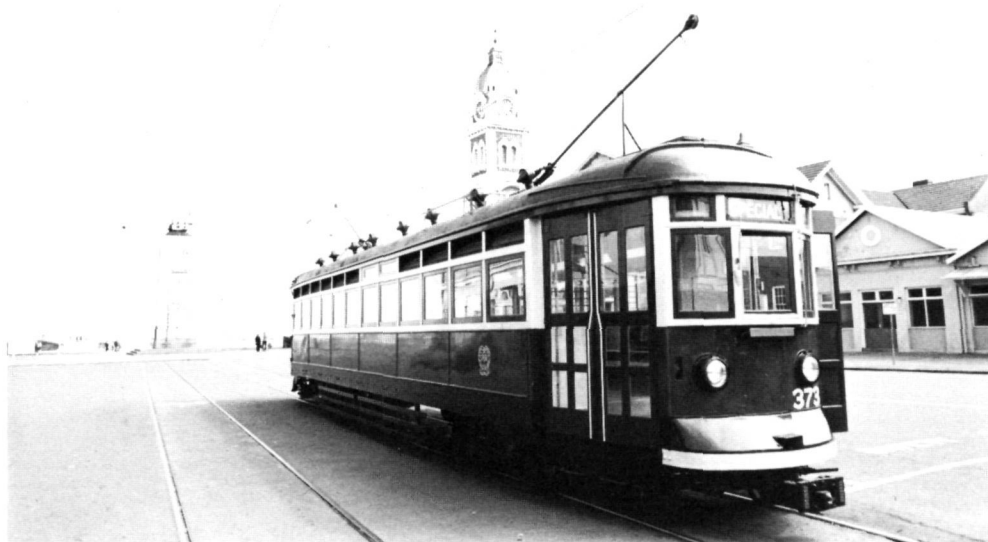


*Norfolk Island pines shaded cars in Colley Terrace while they waited during the afternoon. Declining racecourse patronage and loss of the F type cars with the closure of the street tramways resulted in the sidings being removed in 1966. - J.C.Radcliffe*

*Three standing roads were originally provided at Morphetville racecourse. - J.C.Radcliffe*



*Reduced patronage and lack of trams also resulted in only one standing road remaining at Morphetville after 1958. - J.W.Hoffman*



ABOVE: Car 373 was the first refurbished back in the original livery in 1973. The 'Buffalo' monument is at left, the Glenelg Town Hall tower at rear and the former Railway Station at right. - J.C.Radcliffe

CENTRE: Refurbished cars have been returned to their varnished interior finish. The MTT monogram on the centre door, although used on cars built around 1910, did not appear on H type cars until 1974. Interior photo is of 377, refurbished in 1979, four years after the demise of the MTT. - J.C.Radcliffe



BELOW: H1 car 381, seen here on top of the Goodwood flyover, made occasional Sunday runs to Glenelg in 1953 and reappeared on the line for a short time in 1978. - J.C.Radcliffe





ABOVE: Adelaide's principal thoroughfare, King William Street, is quite suited to LRT operation because of its carriageway width of 132 feet. - J.C.Radcliffe

CENTRE: Cars 366 and 377 sat at a Wingfield scrap yard for nearly ten years before finally being burned in 1977. - J.W.Hoffmann

BELOW: The cars in their silver livery grew shabby in the 1960s but carried on. - J.W.Hoffmann



## 60 YEARS OF THE M & MTB

By K.S. Kings

A complete history of the Melbourne and Metropolitan Tramways Board would be a major work, far beyond the scope of this magazine to cover. This article and those to follow merely touch upon a cross section of events which have happened during the last six decades and which have involved the transport services operated by the M & MTB. This necessary compression has undoubtedly resulted in some important items being excluded while other matters of lesser magnitude will be mentioned. Such are the problems of space; the inclusion of the Board's predecessors and other operators are also thus excluded.

This article is based upon '50 Years Of The M & MTB' which appeared in the December 1969 issue of 'Running Journal', then the official publication of the Tramway Museum Society of Victoria Ltd. It has been corrected, duly updated and extended to include the sixth decade of the Board's history.

The information herein is based on the M & MTB's annual reports, selected newspaper items, the recollections of many past and present employees, to whom due thanks are expressed and

the writer's own records. Thanks are also extended to Robert Green for providing the maps for this article.

### THE FIRST DAY

The Melbourne and Metropolitan Tramways Board came into being on 1 November 1919 under Act of the State Parliament of Victoria. It inherited what was known as the cable tramway system, which comprised 43.663 route miles of cable tramway 4ft 8½ gauge double track, 539 grip cars, 485 four wheel trailer cars and 58 bogie trailer cars, plus 0.623 route miles of horse tramway double track and 4 cars. There were also 11 engine houses, 15 car sheds and one large workshop to serve the former and one small car shed for the latter.

This undertaking had been constructed by the

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ABOVE: Heavily trafficked Swanston Street was the hub of the cable tramway system taken over by the M&MTB upon its formation in 1919. This turn of the century view looks south from Little Collins Street.



Melbourne Tramways Trust from 1885 and leased to and operated by the Melbourne Tramway and Omnibus Company Ltd., until 30 June 1916, after which date State Parliament vested ownership and operation of the system in the Melbourne Tramway Board, until it was decided what to do about Melbourne's overall transport situation. After a deal of argument and a number of proposals, the position was resolved by creating the M & MTB and charging it with a number of duties, which included operating the foregoing plus the electric tramways of the metropolis except those operated by the Victorian Railways and the preparation of a plan which became known as 'The Greater Melbourne Tramway Scheme'. Mr. A. Cameron, the energetic Chairman of the Prahran and Malvern Tramways Trust, was appointed Chairman of the Board.

The other major transport operator on that day was the Victorian Railways, who ran an extensive system of steam hauled suburban trains throughout most of the urban area, these lines generally being the inner sections of their country network. State Parliament had authorised electrification of the metropolitan lines, and although delayed by the 1914-18 war, work had progressed sufficiently to allow a trial run on 6 October 1918 with the official opening of the first route, Essendon to Sandringham, on 28 May 1919. Other routes followed

during the early 1920s and sundry extensions have been made since. The VR also operated two electric street tramways, both of which ran to suburban railway terminals, one at St. Kilda and the other to Sandringham. The former had been built to their railway gauge (5ft 3in) and was opened on 5 May 1906, while the latter was 4ft 8½in gauge and opened on 10 March 1919. These lines remained with the railways until eventual closure on 28 February 1959 and 5 November 1956 respectively.

### THE NEXT BIG DAY

The next important day in the Board's history was 2 February 1920, when the electric tramway Trusts and the Northcote cable tramway were inherited. The latter had had quite a chequered career during the 1890s and early 1900s while privately owned and was eventually taken over by the Northcote Council. It consisted of 2.320 route miles of double track, one car shed and engine house, 12 grip cars and 15 or 16 trailer cars.

