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GLENELG GOLDEN JUBILEE CELEBRATIONS

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FRONT COVER: *Pride of place among the H  
type cars at the Glenelg Golden Jubilee celeb-  
rations went to 351 as it re-enacted the role it  
fulfilled in opening the tramway fifty years ago.*  
- Ian Hammond

## POWER ON IN BRISBANE

The BTMS came a step closer to becoming  
an operating tramway museum when on Sunday  
night 27 January 1980, Phoenix car 554 moved  
under power at Ferny Grove. Further trials were  
held on Wednesday 30 January and the official  
switchon followed at a meeting of members held  
on Friday night 1 February when 554 was driv-  
en through a ribbon and over the pit which was  
brought into use at the same time.

## KEEP OUT - THIS MEANS YOU!

Once again we must bring to readers atten-  
tion the fact that all premises of transport op-  
erators are private property and that proper autho-  
risation must be obtained to gain entry.

One particular problem area is Malvern  
Depot. The M&MTB has been plagued in recent  
months by vandalism inside this depot. Conse-  
quently it is under surveillance by the Victoria  
Police. Any person found on the property with-  
out proper authority will be in trouble; even if  
only looking at the TMSV trams stored therein.

If anyone desires to inspect the stored cars  
they should contact the TMSV in the first inst-  
ance.

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BACK COVER: AETM Secretary Ron White, who  
was responsible for supervising regular traffic  
operations of Museum cars on the Glenelg line,  
is seen changing the points on the scissors  
crossover in Victoria Square Adelaide after the  
passage of H1 381 into the eastern terminal  
standing road. - John Radcliffe



## GLENELG TRAMWAY GOLDEN JUBILEE

Although planning had been taking place quietly over a period of months, the first evidence to Adelaide citizens that something rather special might be happening on the Glenelg tramway was the appearance of the Adelaide telephone directory with a portrait of H 370 in September and the appearance of a gold coloured car in traffic from mid-October 1979. Those who examined it closely were able to find the number 377 on each motorman's bulkhead inside the car. On the dash panels, enclosed within in a laurel wreath, was the inscription 1929 to 1979. Thus did the Golden Jubilee of the Glenelg tramway first begin to achieve attention in Adelaide.

Soon afterwards, car 377 found itself involved in various publicity activities designed to attract press attention. On a special trip to Glenelg, the General Manager, Administration, of the South Australian Brewing Company, Mr. Chris Woods, launched a

special brew of Southwark beer packed in commemorative cans bearing a picture of a Glenelg tram in Moseley Square. Later, a local theatre group held up 377 in Victoria Square to secure a large treasure basket containing gold beer cans which were soon emptied. This particular stunt might have been more impressive if the bushrangers' horses had not bolted the previous evening in a thunderstorm. Within a few days, all the H type cars were carrying laurel wreaths on their dash panels. The Overhead Department's "cherry picker" even managed to sprout two on its dash panel.

The AETM's cars arrived at City Depot on 26 and 27 November amid a burst of press publicity. W2 294 was covered by the morning press while H-1 381 drew the attention of the evening press. Over the next few days, as many as possible of the 23 motormen at City Depot were given training runs

*Adelaide built Melbourne W2 car 294 was a special attraction as three cars from the AETM St. Kilda Museum led the procession of H type cars into Moseley Square in commemoration of the Golden Jubilee of the opening of the Glenelg Tramway, celebrated on 16 December 1979. - The Advertiser*



*Official guests travelled from Victoria Square in H 351 which was refurbished in its 1929 colour scheme. At Morphetville, 351 and the following regular run (cars 361 and 362) were integrated with ten cars which had been assembled on the racecourse siding to form the Jubilee procession. - John Radcliffe*

on the three AETM cars. In the case of 294, several AETM members joined STA training motormen (and AETM members) Les Peddy and Ken Evans on lunch time runs to Glenelg. Since this car is the first to have been used on the Adelaide tramway system fitted with self-lapping brakes, additional experience was needed by the motormen, but they soon acquired confidence with it.

Public operations began on 12 and 13 December with a series of school charter runs for 282 and 381 carrying 1200 passengers. It was not possible to run a service with the Museum trams on the day prior to the Jubilee Celebrations due to the large number of crews who had been rostered for the following day. However, the AETM was able to arrange one crew to be available for special operations in anticipation of a number of members of interstate groups being in town for the weekend and wanting to ride on the cars. The word seemed to have spread rather quickly on the grapevine as forty-five visitors were on hand to join 294 as it left Victoria Square at 2 pm on 15 December.

Passengers quickly thrilled to the experience of riding a Melbourne W2 class car in Adelaide and the car was soon buzzing with conversation. The excellent riding of the car on the indifferent Glenelg tracks and the surprisingly high speeds which could be reached on the long expanse of reservation with

what would normally be considered a rather sedate type of tramcar left an indelible impression on the riders. No particular timetable requirements or restraints were placed on the afternoon's activities other than that a 20 minute meal break was to be taken at some convenient time. A short discussion between passengers and crew resolved that a mid-afternoon break at Glenelg would be mutually satisfactory.

After a couple of runs with 294 including a variety of photostops at points of interest, it was returned to the Depot and exchanged with 381 for one run. This was then traded for two further runs in 282 to complete a solid six hours of tram riding for the interstate visitors.

#### JUBILEE DAY

Sunday 16 December dawned cold and showery. The first activity for the day was to load Horsecar 18 onto a trailer to be taken to Glenelg by road. This car had been stored at City Depot for some days beforehand to allow new brake shoes to be fitted. On the night prior to the Centenary, it had been parked at the head of track 2, with a large standard sign reading "Keep Clear — Emergency Tram" tastefully placed in front of it.

Publicity for Jubilee Day had been aimed at encouraging visitors to park their cars at Morphetville Racecourse and to take a tram to Glenelg. H





*Horsecar 18 ran down the up track as part of the horsedrawn vehicle section of the parade.*  
- Ian Hammond

type cars were to provide this service before the Jubilee Procession and Museum cars afterwards. The procession itself had to be carefully assembled at Morphettsville and it was crucial to this that cars were marshalled in the correct order on the siding. At the same time, the STA was anxious to refrain from creating a precedent by operating a regular service on the Glenelg line before mid-day on a Sunday as Sir William Goodman had determined in 1909 that tram services were not to run on Sunday mornings, a practice that has survived to the present day.

The compromise was to provide a service between Morphettsville and Glenelg, but no service was provided to the City. Though care was taken not to publicise it, something of a "down" service from the City was provided for those in the know by spacing out the departure of the various cars required from the Depot. H 369-370 left the City at 10.00 am, followed by F-1 282 at 10.15 am. After running to Glenelg, the cars returned to Morphettsville where 282 was parked on the siding and the

two H cars uncoupled to provide a ten-minute service between the Racecourse and Glenelg.

For the day's shuttle service, special tickets in the form of post-cards with a tear-off strip for punching up or down trips were used. Six different cards were used showing various views of rail, bus and tram transport to Glenelg. Regular fares were charged, the postcards costing the standard two-section 20 cent fare.

Cars 294 and 381 followed at thirty minute intervals to Morphettsville, and were in turn followed by H 377-380 which took up running on the shuttle as by this time H 369-370 had again formed a coupled set. Next cars into traffic were H 360-368, an unusual coupling combination of a silver car and a refurbished tuscan red car. This arrangement is not normally permitted but was made necessary by the ultimate composition of the procession of which these cars were to form part. The regular Glenelg service was commenced with coupled cars at 12.20 pm, especial care being taken to ensure that H 361-362 which are silver cars and normally used only in the week-day morning peak, were rostered on the run leaving Victoria Square at 1.00 pm. As the regulars took up the service, the cars despatched earlier all found their way onto the siding in the correct order, which was 282, 294, 381, 377-380, 360-368 and 369-370. Various coupling and uncoupling manoeuvres were then carried out so that the line became 282, 294, 381, 377, 380, 360 and 368-369-370.