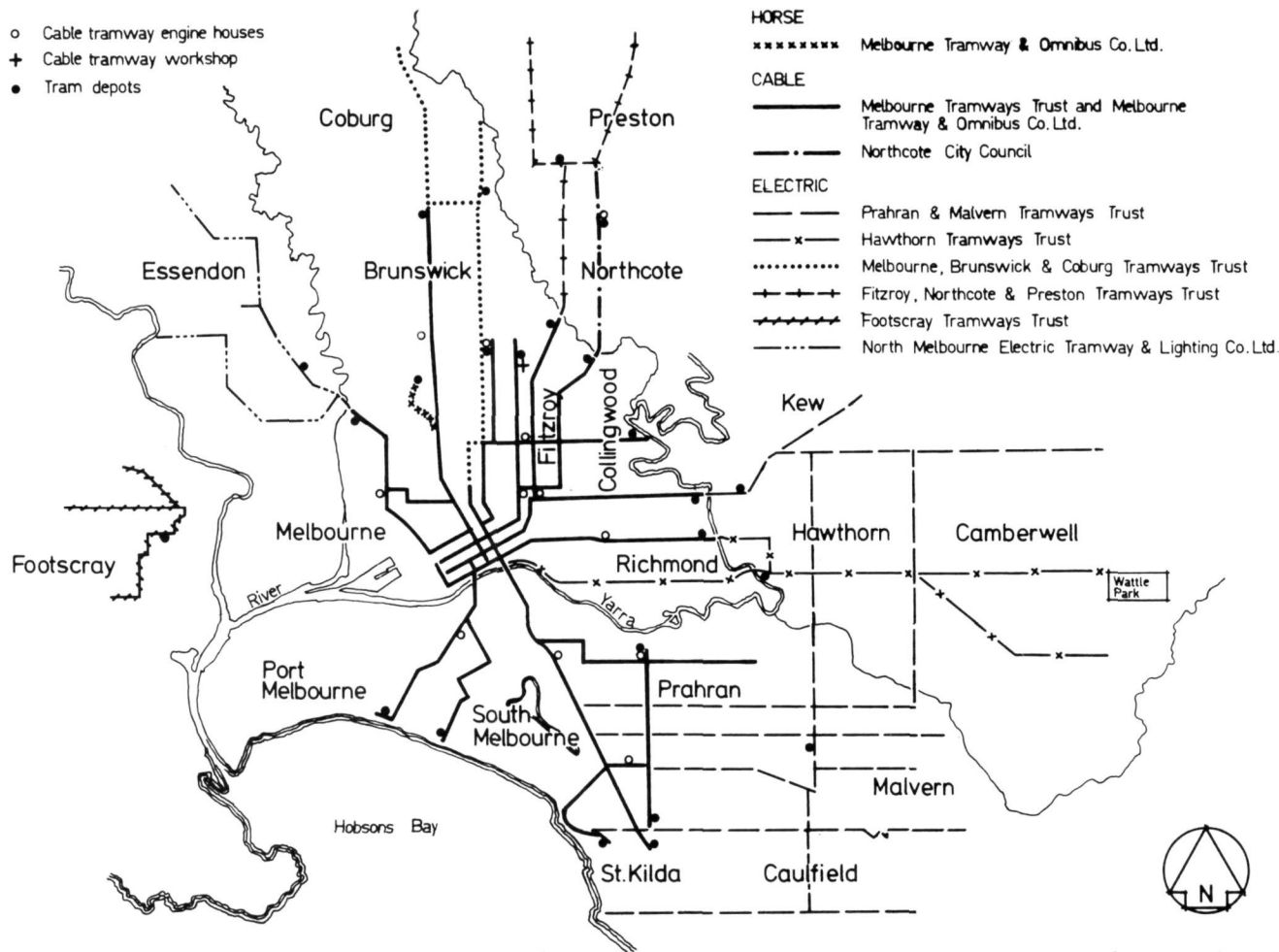
Various local councils had co-operated to set up five electric tramways trusts to construct and operate trams in their areas:

1. The Prahran and Malvern Tramways Trust. From a modest beginning on 30 May 1910 with 13 cars and two routes, the 'P & M' had grown at a remarkable rate, especially considering the 1914-18 war and handed over to the M & MTB 35.466 route miles of tramways, two depots, one work-



*A cable tram in Bridge Road Richmond at Church Street, with a heavy load of passengers. Melbourne's cable trams were famous for their ability to move whatever number of passengers wanted to travel.*

- M&MTB



*Tramway systems acquired by the  
Melbourne & Metropolitan Tramways Board 1919-1922*

shop, 96 trams and 10 trams building or authorised. It had become the most dynamic of the electric tramway trusts under the Chairmanship of Mr. Alex Cameron. The routes operated soon spread beyond the boundaries of Prahran and Malvern and included St. Kilda, Caulfield, Hawthorn, Kew and Camberwell and covered the eastern suburbs from Mont Albert, East Kew and Victoria Bridge in the north to St. Kilda Beach, Point Ormond, South Caulfield and Glenhuntly in the south.

2. Hawthorn Tramways Trust. The official opening on 6 April 1916 saw the routes and rolling stock incomplete, but this was rectified by the end of the year. Two routes were built from the City to *Burwood* and to *Wattle Park* through the eastern suburbs. Beyond the latter terminus, 137 acres of land was purchased as a tramway park and over 7000 trees were planted during the 1920s to develop the area. It is now a delightful reserve with Chalet, ovals, golf course, tennis courts and picnic areas. It is pleasing to record that the Tramways Band still gives several recitals here on Sunday afternoons in summer. The HTT handed over 11.105 route miles, 32 trams and one depot with workshop to the M & MTB, as well as 'Wattle Park' although this had still to be developed at this stage.

3. Melbourne, Brunswick and Coburg Tramways Trust. The opening took place on 27 April 1916 on the northern section of the planned routes from North Coburg and East Coburg to the City, with but three cars ready for service. This system proved to be the most technically advanced installed in Melbourne to this juncture and a number of features soon became standard on the other lines. It transferred to the M & MTB 7.055 route miles of tramway, 18 trams (including the only six Radiax cars to operate in Melbourne), with six building or authorised and one depot with workshop.

4. Fitzroy, Northcote and Preston Tramways Trust. Routes were being built from the North Fitzroy cable tram terminus to East and West Preston but had not opened to traffic. Services were commenced by the M & MTB on 1 April 1920 on 5.850 miles of route with eight trams from one depot.

5. Footscray Tramways Trust. Three of the authorised routes and one depot had been constructed but operation had not commenced due to problems with obtaining a power supply. The M & MTB opened the system on 6 September 1921 with seven trams, ordered by the FTT, on 4.467 miles of route.

The remaining system was operated by The North Melbourne Electric Tramway and Lighting Co. Ltd. from Flemington Bridge to Essendon and Maribyrnong. The M & MTB eventually purchased the tramway section of the company on 1 August 1922 and took over 6.833 miles of route,

one depot and workshop, 15 trams and 10 trailers. The service had commenced on 11 October 1906 with the same track and rolling stock that was transferred to the Board.