### THE PROCESSION

Meanwhile at 1.45, H 351 emerged from City Depot resplendant in its newly refurbished glory. Its appearance was almost identical with that used in 1929. End window frames were entirely tuscan red and varnished to a high gloss. Side windows but not the hopper windows had their surrounds picked out in deep cream. Bumpers were back, and yellow numbers stood out boldly in their original positions in the centre of the dashes and at each end of the sides. The seats were in the original brown (some taken from H 374 which in consequence was out of traffic for several months until new red ones could be obtained), while the interior of the motorman's cabins were entirely varnished including the ceilings which were grained rather than painted as in all the other H type cars. Attention had also been given to many other aspects of restoration not obvious to the casual passenger. Saloon interior side panels were restored rather than sheeted with new plywood as on other refurbishments. Forty-name destination blinds were refitted rather than the four-name blinds used on other cars. Straps were carried on the original varnished wooden rails rather than on chrome-plated tubing. The car type was denoted by a small tuscan red "H" on the black side-sills. The only major difference was the doors, finished in



*The tram section of the procession followed the veteran cars and buses and was led by the AETM's three cars, 282, 294 and 381. - Ian Hammond*

The only major difference was the doors, finished in tuscan red fibre glass. Time had not permitted these to be grained externally to simulate the original wooden doors used on the cars.

Official guests boarded H 351 in Victoria Square just before 2 pm. They included the Governor of South Australia, Mr. Keith Seaman, the Minister of Transport (Hon. Michael Wilson), the Chairman of the State Transport Authority (Mr. A.G. Flint) and the STA General Manager (Mr. Frank Harris). The Vice-Regal car pulled out at exactly two o'clock, closely followed by the regular service run operated with H 361-362 which were loaded to the gunwales with standing passengers.

The official run to Morphettville was not without drama as a minor fault showed up in the door interlock mechanism at Beckman Street, preventing the car from being notched up, but the interlock circuit was quickly switched out. (It is recorded that a somewhat similar incident also occurred with the same car on its opening run in 1929.) On arrival at Morphettville, a large crowd was found standing on the tracks to greet 351, while the car-park was well filled and all the trams on the siding had capacity loads. After the regular car had passed, the procession was reversed out of the siding. First to go was the triple-set of tuscan red cars which ran up to Plympton Park at considerable speed. The other

cars then followed. All then changed ends and returned wrong road to the Racecourse cross-over. The three Museum cars 282, 294 and 381 then proceeded to Brighton Road, and were followed by H 351, 377 and 380. A very heavy shower fell during this period, dampening the spirit of the occasion to a degree. H 360 then followed over the crossover, but was halted while 361-362 were coupled to it to form a silver triple-set. (Fortunately, three of the four silver cars still in traffic were conveniently numbered in consecutive order to permit consecutive numbering of triple sets as had been done when triple-sets were permitted to operate in the very early days of the line.) They were then followed to Brighton Road by the tuscan red triple-set 368-369-370. By the time all this had been completed, the next regular service cars, 357-358 had arrived on the scene and resulted in a line-up of 14 trams at Brighton Road. (To prevent overloading of the No. 9 Converter Station at Helmsdale, two motors had been cut out of every car except 282 and 294 before leaving Morphettville.)

Meanwhile, Horsecar 18 had come up to Brighton Road behind the last regular H car and the procession down Jetty Road was due to begin. First came the horse-drawn vehicles, followed by the horsecar returning Bang-road on the up track. Then followed a variety of vintage cars. By this time a

large crowd was lining the full length of Jetty Road. The buses were led by the 1925 Garford 208 towed by the latest breakdown waggon. Then came the AEC breakdown truck which had been purchased by the SAR in 1925 for the Garford fleet, had been later taken over by the MTT and is now in the Birdwood Mill Museum. This in turn was followed by the last survivor in traffic of the 308 underfloor buses purchased to replace the trams, Leyland Worldmaster 270 ("Red Ned - the Picnic Bus") Then came STA Roadliner coach 80, articulated MAN 290 in its new cream and tan livery, and a surprise exhibit, 1947 dd Daimler 115 which was recently purchased and repainted in its original colours by AETM member Trevor Tate. Despite part of the upper-deck roof having been removed by a previous owner, it never-the-less looked an impressive sight and brought back many memories to the crowd. Last of the road vehicles was the STA's venerable 1947 Bedford tower wagon whose age was thought to have earned it a slot in the parade.

### THE TRAMS

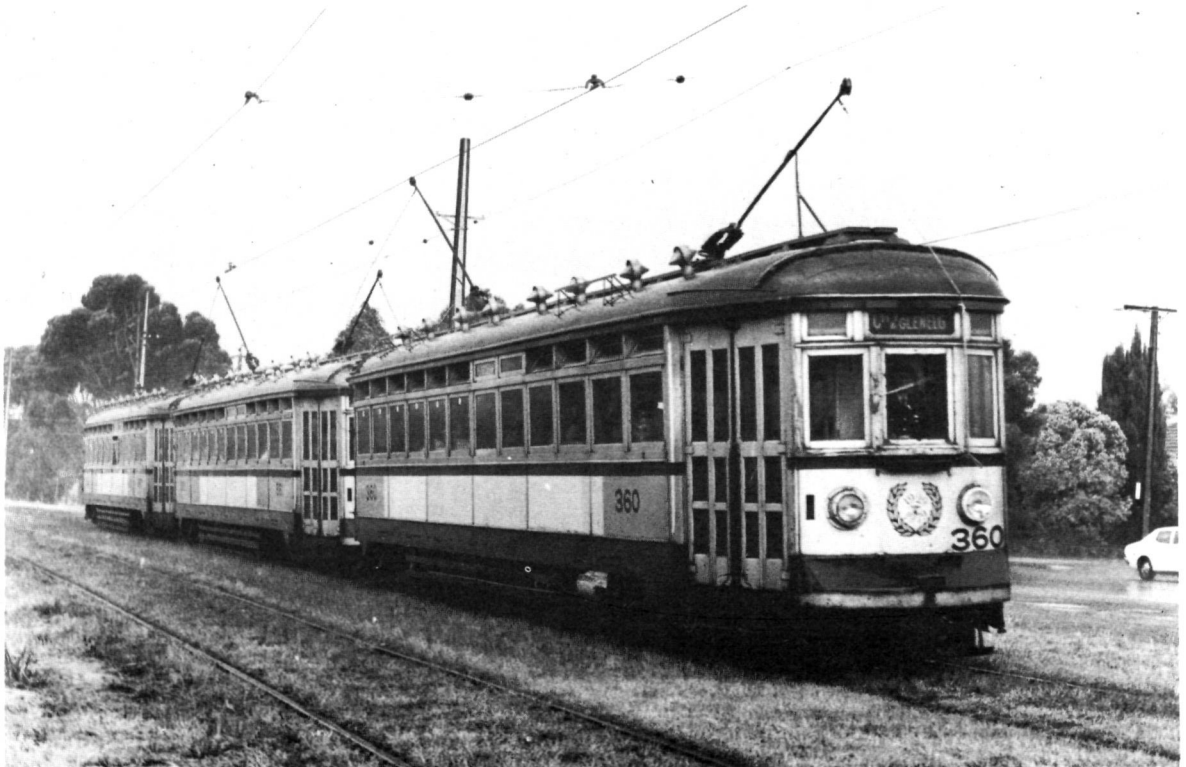
The three AETM trams were first to enter Jetty Road, followed at a respectful distance by 351. In

turn followed the remaining H type cars, though 357-358 had by this time been despatched wrong road back to Morphetville to pick up their regular time-table.

At the entrance to Moseley Square, the crowd held streamers across the tracks in front of 351 in reenactment of the similar scene fifty years earlier on 14 December 1929. The cars then moved on until the terminal standing roads were filled. Marshalling geometry had been carefully calculated with cars 18, 282, 294 and 351 entering the northern track and 381, 377 and 380 the southern track. The two triple-sets remained in Jetty Road.

The official party then alighted from 351 and entered the Glenelg Town Hall to hear the Governor announce the winners of the STA Jubilee photographic competition. They also inspected the models and transport displays set up in the hall by various local societies. While this was taking place, a large Army tank emerged from the crowd, circumnavigated the trams with gun drawn and disappeared again.

Official guests then boarded museum car 282, followed after some confusion by the Governor, and were taken to Partridge Street for the short walk



*Three of the four trafficable silver H cars, 360-361-362, formed one of the two triple sets in the Jubilee procession. - Bob Merchant*



*A multi coloured procession of H cars lined up behind 351 at Brighton Road awaiting their turn to progress down Jetty Road. Cars visible from the front are 377 (gold), 380 (children's art), triple sets 360-361-362 (silver) and 368-369-370 (tuscan red). Regular service run with cars 357-358 is approaching at rear. - John Radcliffe*



*Motorman's view from 351 as the crowd holds streamers for the passage of the official car into Moseley Square as had occurred in 1929. - John Radcliffe*





*Six trams stand at the Glenelg terminus after the procession. From left, front track, 351, 294, 282 and 380, 377, 381. - John Radcliffe*



*Museum cars crossed over at the Racecourse at Morphettville while 4 cars on the regular run continued on into the City. - John Radcliffe*



*Museum cars ran in regular traffic in the Christmas – New Year period. Car 294 is leaving Victoria Square down King William Street as the following run, operated by a coupled H set approaches the terminus. The Glenelg line is route 22 but 294 is the first car to have operated on the line that has been able to display the number. - Ian Hammond*

to Partridge House where the Glenelg Corporation had provided a civic reception. Car 282 then joined 294 and 381 in providing the shuttle service to Morphettville while the surplus H type cars returned to depot. During these activities the one remaining serviceable silver H car, 378, found its way into traffic, coupled to 360, with the result that all four silver cars were now on regular runs. The Museum cars continued the shuttle carrying over 3000 passengers before returning to depot at around 6.00 pm.

#### **REGULAR RUNS WITH MUSEUM CARS**

During the weekends and public holidays of the Christmas-New Year period, the three AETM cars operated in regular traffic between the H type cars. Although it had originally been intended to charge special fares, regular fares were ultimately adopted. The final runs were made on Australia Day, Monday 28 January 1980.

During their stay in Adelaide, the AETM cars operated over 250 single trips in traffic on the Glenelg line carrying over 12,500 passengers. Average load per trip was 49.5 passengers.

It is likely to be some considerable time before Museum cars again operate to Glenelg. Both from the STA and AETM viewpoint, enthusiasm was probably less for this celebration than the 1978 Street Passenger Transport Centenary. In part, this may have been due to the indecision facing the future of the Glenelg line following the recent change in State Government.

Nevertheless, the celebration demonstrates the considerable community interest in transport history and has highlighted once again that government transport authorities and museum groups can work together to produce a responsible and worthwhile public event.



## MELBOURNE PAGEANT SALUTE TO AUSTRALIA, 1980

Preserved transport vehicles again played a very large part in this festival for the third successive year. A grand parade around city streets was not held on this occasion, but individual vehicles proceeded on trips around the gardens as fancied by their owners. The Victorian Railways did not operate the Vintage Train, as had been planned, between the city and Clifton Hill, on the Monday holiday. From the preceding Monday 21 January 1980, a series of events were held, as last year. There were afternoon and evening film sessions at the State Film Centre, static displays in the City Mall and two city stores, bands, dancing and displays in the Mall and in Treasury and Flagstaff Gardens and even a Great Australian Pie Day when free hot pies were handed out. The weekend saw events moving more into the Treasury and Fitzroy Gardens with music and re-enactment of the last 200 years in Australia.

Monday 28 January 1980 was the public holiday and the main day of activity. The Fitzroy and

Treasury Gardens were the centre of activity and public interest. Families were entertained by music from various bands and wandering troubadours, and a Colonial Dance workshops was held for those interested. A large array of vintage and veteran motor cars and vehicles lined the pathways through the Gardens, while historic fire engines, preserved army vehicles and motor buses were displayed in Wellington parade. Of the latter, eight private fleet buses ranged from 1936 to 1952 vintage, three tramway buses from 1948 to 1953, while the MMTB contributed new M A N bus 103 and a chassis ready to go to the bodybuilder. A marquee was provided in the Fitzroy Gardens for the sales

*ABOVE: Horse tram 253 has just finished a trip while 256 awaits its next run. The replica Doncaster tram is behind, while Z 6 passes TMSV S 164 at the Simpson Street crossover as an SW6 waits to continue its regular journey to North Balwyn. - K.S.Kings*



*Horse trams 253 and 256 load passengers soon after the start of operations.  
- K.S.Kings*

departments of the Ballarat Tramway Preservation Society, Tramway Museum Society of Victoria, Australian Railway Historical Society and a hand-craft group. The two tramway groups reported good turnover of stock for the day.

A vintage electric tram service operated again this year, but instead of merely providing basically a tourist run (as in La Trobe Street, last year), the trams served as a means of bringing many people from the city trams and trains to the area of interest. The trams ran from Market Street crossover, along Flinders Street and Wellington Parade to Simpson Street crossover. They intermingled very well with the regular service trams on the East Burwood and North Balwyn routes, and only one instance of a short delay to a service tram is known. The MMTB supplied their two vintage trams, V214 and 676, while BTPS provided maximum traction car 40, the Bendigo Trust single truck california combination car 19 and the TMSV S class single truck california combination car 164. V214 proved the most popular tram for the day, with the three museum cars about equal and 676 trailing the figures. The TMSV also provided horse tram rides along both tracks of the Simpson Street Siding, a distance of about 130 yards or so. As well as the regular Bylands horse tram, 256, an open cross bench car, 253, was used, hauled by a hired horse. This tram

had been constructed during the last two years by their Mildura members Alan Antcliffe and Newton Williams at their homes, and was brought down to Bylands on Boxing Day to be available for the Australia Day operation. The new body to the original design is a magnificent piece of work, and will be the subject of a separate article in *TW*. Despite being quite some distance from the centre of activity in the Gardens and total lack of notices directing the public to the horse trams, both cars carried small to modest loading throughout the day, with some trips well patronised. The Doncaster Historical Society also participated and displayed their replica of the open cross bench Box Hill to Doncaster tram adjacent to the horse trams on the Simpson Street siding. Their members answered many questions about the car and original line, as well as advertising their historical Schramms Cottage at Victoria Street, Doncaster. Details of the construction of this car will be given in a future issue of *TW*.

• An impromptu exhibit - virtually a "ring in" - was ex-MMTB tower wagon No. 16. It had been purchased by SPER via COTMA and collected by SPER member Mal MacAuley the previous Friday. When the wagon arrived at the Simpson Street siding about noon it received an explanatory label and became part of the display! The area thus



became quite unique - the first interstate tramway museum display and the first triple replica vehicle display in tramway museum events in Australia. That is, SPER's tower wagon (originally a Sydney vehicle, purchased by the MMTB at the Sydney closure and heading north to Loftus museum as a working exhibit) and the TMSV's horse trams, formed the interstate tramway museum display. The triple replica vehicle display consisted of the TMSV's replica of Zoo horse tram 256 (a standard

cable trailer restored as Zoo horse tram 256), newly built open car 253 built to the original design for the original 253, and Doncaster replica original electric tramcar. The tramway societies played their part well in the overall pattern of the day and provided not only interesting displays and exhibits (as did all other participants), but joined the various venues together with the vital link of public transport in conjunction with the MMTB's special cars and regular services. *TO BE CONTINUED*



*Late afternoon saw the number of passengers decline but permitted this unobstructed view of horse trams 256 and 253, with the Doncaster electric tram on the right. - K.S.Kings*

## *Festival of Sydney*

### THE GREAT SYDNEY HARBOUR FERRY BOAT RACE

While trams were the centre of attraction in festivities in Adelaide and Melbourne, ferries represented public transport in Sydney when on Sunday 20 January 1980 *The Great Sydney Harbour Ferry Boat Race* was staged as part of the Festival of Sydney.