## EARLY PROBLEMS

As at 20 February 1920, the Board owned and operated 53.626 miles of electric tramway route and 146 electric trams, acquired from three operators, as well as the cable tramway systems. It had to unify the different operating arrangements into a standard procedure as smoothly as possible, while attending to the daily running of the services.

Whereas the cable tramway rolling stock was extremely standardised, the electric cars were a mixture of designs, shapes and sizes fitted with a variety of electrical equipment. The 146 electric trams consisted of 103 four wheel cars of 10 types and 43 maximum traction bogie cars of five types. Upon completion of trams under construction and authorised and with the purchase of the Essendon Company, the situation was even more serious. The 216 trams comprised 24 types; there were 167 four wheel cars of 16 types and 49 bogie cars of six types; added to this were 10 trailers. There were only six large trams, with 43 medium and 177 small cars. These figures include 24 small trams built by the Board to an existing design as an emergency measure to try and cope with the rapidly expanding traffic; some of these did not enter service until 1923.

The electric tramway rolling stock position thus posed quite a problem. So did the cable tramways as a whole. They had been operated for some 30 or more years, during which time the rails had been wearing away and other modes of street transport had been developing. The electric tramway had become well established and quite efficient, the motor bus had developed beyond its infancy and the trolley bus was being tried out in a number of cities. These problems and their innumerable ramifications were considered by the Board in its report on the General Scheme for the future development of tramways in the metropolitan area. Many alternative plans and schemes were considered and included total or sectional replacement of the cable system and its conversion to trolley, conduit or surface contact electric tramways, battery, petrol or petrol electric trams and motor or trolley buses. The decision was in favour of an early start to convert to electric (trolley) trams, commencing with the heaviest trafficked thoroughfare - Swanton Street. It is interesting to note that the report refers to the 1910 Royal Commission, which recommended that the cable tramways be converted to an electric system using overhead wires.

Although the long term problem of what was to be done with the cable tramways was thus resolved,



*The 1920s saw many track duplications and some new routes built, as well as the cable tram conversions. This view shows Glenbuntly Road at Bambra Road South Caulfield being duplicated, while a clerestory roof four wheel car approaches on the original track, circa 1923. - L.N.Miller Collection*

the short term problems also had to be overcome: how to cope with increasing traffic and how to keep the service running. The former was tackled by constructing 43 grip cars and 50 trailers, while the latter was aided by placing large electric motors in some engine houses to supplement the existing steam plants, additional and modified shunts and rail planing and grinding to lengthen the life of some sections of track. Meanwhile, the financial and engineering planning necessary for the conversion work was undertaken, materials ordered and tenders called

## OF TRACKS . . . .

Concurrently, a number of other projects were put in hand. The Coburg tram routes terminated to the north of the City proper at Queensberry Street, where passengers transferred to the cable tram for the rest of their journey. The cable track south of Lonsdale Street was therefore converted to electric track so that the Coburg cars could touch the edge of the central city area from 13 April 1924. To facilitate this, a short length of cable tramway, built to electric requirements, was opened in Lonsdale Street, between Swanston and Elizabeth Streets, on 11 February 1924. This enabled the through routing of some Swanston and Elizabeth Street cars.

The Preston and Essendon routes were also brought into the City as soon as possible. The

Preston cars terminated at the cable tram terminus at North Fitzroy and they were routed over a new double track line via Barkly, Pilkington and Holden Streets and Brunswick Road East to join the Coburg cars at Lygon Street and traverse their tracks to Lonsdale Street, from 24 March 1925. The Essendon cars reached the City through the conversion of the North Melbourne cable tramway in Flemington Road, between the terminus and Abbotsford Street, to electric track and the construction of new tracks eastwards along Flemington Road and south along Peel and William Streets to Collins Street. This arrangement commenced on 19 July 1925. The North and West Melbourne cable trams now terminated in Abbotsford Street south of Flemington Road, but were cut off from their depot which was situated at the old terminus. Consequently, a new depot was commissioned in Howard Street North Melbourne and served both routes.

The 19 July 1925 also brought the first section of the new West Coburg route into operation. It branched off Flemington Road opposite Abbotsford Street, ran in a generally northerly direction through Royal Park on open ballast private right of way track and emerged to continue in the streets until it reached Dawson Road at Daly Street Brunswick West. An extension north to Albion Street via Melville Road, opened on 10 October 1925. The City terminus was also William Street at Collins Street.



The next new electric tramway route constructed by the Board was from the southern edge of the city proper (Sturt Street at City Road) to South Melbourne and St. Kilda Beach, which was opened for service on 31 October 1925. While these works were in hand, a number of duplications, extensions and reconstructions to existing tracks took place at various parts of the system.

Unfortunately, during the police strike, the depot and four cars on the Royal Park horse tramway were destroyed by fire on 5 November 1923, resulting in the formal abandonment of the line shortly afterwards.

#### ..... AND TRAMS

As mentioned previously, the Board inherited a large and almost standardised fleet of cable trams and a somewhat smaller and heterogeneous collection of electric trams. Several small non standard grip cars and trailers from the Northcote line were withdrawn as soon as replacements could be built, while new electric trams already building or ordered were completed as soon as possible. The Board also built 24 four wheel trams to an existing design pending finalisation of the design of a large bogie car. This car proved to be basically similar to the last six trams ordered by the Prahran and Malvern Trust: a saloon over each bogie and a semi open compartment in between on a dropped frame. The first one, 219, was built during 1923, entering service on 21 December and thus commenced the long lineage of W family tramcars in Melbourne. The centre, or smoking, compartment had three doorways and two panels on each side, of approximately equal widths, with two transverse seats, each for two passengers, at each panel, facing the

middle of the car. It had an arch roof with scuttle ventilators over the saloons, wooden seating, longitudinal in the saloons, throughout, varnished interior and the Board's brown and cream external colour scheme. The main frame was steel channel while the bogies were an adoption of the American MCB type with 4 x 40 hp motors. The control equipment was late in arriving and the car was commissioned with GE K35HH units borrowed from the Victorian Railways Elwood Depot and trolley bases and poles from Birney 218. As the second car (220) entered service three days later, it would appear that 219 was commissioned for tests quite some time before officially entering service. Nearly three months elapsed before further new bogie cars appeared and then deliveries became quite regular. Contracts were given to James Moore and Sons Pty. Ltd. and Holdens Motor Body Builders for 30 and 60 cars respectively, followed by another 30 from Moore's with another 30 later again. The Board's own workshops produced 260 of these cars including the W1 and W2 variants.