Five PTC ferries participated over a course from the Harbour Bridge up the harbour, around Cockatoo Island, back down the harbour, around Shark Island and return to the Bridge, then around again.

The ferries, which were sponsored and carried invited passengers were:

<i>Lady Woodward</i>	of 1970
<i>Lady Cutler</i>	of 1968
<i>Karingal</i>	of 1913
<i>Karrabee</i>	of 1913
<i>Kanangra</i>	of 1912

The last three are wooden ex steamers. The *Lady Wakehurst*, along with a throng of other craft, followed and mingled with the competitors. This ferry was under instructions not to win.

*Lady Woodward* was first home, followed by *Kanangra*, *Karingal*, *Karrabee* and *Lady Cutler*.

# 60 YEARS OF THE M&MTB

By K.S. Kings

Continued

## VARIETY ON WHEELS

The middle 'twenties to middle 'thirties was to see the greatest array of tramcar types and styles designed and built by the Board. But the first essential to such a programme was a suitable place with the necessary equipment for such to be constructed. The early 'twenties saw steel frames and bogie frames manufactured at the Cable Repair Shops at Nicholson Street, wooden bodywork being done in temporary sheds behind the North Fitzroy cable car shed, painting and varnishing carried out at Preston and Glenhuntly depots and contracts let to private firms for completed bodies, while on the running maintenance and overhaul side, workshops at Malvern, Hawthorn, Coburg and Essendon depots played their part for cars in their areas. Without doubt, one good workshop was desperately needed.

The site selected covered 17 acres at Preston, a northern suburb and was opposite the Preston Depot. Contracts were let progressively for each building in the overall plan and the Paint and Car Erecting Shops were completed early in 1925, together with their traverser. The main Store and Sub Station were finished during 1925-6, with the large building to house Truck, Wheel, Machine, Fitting and Electrical Shops, together with the traverser to the car shop, following during the third quarter of 1926. The timber storage racks, Office block, Blacksmiths and Plate Shops, Foundry and Pattern Shop, were finished in the next few months and finally the Mess Hall and its amenities. The buildings were furnished with the best machines and equipment available at the time for the multitude of jobs to be done, including many new or serviceable items from the small superseded workshops. Preston thus became the most modern tramway workshops in Australia and was the subject of a number of inspections in subsequent years by VIPs.

Preston Workshops absorbed the maintenance, overhaul and new construction tasks for the whole system, the latter immediately consisting of W class cars for the cable conversions and subsequently W1 and W2 types. The master plan envisaged full development of the site to be able to handle a fleet of 1200 tramcars. The buildings constructed allowed for easy extension northwards as required and initially catered for expansion during the next one or two decades. New depots and extensions to some existing running sheds were built to house the expanding electric car fleet.

The first of the different types of cars were commenced before Preston Workshops was completed when the Nicholson Street Repair Shops constructed the steel frames for ten X1 four wheel cars. This design was based on the Birney cars, but they were given four doors. They entered service from late 1926 to mid 1928 and appear to have been used on lightly trafficked routes from Glenhuntly Depot. Nos. 462, 463 and 466 were at Hawthorn Depot for a while, the former being used on Tourist Car services and the latter on the Power Street shuttle, being fitted with a bow collector. Six of these cars were sent to the isolated Footscray system in June 1928 to permit the Ballarat Road route to be one man operated from 1 July. The other four cars were received there the next June and the Williamstown Road route became one man operated from the 9th and was worked in conjunction with the Ballarat Road line. During 1930 six cars designated X2 class were built, being a little larger than the X1 type but with only two doors. Five arrived at Footscray during August and September 1930 and permitted the remaining route, Russell Street, to become one man on 13 September. The remaining car, 675, remained on the main system. The Board was experimenting with many items of special equipment at this period to develop a better and quieter tramcar and the method of transmitting the power from the motors to the wheels was one matter investigated. Consequently two cars of each class had special gears instead of the usual spur gears. All were removed over the following years. The Russell Street conversion date also saw the introduction of fare boxes on these three routes, which system lasted until 9 June 1936 when block tickets were re-introduced. During July and August 1930 all the Footscray cars had the trolley wheel replaced by a graphite lubricated sliding shoe. This arrangement ceased about July 1940. A much improved type of trolley wheel had been obtained by this time, so it was decided that the messy graphite would no longer be used.

Tramcar 469 made its debut in June 1927. It was a complete change of design for Australia, having front and centre folding doors, a straight floor, mainly tip over transverse seats with longitudinal seats at the doorways and no bulkheads. It was designed primarily as a tourist car, which service it commenced on 16 September 1927. This 24 mile circular route proved very popular and one of the X1 class was also used at times. Subsequently the Nicholson Street Repair Shops constructed a

special motor bus during 1928-9 which ran a series of six special sight seeing tours every week. This Y class car was followed by a modified version known as the Y1. These were built with the object of experimenting with one man operation on lightly trafficked routes, but evidence of their being used as such on day services is not to hand. These four classes of cars all had safety equipment which was later removed over a number of years.

During the late 1920s and early 1930s a number of cars were converted from old passenger cars or built new, for various types of work, mainly connected with track construction and maintenance.

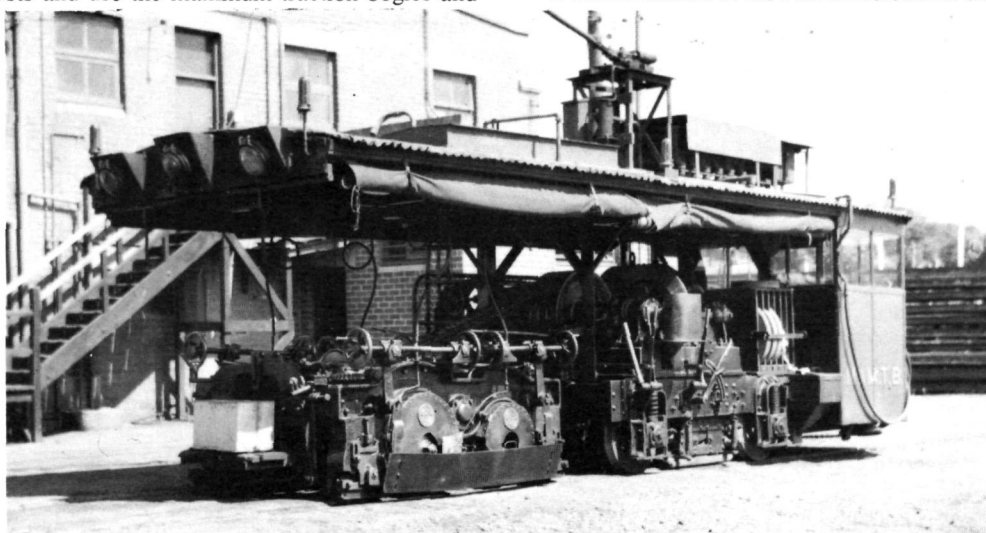
One aspect of the previously mentioned experiments was the evolution of the W3 type tramcar. It is basically a W2 layout, but with a steel frame, improved bogies and wood used for floor, roof and interior linings only. It was quieter, and gave a smoother ride, but its 33 inch wheels resulted in high steps. Consequently, the W4 was designed to use these smooth riding bogies by building the body down and around them. The tops of the wheels were above floor height, but ran under four sets of two and two back to back seats in each saloon. The results were good, but the wide saloons caused the drop centre frames to be set in to accommodate the steps. This increased construction problems and costs and the then prevailing financial depression helped seal the fate of more than five cars being built. During January and February 1935, five 'new' tramcars entered service. They consisted of new bodies, similar to the W4, on reclaimed bogies and equipment. The Board had decided to scrap the remaining 39 bodies it had inherited from two of the Trusts and use the maximum traction bogies and

electrical equipment in new bodies. It was soon found that the results were not fully satisfactory and the other 34 cars were cancelled. These five cars were designated the CW5 class.

## END OF THE CABLES

By the middle of 1934 the Board had decided that the Brunswick and North Melbourne cable tram routes should be converted to electric tramways as soon as possible and planning was commenced. The Board wanted to construct the section along Royal Parade in open ballast but this was opposed by the Melbourne City Council, whose appeal to the Governor-in-Council was upheld. The North and West Melbourne routes closed on 20 July 1935 and conversion of the North line commenced two days later, motor buses being used to carry passengers while work progressed. It would have been uneconomical to either continue to run the North Melbourne engine house for the West Melbourne route or convert it to electric trams, so motor buses were permanently substituted. The North Melbourne engine house continued to operate until 10 August 1935 to power the Brunswick cars to the Elizabeth Street terminus. The North Melbourne route was opened to electric trams on 29 September 1935 as far as the Victoria and Elizabeth Streets corner and to Elizabeth and Flinders Streets on 17 November. The northern end of Elizabeth Street, Victoria Street to Flemington Road, was opened on 29 December 1935 and enabled the Essendon cars to run down Elizabeth Street while the Maribyrnong cars came in via North Melbourne.

With the closure of the North Melbourne engine



*One of the specialised works vehicles introduced by the Board. Reciprocating Rail Grinder 2 is still in the old olive paint scheme as it stands in South Melbourne Permanent Way Yard on 9.3.1959. - K.S.Kings*

house, the Elizabeth Street cable was spliced onto the Brunswick cable. The heavily trafficked Brunswick route was cut back in three stages for conversion: to Victoria Street on 16 September 1935; to Leonard Street Parkville on 16 November; and the remainder to Moreland Road on 11 January 1936. The electric trams also commenced running in three stages: to Leonard Street on 12 January 1936; to Park Street on 22 February; and to Moreland Road on 26 April 1936. This connection allowed the North Coburg cars to proceed south along Sydney Road, Royal Parade and Elizabeth Street to Flinders Street, while Moreland Road was catered for by a service worked in conjunction with the East Coburg line.

A new electric tram shed was constructed adjacent to the old Brunswick cable shed, while a fleet of W5 class trams was allocated to this depot and Essendon to run the service. The W5 cars had evolved from the W4 and CW5 types and featured newer control gear and a return to the small wheels of the W2 but used W4 style bogies. A total of 120 were placed in service from late 1935 until early 1939.

The North Carlton (Rathdown Street) cable tram route was abandoned and converted to buses on 2 August 1936, extended northwards to Nicholson and Blyth Streets East Brunswick and brought into the city via Russell and Flinders Streets to terminate at Elizabeth Street.

The South Melbourne engine house was the next to cease operating; being closed on 13 March 1937. The Port Melbourne cable tram route was permanently converted to motor buses and work started to construct electric tram tracks on the South Melbourne line. The route varied in that the electric trams did not turn from Clarendon Street into City Road, Queens Bridge Street and Market Street, but remained in Clarendon Street, crossed the Spencer Street Bridge into Spencer Street and turned into Collins Street from where they were through routed with the Preston cars. This service commenced on 25 July 1937. The Port Melbourne buses were through routed with the East Brunswick service. The Carlton (Collingwood) cable tram route survived another two years until taken over permanently by motor buses on 16 April 1939 and subsequently extended to Kew Junction and North Kew.

The only cable trams now remaining were the two routes using Bourke Street and running to Northcote and Nicholson Street, a total of 7.894 route miles of the 45.983 route miles which once operated so successfully. Planning was in hand in 1937 and a closed type of electric car was being considered for the conversion.

At this juncture, it must be mentioned that Mr. Alex Cameron had retired on 31 December 1935

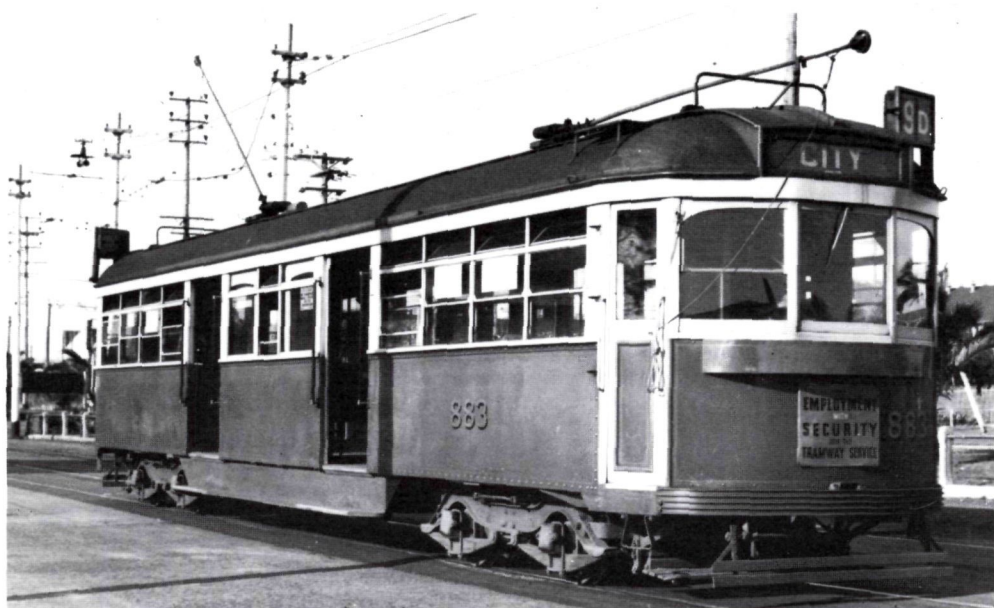
and that Mr. H.H. Bell Snr had succeeded him as Chairman. Mr. Bell had been a member of the Hawthorn Tramways Trust and was appointed to the M & MTB at its inception. He was sent overseas by the Board in March 1938 to study transport in the United Kingdom, Europe and America. He returned with much useful information and many impressions, amongst which were very favourable thoughts on the operation of the latest compression ignition (diesel) buses. He recommended that these vehicles be tried on the Bourke Street routes instead of early conversion to electric trams and the Board concurred. Accordingly, one double deck bus was imported in sections, 44 more ordered with bodies by Melbourne and Adelaide contractors and 25 single deck buses ordered with bodies by Preston Workshops.

It had been hoped that the conversion would take place in March 1940, but war broke out in Europe on 3 September 1939 and the Board deferred closing the cable lines so that fuel stocks could be conserved. Eventually the condition of the rope was causing serious concern and the cable trams were retired, without notice, on the evening of 26 October 1940 - exactly 55 years from their first test run. The East Brunswick bus was routed straight down Nicholson Street and the Rathdown Street service terminated at the old cable tram terminus, while the Port Melbourne buses were through routed to North Kew. The No. 1 grip and trailer cars had run more than 1,600,000 miles since inaugurating the service on 11 November 1885 and were presented to the Technological Museum for future display to the public. The last cable tram had departed from Spencer Street along Bourke Street; the first cable tram had departed from Bourke Street along Spencer Street; the last few yards of cable tram track to remain in Melbourne is in Bourke Street at the Spencer Street building line; surely a most historic corner.