Although the foregoing car building programme reached into the first part of 1931 it is best to consider it as a whole at this juncture. The W type cars were found to be quite satisfactory on the suburban routes but not satisfactory when they ran in Swanston Street after the cable conversion. This was due to the widths of the entrances. It transpired that the heavy concentration of loading and unloading at the stopping places at the city intersections proved the doorways to be an inconvenient width; they were a little narrow for two lines of passengers and too wide for one line. Also, other passengers found the bulkheads and seat backs convenient to lean against and thus partly blocked



*Interior of the Bodyshop at Preston Workshops with W class trams under construction. - M&MTB*

the gang ways. This problem was overcome by altering the design of the drop centre section and thus the W2 class car came into being. The end doorways were widened and the centre one made narrower, while the seats were placed back to back. This proved satisfactory and 180 cars were built thus, the 200 constructed as W class converted, another 26 converted, in 1936-7, from W1 class, making a total of 406 W2s.

The W1 class just mentioned came into being in November 1925 when No. 364 entered service. The drop centre section was open with two longitudinal seats near the edges of the car. The backs of these seats could be turned over so that passengers faced outwards in fine weather and inwards at times when it was necessary to pull down the canvas weather blinds. 364 was renumbered 422 in March 1927 and the body which would have become 422 completed as W class 364. Subsequently 29 other cars of the W1 class built.

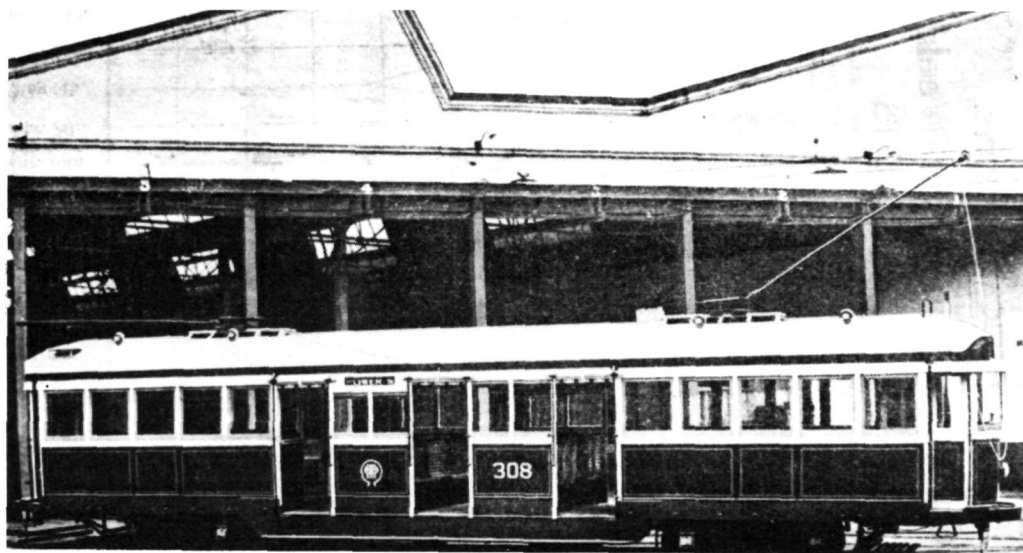
A decision was taken to purchase two light weight trams from the USA for trials on lightly trafficked routes or feeder services, resulting in orders being placed with Brill and St. Louis Car Co. for one Birney each. It would appear that the former arrived early in 1923 and had been assembled by the middle of the year but the latter appears to have arrived somewhat later in 1923. Both were placed in service from Hawthorn Depot in June 1924 on the shuttle from there to Hawthorn Bridge, being experimentally fitted with bow collectors three months later. About four years later 217 and 218 were sent to Glenhuntly Depot to work the Elsternwick to Point Ormond shuttle.

After taking over the Essendon tramways in 1922 the Board continued to run their services largely unaltered. Unfortunately, a heavily laden saloon motor car and trailer got out of control on the Mount Alexander Road hill on 15 September 1923 and a serious accident resulted. It appears that at this time a start had been made to equip the fifteen motors with air brakes but the job had not been completed. The ten trailers were withdrawn from passenger use and replaced by seven fairly large four wheel cars which had opened the Footscray system. About a year later, at least 17 of the new W class cars were sent to service these two routes and the ex Essendon Company motors relegated to lesser duties.

### A STRANGER . . . .

The 3rd January 1925 saw the Board become a motor bus operator and it has operated these vehicles continuously since then.

The Board's early powers to enter this field of transport were limited by its Act of Parliament which permitted buses to be run for "stimulating or developing the traffic of any tramways". This was amended in December 1923 to "aiding or relieving traffic on tramways" and although still rather restrictive, was an improvement. Mr. Cameron returned from an overseas study tour early in February 1924 with much useful information, including some on motor buses. These two events, together with the upsurge in unrestricted running of privately owned buses along tram routes during 1923-4 and the pending cable tramway conversions, caused the Board to call tenders for 45 motor



*New bogie tramcar built in the early and mid twenties - W class with three equal width doorways. - M&MTB*

bus chassis and bodies. The contracts had been let by the middle of the year and it was hoped that the buses would be running about November. The chassis were from England with local bodies. However, it was 3 January 1925 before the first service commenced, from the City at Latrobe Street via Swanston Street, St. Kilda Road, High Street, Brighton Road and Glenhuntly Road to Elsternwick station. Until the middle of the year the effectiveness of the vehicles was somewhat limited due to the Minister of Public Works requesting that passengers be restricted to the seating capacity of the buses!

The Board also applied to operate buses on three other routes:

1. Camberwell Junction to Hawthorne Bridge via Camberwell and Burwood Roads.
2. Corner of Burke and Barkers Roads via Barkers Road to Victoria Bridge.
3. Essendon to Heidelberg.

The Minister felt that these routes should be operated by private buses and did not grant them to the Board.

The Motor Omnibus Act came into force on 1 February 1925 and contained provisions to control and regulate bus traffic. It was administered by a Chairman and representatives of Municipalities, Railways, private owners and the M & MTB. During a tramway strike in May 1924, many private buses had been hastily placed in service over most of the tram routes and had remained. This unrestricted operation and in some instances, worrying degrees of rivalry between owners and drivers and tram crews, brought about the Motor Bus Acts of 1924 and 1925 which were able to give a degree of order to the industry.

By the middle of 1926 there were 56 buses in the Board's fleet, using chassis made by Tilling-Stevens, Thornycroft and Garford, with the former

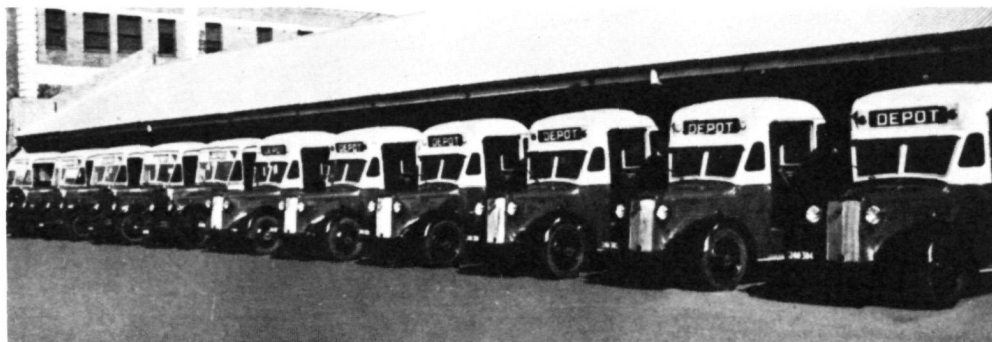
being petrol-electric powered. They were used on the route mentioned and on cable tramway conversions. The vehicles were garaged at the Brighton Road cable car shed and the Acland Street St. Kilda cable car shed had been used likewise during the conversion of the Windsor cable line. A workshop was provided at the former and by June 1926 eleven buses had received major repairs to frames and bodies, bringing criticism in the Board's Annual Report of the state of the road surfaces. A small shed was built next to the Victoria Street North Richmond cable car depot to house the four buses needed for the Barkers Road route while the Williamstown Council erected a small garage for the local service in that area. The opening dates for these services is not known but was by 30 June 1926. Traffic was apparently not good as they were abandoned on 30 April 1931 and 31 December 1930 respectively.

### CHANGING MODES

The Northcote cable tram route had to be run as a separate length of line as the tunnel in which the cable ran was shallower than the main cable system and this precluded standard grip mechanisms running therein. The problem was solved by substituting a smaller diameter pulley in the tunnel so that the cable was carried further below the road surface, thus permitting the longer standard grip mechanisms to use the tunnels. Through operation from the City to Northcote commenced on 8 March 1925. Meanwhile part of an elaborate interchange system of tracks had been constructed at Clifton Hill to facilitate shunting the heavy traffic between the two terminating routes and to allow City cars access to their depot. This arrangement was not completed when the tunnel problem was solved and the unconnected and unuseable pieces of track remained in the roadway as an enigma until 1954.



*One of the first buses commissioned by the M&MTB - No. 7, a Tilling Stevens petrol electric chassis with local body. 1925. - M&MTB*



*Five Leyland Tiger Cub and six Bedford buses lined up at the new Footscray Bus Garage, with the traffic offices above the tram depot visible at the left. 1937. - M&MTB*

The through routing allowed the Northcote car shed to be closed and all cars housed at Clifton Hill although the engine house at Northcote remained in use.

The 29th August 1925 saw the first major cable tramway abandonment in Melbourne when the Windsor to St. Kilda Beach rope was stopped. The Board's buses carried the passengers as the contractor began to dig out the cable tram tracks and install the electric tracks. The Dandenong Road electric trams were sent through to the Beach on 27 December 1925. Temporary double tracks had been constructed along St. Kilda Road from St. Kilda Junction to Park Street on the centre car-

riageway alongside the western plantation and the St. Kilda Beach cars were immediately sent along these rails, thence via the new tracks in Park Street, Hanna Street (now Kingsway) and Sturt Street to City Road corner, just south of Princes Bridge. These services also commenced on 27 December 1925, as the ropes for Swanston Street/St. Kilda Road and St. Kilda Road/Brighton Road were stopped the previous day. The next day, the Carlton (Collingwood) and North Carlton cable tram services, which had previously turned south from Lonsdale Street into Swanston Street, City, were re-directed west across Swanston Street to terminate one block further on at Elizabeth Street. The



*A line up of new double deck buses at North Fitzroy Bus Garage in 1940. They are Leyland diesels with torque convertor transmission and local bodies. - M&MTB*



North Melbourne cable cars, previously diverted from Elizabeth Street via the Lonsdale Street line, reverted to terminating at the Elizabeth Street shunt. Undoubtedly, this must have been an extremely busy time for all concerned! The track work required to link up the electric lines in the few hours available was considerable.

The Board's track gangs tackled the tasks of building the new tracks over Princes Bridge and installing the crossings with the cable tracks at the intersections of Flinders, Collins, Bourke and Lonsdale Streets, as these places required special skill and attention, while a contractor removed the cable track and constructed the electric track elsewhere in Swanston Street. The work was finished and electric trams from the southern and northern suburbs ran in Swanston Street on 24 January 1926. St. Kilda Road, from City Road to Park Street, was ready on 28 March 1926 and thus eliminated the detour via Park, Hanna and Sturt Streets. The 9th May 1926 saw the remainder of the new trackage in St. Kilda Road available and the temporary tracks were abandoned, while 16 May saw the connection of High Street Prahran and Commercial Road to the new tracks and the through routing of their services into Swanston Street. The conversion of High Street and Brighton Road St. Kilda continued, and together with the extension in Brighton Road to Glenhuntly Road Elsternwick, was opened on 29 August 1926. The whole task was completed well ahead of schedule and all concerned received high praise in the Board's annual report. All the overhead wiring was erected by the Board's own crews.

Meanwhile, the Toorak and Prahran cable routes had been isolated and were running as independent lines, exchanging their passengers at Domain and St Kilda Roads. It was now their turn, firstly the Prahran route, in Chapel Street from Toorak Road to Carlisle Street, which ceased operation on 28 August 1926. Buses carried passengers to the City until electric trams commenced running from Windsor station on 31 October 1926, via Chapel, Church and Swan Streets to Batman Avenue and also to North Richmond. The remainder of Chapel Street, to Carlisle Street, plus the extension to Brighton Road, was opened on 19 December 1926. The Toorak Road cable cars halted on 1 October and buses substituted from Lonsdale Street City to an extended terminus in Toorak Road at Glenferrie Road. Electric trams ran to Orrong Road on 17 April 1927 and to Glenferrie Road on 8 May.

The Richmond line, Melbourne's first cable tram route, opened 11 November 1885, was the next to be taken in hand. The tracks in Spencer and Flinders Streets from Bourke Street to Swanston Street were closed on 15 May 1927 and transfer tickets issued to enable passengers to use the

Collins Street cable line to continue their journey; apparently no substitute bus service was provided. The contractor worked three shifts on this job and electric trams ran on 14 July 1927, including the extension north in Spencer Street to Lonsdale Street. The cable trams between Swanston Street and Hawthorn Bridge were withdrawn on 29 June and buses substituted. The work progressed well and electric trams commenced running on 4 December 1927.