## THE MOTOR BUS REAPPEARS

When the Williamstown and Barkers Road bus routes ceased in 1930-31, the Board almost stopped being a bus operator. During 1932-34 it ran the Tourist Bus only, with reasonable financial results. The year 1930 saw ten of the old buses given new chassis and solid rubber tyres replaced by pneumatic tyres on others, while the next five years saw over half the old buses sold. As mentioned, the bus fleet was overhauled and used during the conversion of the Elizabeth Street cable tram routes, from 21 July 1935 to 25 April 1936, the West Melbourne route became permanently operated by buses from the former date and was followed by the North Carlton route on 2 August of the same year. Permits were granted to operate





*SW6 883 shunts at Thornbury crossover in St. Georges Road on 1.11.50.  
It still has the dash canopy lighting, advertising board and edge lining.  
-K.S.Kings*

buses from Footscray to Sunshine, Footscray to Moonee Ponds, City to Williamstown via the ferry and City to Fishermen's Bend (Coode Canal) by early 1936. Consequently 54 buses were ordered, including one Daimler with fluid flywheel and self changing gearbox.

The South Melbourne cable tram conversion required the use of buses from 14 March to 24 July 1937, while the Port Melbourne route became a permanent bus route on the former date and was through routed to East Brunswick, the extension of the North Carlton route. Deliveries of the previously mentioned buses enabled these routes to be operated, together with routes from Footscray to Sunshine and Moonee Ponds via both Maribyrong and Ascot Vale, from 6 December 1936. A small bus garage was built adjacent to the tram depot at Footscray, while a new bus depot was opened at Port Melbourne. There were 71 buses operating 27,485 miles of route at 30 June 1937. Sunday morning services commenced from 4 October 1936 on the Port Melbourne and Footscray to Moonee Ponds via Maribyrong routes.

With the conversion of the Carlton (Collingwood) cable tramway pending, application was made to extend the buses to East Kew, but negotiations to takeover the private operators who ran this section were protracted. The conversion took place on 16 April 1939, but Kew Junction was not reached until 29 December 1940 and East Kew on 19 January 1941. Additional buses were ordered

for expanding services and route variations and extensions, including the 45 double deck and 25 single deck for the Bourke Street cable tramway conversion. A new tourist bus was ordered to supplement the existing vehicle and it was received from Canada and commissioned on 7 March 1939. The old Cable Repair Shops in Nicholson Street were partly demolished and the site used to construct a bus workshop and depot, while a small bus parking yard was provided at Collingwood.

World War 2 caused many problems and was soon responsible for the cessation of the tourist bus outings as well as experiments with coal gas as a substitute fuel for petrol and oil. A number of special bus services to munitions plants were commenced and this traffic, plus that generated by petrol rationing put a severe strain on the vehicles available, which were supplemented by purchasing many buses from private operators whose services had been reduced or eliminated, including tourist licences. At 30 June 1941 there were 205 buses operating 63,883 route miles. During 1942, 59 'Munitions' buses were built to an extremely elementary design, due to the emergency and these were followed by 47 'Austerity' buses during 1943-46, these latter being designed for some post war use. At 30 June 1945 there were 326 buses on the roster operating 64,992 miles of normal route, 18,716 miles of all night services and 14 special services to munitions factories.

## LUXURY TRAMS AND WAR

The tramway side of the undertaking benefited in a number of ways from Mr. Bell's overseas trip. The canvas weather blinds which protected the entrances from the elements were replaced by driver controlled pneumatically operated sliding doors, while car interiors took on a new look. Preston Workshops were already converting the last four of the open drop centre W1 class to sliding doors and these appeared during 1938. The first 'Luxury' car, 850, entered service on 31 March 1939 and featured sliding doors, tip over seats in the saloons, lined ceilings, public address system and a number of lesser items. It was followed by the last of the W5 cars, 840 - 849, which had been modified during construction to be similar to 850, except for the saloon seating. These were classified SW5 and 850 as SW6. Another 39 trams similar to 850 were built before a form of austerity seating was introduced in the saloons - the tip over seats were replaced by fixed seating. Despite extremely difficult conditions and much time devoted to the war effort, Preston Workshops continued to build new trams as they were desperately needed to handle rapidly increasing traffic at all hours of day and night and no. 900 entered service a fortnight before hostilities ceased.

Several tramway extensions had been built, as well as duplications and track relaying in the late 1930s and these were followed by others in the West Maribyrnong, Maidstone, Ascot Vale and Essendon Aerodrome areas during 1940-3. These works necessitated the extension of Essendon Depot to enable it to accommodate the additional trams to operate these lines. The man power shortage caused the employment of conductresses from 4 September 1941, but, although several hundred were soon on duty, long hours were still worked by the traffic staff. Sunday morning tram services had been introduced on 4 October 1936 (on all cable and electric routes and also two bus routes), while 14 February 1937 saw the commencement of all night trams on eight routes. The former proved quite popular from their inception, but the latter, even on their limited headways, were poorly patronised. The war proved a boom for them! The number of routes operated was increased until most of the main system was covered and headways were improved, as shift workers were carried to munitions plants and other factories.

The Footscray system, which was still isolated, participated in these hectic days and received additional trams for its increased munitions traffic, so much so, that, when the last tram ran in for the night it just cleared the footpath at the depot gate! It was on the local route to Russell Street on 14 July 1943 that 459 possibly made tramway history - it collided with an army tank! It was badly damaged

and was transferred to Preston Workshops for major repairs and 675 was sent from Glenhuntly Depot to replace it. The Footscray trams were still one man operated and industrial trouble brewed for quite some time due to the extremely heavy loads being carried. Additional man power was made available early in 1945 and two man operation commenced from 15 May.

The world wide scope of the war soon meant that Australia faced a genuine crisis at home for the first time in its history and brown out and black out precautions became a fact in late 1941. All trams and buses were fitted with equipment to dim interior lights while cowls were used on headlights to prevent the glow being seen from above. A special emergency van was constructed and equipped with tools and other implements, while a breakdown wagon and crane waggon were also commissioned. Members of the staff at Head Office, depots and workshops were trained in fire fighting and first aid. Several trams and buses were painted for successive war loan advertising, while even Wattle Park made its contribution by vegetables being produced instead of flowers in the garden beds. Traffic-wise, records were made to be broken. The maximum number of passengers carried was for the year 1944-5, with 354,803,116 (284,139,431 by tram and 70,663,685 by bus), using 1058 vehicles (740 trams and 318 buses). The figures for 1938-9 were 194,005,841 (20,826,544 by cable tram, 161,267,858 by electric tram and 11,911,439 by bus) using 881 vehicles (98 cable trams, 670 electric trams and 113 buses). The maximum tram miles were run in 1943-4 with 23,000,054, buses in 1942-3 with 8,613,380, while the maximum for both combined was in 1942-3 with 31,539,028.

## THE PROBLEMS OF PEACE

In August 1943 the Board reviewed the operation of buses on the Bourke Street routes since the cable tram conversion of October 1940 and concluded that they had not been fully successful in meeting the transport needs of the two routes concerned. The matter was referred to the local councils concerned - Melbourne, Fitzroy, Collingwood and Northcote - and they agreed unanimously. Consequently, the Board decided to proceed with the work of converting the route to electric trams as an immediate post war task, noting that it would assist in making the transition from war to peace somewhat easier. A number of other items of extensions, conversions and associated depots and sub stations were also decided upon, together with the continued construction of tramcars and it was hoped to finance same from within the undertaking. An approach had been made to the Broken Hill Proprietary Company Limited some years previously about rolling grooved tram rail in Australia,



*One of a kind PCC car 980 is followed along Victoria Parade by another rarity, Y1 610, on a special working in 1969.*

but the limited quantity involved had made this uneconomical. The Board made fresh enquiries and after enlisting the aid of tramway authorities in Adelaide, Brisbane, Hobart, Sydney and the Victorian Railways in Melbourne who agreed to take 6000 tons in addition to the Board's 5000 tons, BHP agreed to submit a quotation in competition with English and American companies when tenders were called. The BHP tender was the lowest received and was therefore accepted. The 102lb Australian Standard grooved tramway rail was soon to become a reality.

When Mr. Bell had been in USA in 1938, he had been most impressed with the PCC type tramcar and had entered into negotiations to have one car imported complete and to build others locally or adapt their features to new rolling stock. The Customs Department refused to permit duty free entry of a sample car to Australia and the war caused further negotiations to be suspended. Same were resumed early in 1946 and three senior officers were sent overseas to study a number of matters, including the PCC and the possibility of finalising the matter. The result was a decision to import one car set of bogies and electrical equipment for installation in one of the Board's standard tramcar bodies and to enter into a licence agreement for the manufacture or sub licencing of complete or partial construction of tramcars or equipment in Australia. The outcome was that construction commenced in January 1949 of a standard SW6 type frame at Preston Workshops and a number of modifications were made to the body while it was being built. Ducting was installed

beneath the floor to supply force ventilation to the traction motors, the drop centre floor was raised to be level with the saloon floor to accommodate additional electrical equipment and this necessitated a modified step arrangement at the doorways, the windscreens were redesigned and the route number boxes included within the end roof canopies. Longitudinal upholstered seating was used in the centre and interior lighting and ventilation was modified. Hand controls replaced the PCC foot controls. The car, numbered 980, was completed in June 1950, tested, displayed to the press and public and it entered service the next month from Malvern Depot. It worked the cross suburban route from Kew to St. Kilda Beach as it was feared that standard cars might become involved in rear end collisions with it in close city traffic if its emergency brake was used. It was impossible for more than a minority of the drivers at the large Malvern Depot to be kept trained to drive it, due to staff turn over, and it therefore saw limited service. In August 1960 it was transferred to the small Nicholson Street North Fitzroy Depot where it operated on a normal basis on the East Brunswick route from Bourke Street City, with some trips to East Preston, until May 1971.

The first few years after the war proved quite a boom period with everyone wanting to hire labour and build things and buy items that had been in short supply or unobtainable since 1940. In common with most government and semi-government bodies, the M & MTB found that there was a serious gap between its plans and the results. There was an appalling shortage of staff, particular-



ly in the traffic section and the arrears of maintenance on tramcars, buses and tracks could not be overtaken, let alone new works started. Preston Workshops managed to build several new trams a year, overhaul as many as possible and carry out several minor modifications to improve the cars. The permanent way branch carried out some duplications and relaying works and slowly constructed the Latrobe Street diversion line across the north end of the City. A number of schemes for extensions were prepared and submitted to the Parliamentary Public Works Committee, which body approved some and rejected others.

The early 1950s also saw the start of operating economies. The small Coburg Depot was closed on 11 October 1952 and its services absorbed by the neighbouring Brunswick Depot. Reductions to the basic off peak headway of a tram every 10 minutes commenced and many routes were cut to a 12 minute service. Costs were rising rapidly in the post war boom and fare increases became a periodical event. Initially, the State Government tended to minimise these increases, but an increasing accumulated deficit caused this attitude to be eased. (The Board was still financially independent and its losses not covered from consolidated revenue.)

Mr. H.H. Bell retired as Chairman of the M & MTB on 30 September 1949 but was retained as Consultant until the end of the year. Mr. Bell had been Chairman for nearly 14 years and had served as a Member for 16 years prior to this. He was succeeded by Mr. R.J.H. Risson, who had held the position of Assistant Manager of the Brisbane City Council Tramways Department.

### NEW BUSES FOR OLD

The bus fleet emerged from the war with its heavy diesels starting to show the strain and the majority of the fleet consisting of smaller units, the latter made up of emergency 'Munitions' buses, limited life 'Austerity' buses and a batch of sundry vehicles purchased from private operators. The Board had ordered 67 diesel chassis from England in 1941 and they were received in 1947. Forty of these received bodies in Sydney and the remaining 27 were fitted out by Preston Workshops. They entered service from 5 August 1947 to 12 July 1949 and each seated 31 passengers. A subsequent order for 30 buses received Sydney bodies seating 41 passengers and were placed in service during 1950. Another 65 buses with 41 seat bodies from Sydney were placed in service from 1951 to 1953, while two Melbourne firms built 70 bodies from 1952 to 1954. The influx of these 232 new buses in less than seven years caused a dramatic transformation to the bus fleet and most of the old vehicles were retired and sold. The last of the double deckers were retired early in 1954. All the post war diesels had been fitted with two driver operated sliding doors

and route number boxes and the latter were brought into use early in 1954.

The late 1940s had seen the progressive termination of the special services operated to munitions factories, some variations to other services to meet changing conditions and requests for new services. September 1950 saw the introduction of queues at loading points at the YMCA, City South and at selected stops in Bourke Street in June 1951. Two other experiments were conducted on the Bourke Street buses. Honesty boxes were fitted to the 45 double deckers on 7 April 1952 but results were poor and their use was not extended. Four of the first batch of 41 seat vehicles had signs painted at their doorways introducing circulation loading - in at the front and out at the rear. The early response was good, particularly when supervised by inspectors, but the overall situation did not warrant its continuance. This took place in May and June 1950. The maximum number of buses was reached in June 1945 with 345 vehicles in the fleet. June 1951 also saw the introduction of street collection of fares by conductors equipped with ticket issuing machines, at four main stops in the city area. This proved successful and their usage was extended.

Surveys were carried out late in 1953 on the North Kew and Sunshine/Deer Park bus routes to obtain the likely patronage for express or minimum fare buses. The results showed that minimum fare buses on the North Kew route would be warranted and they commenced on 12 October 1953. Industrial action took place about this time in relation to the use of ticket machines by bus drivers and the question of one man operation of buses with more than 31 seats. The Board wanted to introduce 41 passenger buses on existing one man routes but the employees union refused to drive them. A series of strikes, negotiations and trials ensued, during which tenders were called from private operators to permanently take over the affected services. Decisions were handed down, but the problem arose more than once down the years emerging in the late 1960s afresh when the remaining two man routes were rostered to be run by 31 seaters as one man routes. The union refused to crew these buses and a series of arbitration and court decisions and reversals followed, resulting in the situation that the Board cannot convert a two man tram or bus route to one man operation without consent of the union.

The conversion of the Bourke Street bus routes to electric trams in 1955 and 1956 caused the withdrawal of most of the remaining pre war buses and the storage of the first 30 post war 41 seat vehicles. Twentyfive new vehicles were commissioned late in 1956 to operate a new route from the City to North Carlton and thence to Heidelberg, initially serving the village for the Olympic Games competitors. These vehicles were the Board's first





*Half cab bus 365 at Clifton Hill terminus on 21.5.55 is typical of the new vehicles placed in service between 1947 and 1954. Both 31 and 41 seaters were provided and the last of these will not be withdrawn until 1980. - K.S.Kings*

underfloor engined buses, but unfortunately suffer from having their rear end shortened to reduce them to 31 seat capacity to comply with the need to one man operate this route. The 30 big stored buses returned to service as part of the Board's contribution towards moving the athletes to and from their venues, after which they were again withdrawn and subsequently sold. North Fitzroy Depot was provided with a bus washing machine (and other depots likewise, subsequently) and a vacuum cleaner unit - a large extractor fan, room sized receptacle and concertina connection to the bus - to assist in cleaning the interiors of the vehicles.