The Board was anxious to proceed to the conversion of the Victoria Street (Victoria Bridge) North Richmond line, but this automatically meant dealing with the other three routes which also traversed Collins Street. This would have involved the expenditure of about £1,000,000 and an annual charge of some £70,000 in interest and sinking fund. The financial depression was making itself felt and the Board therefore decided early in 1928 not to undertake this work until at least the new year. The review duly took place and the Board decided to proceed. Contracts were let and work commenced on 17 June 1929 on the section from the terminus at Victoria Bridge to Eastern Hill, in Victoria Parade at Brunswick Street corner. Whereas the double track cable tramway was laid in the middle of the northern carriageway in Victoria Parade, from Brunswick Street to Hoddle Street, arrangements were made to place the electric line in the wide central reservation on open ballast track. The section from Brunswick Street to Victoria Bridge was opened on 14 September 1929 and the electric trams from Kew reached the outskirts of the city. The cable from the engine house at the corner of Brunswick Street and Victoria Parade to Spencer and Collins Streets City was then stopped, track work took place and the electric trams entered the city on 8 December 1929. The North Fitzroy cable trams ran as a shuttle while this work took place and the South and Port Melbourne routes were terminated in Market Street just south of Collins Street. The Board's buses were used to carry passengers during these works and also for the North Fitzroy conversion which commenced on 14 July 1930. This route received electric trams on 26 October 1930, at which date the East Preston and West Preston cars were re-routed along Brunswick and Collins Streets, instead of via Holden, Lygon and Swanston Streets.

The financial depression was worsening and there ensued a pause in capital works expenditure. Nearly 22 route miles of double track cable tramway had been converted to electric trams out of a total of approximately 46 miles acquired. This had taken place in a little over five years in a city of less than 1,000,000 inhabitants and with a fairly low population density, while many other works were concurrently in hand. *TO BE CONTINUED*

## BRISBANE ELECTRIFICATION OPENED

The Brisbane suburban railway electrification was formally opened by the Premier of Queensland on Saturday 17 November 1979 at a ceremony at Roma Street Station.

The proceedings began about 11am with a cavalcade of locomotives and rollingstock. After the unveiling of a plaque and ribbon cutting, the Official Train, of nine cars, departed for Darra at 12.30pm. This was followed by a three car train carrying the remainder of the invited guests. After a short welcome at Darra the trains ran to Ferny Grove where guests partook of a luncheon. While the feasting was in progress

the trains were remarshalled into two six car sets, the four three car sets being all the rollingstock available. Service clubs organised special rides on the Saturday and Sunday at special fares. A carnival was held at Ferny Grove over the weekend.

Regular electric service between Ferny Grove and Darra via Roma Street commenced on Monday 19 November. Initial service is hourly with diesel hauled trains from Ipswich providing a service on the alternate half hour. The electric trains are running to the diesel timings.

## GLENELG GOLDEN JUBILEE CELEBRATIONS



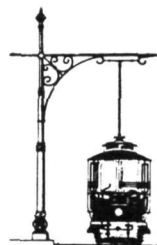
*Photographers were out in force at Glenelg on 16 December 1979 to witness the start of the procession of trams forming the major part of the Glenelg tramway Golden Jubilee celebrations. Here AETM cars 282, 294 and 381 line up at Brighton Road followed by H type cars 351, 377 and 380 running as single cars, triple silver set 360-361-362 and triple tuscan red set 368-369-370. Regular service cars 357-358 wait at rear.*

*A full description of the celebrations will be given in the February 1980 issue of Trolley Wire. - J.C.Radcliffe*

# ★ Museum Notes and News

## LOFTUS ...

### South Pacific Electric Railway



There was the usual end of the year lull in December made more noticeable by the exodus

to Adelaide and other points south and west for the Glenelg Jubilee celebrations. A group of members used this opportunity to scour South Australia for trolley bus parts with good results. Many body parts and fittings were obtained as well as an airbrake valve and hand brake. The most important find was a steering box, which had been used by a farmer to tether a donkey to.

Back on the home front another TB top deck was purchased and yet another stripped for parts. While recently sorting out a heap of assorted items in the depot a member discovered a trolley bus controller. When this was obtained is unknown. Negotiations are in hand to obtain a motor and compressor, which, together with a differential centre, are now the major items not on hand for restoration of TB 19.

As the end of the year approached more effort was put into the restoration of R1 1979 so that it could operate in its namesake year. There also remained a slight possibility that it would still go to Adelaide, with 548, for the Glenelg Jubilee. It is now apparent that this job will not now be finished until early in 1980.

The NSW Steam Preservation Society has commenced operation on their new site at Menangle Park. The first open day was held on 17 and 18 November 1979. As usual, SPER had a sales stand; this time the signal box replica was used.



*The Society's stand at the 1979 Sydney Model Railway Exhibition. Peter Hallen is on duty in the signalbox bookshop. (See TW October 1979). - V.Solomons*

### THE BOX HILL & DONCASTER TRAMWAY

We hope no one has rushed to Melbourne to see this tramway before it closes on 6 January 1986. This date as quoted on page 15 of TW for October 1979 is of course incorrect. The line closed on 6 January 1896.

## BYLANDS . . .

### Tramway Museum Society of Victoria



Good progress on work at Bylands on the electrification project during the third quarter of the year raised hopes that trials with electric trams could be held by the end of the year. Underlying rock has proved a bigger problem than anticipated and it now appears that eight pole holes will have to be blasted to obtain the necessary depth, which will leave craters instead of nice holes.

Ex VR van 21C is proving its worth as the new kiosk. The northern end is still being repaired and repainted but should be completed by the end of the year.

ARCHIVES: Some interesting and useful items have recently been received for the archives. Pride of place devolves upon a cable grip car

bell. Mounted on a wooden base with a handle that activates the clapper, it was presented to the late Mr. H.H. Bell senior when he retired as Chairman of the M&MTB in 1949. Almost 30 years later it was presented to the Society by Mrs. H.H. Bell junior, widow of the son of Mr. Bell snr. Mr. Bell jnr was the Board's permanent way engineer for many years.

Another cable tram relic to be donated recently is a bell punch — one of the very few

*The Bylands Museum reverberated to the sounds of 'The Ants' bush band one Saturday early in 1979 as horse tram 256 (with Len Millar at the 'controls') became part of an official Victorian Government film. - Clive Mottram.*



to survive.

Kew City Council have donated several drawings of the Prahran and Malvern era to us from their files.

**ANNUAL MEETING:** The Annual General Meeting was held on 10 November 1979. The retiring Directors were re-elected unopposed and the reports and accounts accepted. The short meeting was followed by a dinner which in turn was followed by slides and movies.

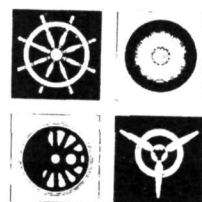
The next meeting of the Board again elected Robert Green as Chairman, but David Webb relinquished the Treasury to his wife to

become Executive Officer (that is, general organiser).

**AUSTRALIA DAY:** The Society will again be participating in the Melbourne Pageant. The TMSV display of horse trams will be in the Simpson Street siding – yes plural, as it is hoped to have a replica of the Zoo open cross bench tram present. Mildura members Alan Antcliffe and Newton Williams have been building this car for a year or so from parts of a standard saloon car as well as much new timber and many new fittings. It is hoped that it will be ready in time.

## GLENORCHY . . .

### Tasmanian Transport Museum Society



The rapid disposal of surplus ANR materials has kept members busy during 1979 and the recovery, maintenance and re-erection of facilities purchased during the year will continue well into 1980. Other developments however are being planned and the restoration of both rail and electric exhibits should proceed at a faster rate.

**RAIL CAR DP26:** As reported in the previous issue the Society was anxious to acquire another rail car to supplement DP15 for future excursions.

Consequently former ANR (ex TGR) articulated diesel rail car DP26 has been acquired with financial assistance from the Tasmanian Government. It is in operating condition. This vehicle, one of four of its type remaining, will be the only one to be preserved in Tasmania.

The car was one of six built for the TGR in 1950 by Commonwealth Engineering Co. Ltd. of Clyde N.S.W., to a design produced by that Company in conjunction with the TGR. The power unit incorporating a 153 hp diesel engine was supplied by the Drewry Car Co. Ltd., London.

The 58 seat cars were designed for maximum passenger comfort and featured comfortable seating, fluorescent lighting, wide windows and air conditioning. The cars were used on main line and Hobart suburban services. DP26 was last used in service in July 1978.

The Society was fortunate in acquiring newly upholstered backs and cushions from a sister car DP27 to replace worn items in DP26. DP27 has now been cut up, an untimely end to a still operational unit. Before demolition commenced, a party of members travelled to Bell Bay in Northern Tasmania to recover the seat components and other fittings.

**MOVE OF RAIL EXHIBITS:** On Friday 19 October 1979, the rail passenger vehicles acquired from the ANR were moved to the Museum. A train comprising rail cars DP26, DP15, PT4 and DP14 was driven under its own power from Hobart railway yard to Glenorchy. Many society



*TTMS railcars DP26, DP15, PT4, DP14, about to leave Hobart Station Yard for the Museum at Glenorchy. 19.10.79. - D.H.Jones*

members travelled as passengers and enjoyed the last opportunity, at least for the foreseeable future, to travel on ANR tracks in Tasmania. Two carriages, AAL10 and SP4, were towed by diesel shunter from Derwent Park to Glenorchy. A temporary connection made necessary by the recent removal of the points into the Museum, was made by ANR gangers and the vehicles were shunted into the Museum.

The rail cars, under the supervision of Don Lange, have been thoroughly checked and overhauled. An open day for members held on 2 December provided the opportunity to inspect the new exhibits and ride on the rail cars over a short length of track.

## BALLARAT . . .

### Ballarat Tramway Preservation Society



#### Depot Extensions

The depot extensions have been completed to the lock up stage and during November the task of moving into the new facilities was commenced. The rear wall of the original building at the end of three road has been removed to allow the extension of this track into the new area. This will allow an additional tram to be

stored in the depot. Filling and levelling of the floor has commenced but cannot be completed until all rails and drains are installed. The workshop bench has already been moved into the new building.

*Rear view of the extensions to the BPTS depot. September 1979. This building is now complete.*  
-Graham Jordan





### Trackwork

Construction of the new depot fan has continued, but at a slower rate than anticipated. Lifting, ballasting and packing of the recently installed king points on the present access track is almost complete, with all effort now being turned to the installation of the next set of points which are adjacent to the level crossing. Following the completion of these points, rail will be laid in the building.

### Trams On The Move

Trams were on the move through the streets of Ballarat on Thursday 29 November 1979. As maximum traction car 41 was being moved to Melbourne for the 1980 Melbourne Pageant, it was decided to maximise the use of the hired equipment and move four wheelers 11 and 14 from storage to the depot.



*Tram 40 being loaded for its journey to Melbourne on 29.11.79. The maximum traction bogies are in the foreground.*

- BALLARAT COURIER

Six members, Geoff Dean, Campbell Duncan, Andrew Hall, Graham Jordan, Barry McClandish and Graham Jordan were at the depot by 7.30am and moved cars 40 and 27 to the Gardens loop area where the overhead had been slewed to enable the crane to operate. Car 11 was the first moved and was reunited with the Gardens tramway at 9.35am, just over eight years since it left for the Daylesford Historical Museum. It was pushed to the depot and placed on the newly extended three road by 27.

Then it was the turn of 14 which was placed on the rails at 11am. After these arrivals, 40 was loaded, not without some difficulty due to lack of experience in moving bogie cars. The body and one bogie were safely lashed down by 1pm. The second bogie was taken on another vehicle. Car 40 left Ballarat at 2.15pm for Melbourne and was delivered direct to Preston Workshops. Thanks must go to our tired but willing workers for the tremendous effort they gave to undertake this large job. The helpful assistance given by the crews from Barry Jones Crane Hire and Brambles was most valuable.

### Maintenance

Prior to the departure of 40 to Melbourne, a large amount of work was undertaken on the car. The floor, footboards, all exterior windows and minor paint defects were repainted. Four roof advertisement frames were fitted and secured into their once familiar positions. Following an inspection, in Ballarat, by Preston Workshops staff, the body was lifted to enable the bogie rubbing plates to be removed for closer examination. These were subsequently replaced by new plates made at Preston. The opportunity was also taken to clean off years of accumulated grime from the body underside. The bogies were cleaned and painted before being re-united with the body. The trolley poles and wheels were replaced by poles and shoes from W4 671. Andrew Hall, Graham Jordan and Stephen Butler worked long hours to get this car ready, including up to 1.30am on the morning of its departure.

Car 14 was returned to operation on Saturday 1 December 1979 and was placed in service the following day. Car 11 has been thoroughly cleaned and all internal enamel signs and light globes refitted. The lighting circuits were tested on Sunday 2 December. Since this car was acquired without motors, it will be some time before it is made mobile.

Car 33 has been decorated as the 1979 Christmas tram and looks quite resplendent in this guise. 38, now the only bogie car in the depot, has been lifted to allow the repaired motor to be reinstalled. It should be in service for the Christmas holiday period.

## Vintage Train Visit

The Vintage Train visited Ballarat on Sunday 2 December 1979. A ride on the tramway was included in the visit and approximately 250 people travelled on the tramcars. 33 supplemented regular service car 11 to handle the extra loading. A group of about 50 people then partook of an evening meal prepared by the BTPS Catering Division, at Bungaree House.

# ST KILDA . . .

## Australian Electric Transport Museum



### Jubilee Preparations

November saw many activities being carried out for the Golden Jubilee of the Glenelg tramway. The first task was the installation of new wheel and axle sets on National Trust horsecar 18. This was done by the STA in the St. Kilda Workshop so that the car could be later taken direct to City Depot and rolled onto the tracks over the pits. The changeover was done with the STA beam jacks, which were left in the workshop for later use by the AETM to carry out a truck change on car 42.

W2 class car 294 was taken to Morphettville from St. Kilda on 26 November and became the first car to operate in Melbourne livery on the Adelaide tramway system. Loading and transfer of the car was carried out in record time. The low loader had been unable to leave Port Adelaide before 9 am, but by 11 am the car had



*An STA perway foreman cuts the end off the St Kilda ramp and blows extra holes into the rail on the loader for fishbolts to allow the car to be taken to Morphettville. - J.C.Radcliffe*

### Publicity

The Society has received considerable publicity recently. The *Ballarat Courier* gave good coverage of the tramcar moves, including a front page photo of 40. The Central Highlands Tourist Authority, of which the Society is a member, recently held displays in many Melbourne regional shopping centres and in Adelaide where reasonable responses were achieved.

been driven onto the vehicle and was on its way to Morphettville. The museum loading gang carried 20 minutes at St. Kilda for a cup of coffee, then drove to Morphettville only to find the car already on the siding. It immediately left for City Depot, pausing long enough at Victoria Square to change ends and replace St. Kilda Beach on the destination signs with Special.

The movement of car 282 the following morning was accomplished with equal ease, the only delay being a layover on busy South Road with the escorting policeman made a detour to the Barracks to refuel his bike.

The movement of 381 proved more difficult. After the car had been driven onto the low loader as far as it would go, it was found that the rear wheels of the tram were still on the ramp. The track on the loader was too short! After a few moments, it became obvious that the only solution was to cut the end off the ramp and send it to Morphettville under the tram. This was done and 381 arrived in City Depot at 3.30 pm on the afternoon of the same day as 282.

The horsecar followed on a small trailer a few days later.

### Car 42 Restoration

Following the departure of the trams for City Depot, car 42 was moved into the workshop. Work has begun on returning it to operating order. Controllers, recently acquired from Melbourne, have been mounted on the platforms, the trolley bridge rebuilt and the trolley base reinstalled. The existing unmotored truck is to be replaced by one of the recently acquired Brussels trucks. The car is to be put in operating order before major body building is completed.



*John Pennack drives W2 294 out of the rear of the workshop at St. Kilda up the ramp onto the low loader to start its transfer to the Glenelg line for the Jubilee celebrations. - J.C.Radcliffe*

## ALBION PARK . . .



### Illawarra Light Railway Museum Society

#### Locomotives

The main activities in the locomotive department have concentrated on the stripping of the former Corrimall Coal Company 2 ft gauge locomotive *Burra* (Hawthorn Leslie 3574 of 1923). During late November the boiler was lifted from the frames and placed on a cradle which will enable hydraulic testing and the replacement of any defective boiler tubes to be carried out.

The frame of *Burra* is now readily accessible and over the summer period the motion and main bearings will be checked and adjusted. The Society is hopeful that this interesting local loco will return to steam on the Albion Park Railway during late 1980.

During recent months work has been progressing on the restoration of the Fordson kerosene engine from the pre World War 2 Malcolm Moore four wheel 2 ft gauge loco purchased from Fairymead Mill for \$50 in 1977. This loco

arrived at Albion Park on 25 February 1978 but pressure of other work prevented any steps being taken on its restoration until early 1979. The local workshops of Cleary Brothers, a family which has been most generous to the Society since its establishment at Albion Park, have been overhauling the engine and this should be returned early in 1980 for refitting to the already restored chassis.

On 3 November the cladding was fitted to the boiler barrel of Hampton Shay No. 2 (Lima 2097 of 1908) and primed, while at the same time, a temporary pressed steel smoke box door was clamped into position. Metal cladding around the fire box sides has still to be fitted, while over the summer period brass boiler bands will be clamped over the cladding joins and the weather worn front buffer beam will be covered with sheet steel. This locomotive, which was abandoned in Queensland in 1935, will then present a respectable appearance to visitors. It may be some time before work progresses on

the overhaul and assembly of the Shay bogies and drive parts as all efforts will be required on the main line track extensions during 1980.

During June the chassis members for the Drewry Manager's inspection car from Victoria Mill were cleaned, primed and painted and a new replacement main leaf spring assembly was received to replace a broken one. In October this chassis was taken to a local engineering firm where the bent steel buffer beams are being straightened and the original three leaf springs are being reset to match the new one. When this returns, work will commence on fitting the single cylinder petrol engine of possible pre World War 1 vintage and the reconstruction of the wooden open cross bench body.

### Trackwork

By the end of November the main line track using 45 lb rail had extended eastwards towards the Yallah station building for a distance of almost 50 metres. Approximately 75 metres have to be laid before the main line track reaches the station platform.

The crushed blue metal road bed for over 200 metres of this main line extension has been spread and levelled and tracklaying will be the major summer project at the museum.

### Around The Museum

The horse drawn 2 ft gauge explosives wagon obtained from the Dry Creek magazine in Adelaide on 9 June has been repainted. Further vehicles have been set aside for the Society at Dry Creek.



*Hampton Shay No. 2 after fitting the boiler barrel cladding. 3.11.79. P.MacDonald*

Work was almost completed on the construction of a loco maintenance pit during the first weekend in December. This consists of a large concrete tank set into the ground at the loco servicing area in the museum compound. The track is supported across the pit on two RSJs. An electric pump is to be installed in the tank to complete the project. A water column was installed near the pit site prior to the introduction of steam operation and earlier this year a pole carrying floodlights and a power outlet box with 240 volt and 415 volt 3 phase outlets was erected nearby.

The rapid progress made by our small Society has been partially due to the liberal co-operation of local industry, business and individuals as well as the commissioning of mechanised labour saving equipment. The Society has received a small bull dozer which will simplify road bed grading. Considerable work has to be carried out on the engine before it can be operated but it will join the Fiat tractor and mobile air compressor in the pool of mechanised per way equipment.

A large shaping machine donated to the Society also awaits delivery. This will be installed in the growing workshop which now contains a large hydraulic press, a power hack saw, oxy acetylene cutting gear and a heavy duty electric welder.

### Open Days and Visits

In addition to the usual open days on the second Sunday of each month, several end of school term visits were held during late November. The most successful being that of Para Meadows, the special education school located at North Wollongong. The children visited the museum on 16 November and the 2 ft gauge train rides seemed to be the highlight of their school year.

The Society again records its appreciation to those businesses and individuals, both local and interstate, who have assisted in the development of the museum during 1979. We also thank the visitors who have inspected the museum and taken rides during the regular monthly open days. Patronage during the ten open days between February and November reached almost 6000 paid rides. We certainly promise that by this time next year a longer and more interesting ride will be available.

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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 2500 N.S.W.

## 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.

**BALLARAT TOURIST TRAMWAY**

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

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

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

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

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

**BRISBANE TRAMWAY MUSEUM SOCIETY** McGinn Road, Ferny Grove, Queensland

Static Display of trams and trolleybuses

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

**WESTERN AUSTRALIAN TRANSPORT MUSEUM (INC).**

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

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

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BACK COVER: Wallaby, an 0-4-0ST (Hawthorn Leslie 2988 of 1913) stands guard alongside Tongarra Road at the entrance to the Albion Park Museum of the ILRMS. Used at Hoskins Lithgow Steelworks until circa 1928 it was then transferred to the new steelworks at Port Kembla. It arrived at Albion Park in December 1978 after being on display at the AIS Visitors Centre for some years. ILRMS member Arthur Moore is lining it out at the completion of repainting on 13 October 1979. - K.McCarthy