Melbourne's all night trams ran their last on Saturday 16 February 1957 and a lesser number of buses took over on extended headways along revised routes. Even these economy measures were insufficient to cut the losses on the service caused as passengers went by car instead and they were completely withdrawn on 17 November 1968. The Victorian Railways decided to withdraw the electric train service on the Fawkner line from late afternoon every Sunday from 7 September 1958 to cut losses on this service and arranged with the M&MTB for the passengers to use the North Coburg tram route and then to transfer to a tramway bus for the journey onwards to Fawkner. (It is interesting to note that the Melbourne, Brunswick and Coburg Tramways Trust put 'Fawkner' on its destination rolls when it opened to North Coburg in 1916!) The

electrical railway service was gradually extended in stages and this Sunday evening service followed suit, firstly reaching Gowrie and then Upfield on 8 January 1967. However, Sunday trains were withdrawn completely and the tram/bus service ran all day from 6 June 1971.



*Birney 218 (X class) waits at Point Ormond on 29.4.50. The X1 and X2 classes were derived from this design. - K.S.Kings*

# CITY SECTION

## *News of the Melbourne and Metropolitan Tramways Board*

Some of the adjustments to tram services outlined in the previous report were not put into effect. Most routes lost one run in each peak period and Saturday morning headways were lengthened. 'Section Saver' pre paid strips of tickets are now on sale for advance purchase at a discount. Six bus trips each in the morning and evening peak periods on the West Heidelberg route operate via the Eastern Freeway, running between the Chandler Highway exit and Darebin Road via Grange Road. This routing began in November.

More prow type safety zones are being installed at selected tram stops while safety zones in Bourke Street have been lengthened to accommodate two Z3 trams (that is, to allow for the rear doors on the second car to open into the safety zone).

Z class tramcars commenced operating in Elizabeth Street Melbourne on the North Coburg route on Monday 14 January 1980. Five runs are tabled and Brunswick Depot has been allocated cars 35 to 41 inclusive. Additional cars will be rostered periodically until all the North Coburg route is served by Z cars, whereupon Essendon Depot will start to run them on the Essendon Airport route, until all services in Elizabeth Street will be operated by these cars. Each depot will retain a complement of green cars to work their other routes. Two Z cars were noted at the Elizabeth Street terminus on Wednesday 9 January testing the lengths of the shunting positions at the dead end. They were 36 and 38.

The first of the new MAN chassied buses with Ansair bodies entered service from Doncaster Depot on Tuesday 18 December 1979. By late January 100 to 105 were in use. It is expected that the planned rate of delivery for these buses will allow the last AEC Mark 3 to be withdrawn about the end of April, thus ending an historic era of half cab bus operation for the M&MTB.

Politicians have been vocal in Parliament regarding street transport. A northern suburbs Member has expressed concern at the use of re-treaded and recapped tyres on Doncaster Depot buses (eastern suburbs!).

### *M. & M. T. B. Annual Report 1978-79*

The new style format introduced with the 1977-78 report has been continued and features a colour photograph of the front off side of Z3 class leader 116 on the front cover.

While progress was made in upgrading tram

and bus services, the financial side of the undertaking slipped further from its once proud profit or more or less break even position to the realms of transport concerns the world over - huge losses. The State Government contributed some \$34.5M in direct and indirect subsidies, leaving a deficit of nearly \$2.9M to be added to the accumulated loss which became \$18.66M.

The highlight of the year was the opening on 19 July 1978 of the 3.4km tramway extension to East Burwood. This event was well supported by the new limited stop bus service from the City across the Westgate Bridge to North Altona (commenced 20 November 1978), completion of the extended order for 115 Z class trams, completion of the order for 100 Volvo buses and the continuation of tram track renewal in mass concrete to rail head. Major overhauls to tramcars continued at Preston Workshops, with modernisation work being carried out on W5, W6 and W7 class cars. Two of the Board's elderly four wheel tramcars were reconditioned (one being largely rebuilt) for a tourist service, which commenced on 4 February 1979.

A fare increase in the previous year gained revenue without loss of patronage, mainly due to the introduction of concession tickets for regular passengers. These tickets proved very popular and the report states that other types of pre purchased concession tickets are planned. This is aimed at reducing the sale of tickets on the vehicles.

The experimental use of median strips and jiggle bars in Nicholson Street Fitzroy and Melbourne has proved them both practical and successful. The Board hopes to extend the use of this system to other wide thoroughfares. Likewise, the Board is interested in bus lanes and the short section at the western end of the Eastern Freeway has proved its value. The report laments the delay in commencing the trial bus lane in Johnson Street Collingwood, recommended in August 1978 after a detailed study by consultants.

Concern is expressed at the rising costs of direct wages and materials purchased, as well as their indirect derivatives. The projected 57% increase in diesel fuel costs as against 18% in electricity charges for 1979-80 brings forth a comment that Melbourne was wise to retain trams and that the potential of the trolleybus must be considered. Indeed, studies are in progress but, although the vehicle is desirable a significant capital outlay would be required.

# ★ Museum Notes and News

## C.O.T.M.A.

### News from the Council of Tramway Museums of Australasia

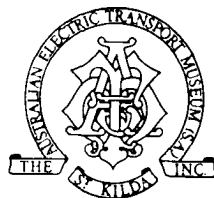
The fifth Conference of tramway museums of Australia and New Zealand will be held in Brisbane from Saturday 14 June to Tuesday 17 June 1980. The programme, briefly, is to attend the Ferny Grove Museum of the BTMS at noon on the Saturday for the official opening of the museum, followed by a luncheon and then the official opening of the Conference. Papers on specific subjects will be delivered, to be followed by workshop (discussion) sessions. Excursions will be held to watch the museum at Ferny Grove under operating conditions, to inspect the recently opened Brisbane suburban railway electrification and to the Australian Narrow Gauge Railway Museum at Woodford. The COTMA General Meeting will be held on

the Tuesday morning followed by a closing luncheon.

COTMA has again been able to help the MMTB place items of surplus equipment with member societies. The Board decided to dispose of two tower waggons late last year. The BTPS and SPER applied for one each. The Board approved of these applications and arrangements were made for collection early in 1980. SPER collected theirs on the Friday before the Australia Day holiday weekend and after being on display on the Monday returned to Sydney, from where both vehicles were obtained after the tramway closure, and was promptly put to work the following weekend. The other one went to Ballarat early in February.

## ST KILDA . . .

### Australian Electric Transport Museum



Despite the fact that three of the Museum's cars were operating on the Glenelg tramway, excellent visitor figures were recorded at St. Kilda in the 1979-1980 Christmas-New Year holiday period. Despite the added demands of providing additional traffic staff both to maintain services at St. Kilda and to provide advisory and despatching for all the Museum car runs on the Glenelg line, a number of worthwhile major workshop and track projects were carried out in this period.

#### Track Renewal

After cars 282, 294 and 281 had been despatched to City Depot, track 6 leading to the depot was closed and the rails and sleepers lifted. This was among the earliest track laid outside the depot, being put down in some haste in 1964 to receive car 381 when it was transferred to the Museum from Maylands Depot. Rail available for the job had been very poor 40 lb material previously excavated from a scrapyard at Dry Creek. Sleepers too were old tramway ones which had substantially deteriorated. The track was relaid in concrete using good 40 lb rail salvaged from the Lakeside relay some years ago. To maintain the appearance of the

depot fan, the top of the relay was finished in quarry rubble. Provision was made for track drains during the work.

#### Electrical Work

Changes have been made to the substation to incorporate a bell alarm which operates if the DC power supply fails. This facility is particularly designed to notify despatchers of minor surges of AC power which may do no more than flicker display lighting at the depot but are sufficient to drop out circuit breakers on the DC supply. New earth return wiring has also been laid from the depot fan to the substation.

#### Brussels Truck Used

Car 42 was jacked up in December and its original truck removed and replaced by one of the recently imported Brussels trucks. Although the truck was of generally suitable dimensions, it is higher than the original one by about 10 inches and it will be necessary to modify the suspension system to lower the floor level of the car. Ex Melbourne controllers have also been installed on the car in preparation for rewiring.

**Other Car News**

Cars 282 and 294 were returned from City Depot to St. Kilda on 6 February 1980. 381 followed the next day.

The open loop fitted above the front windows of W2 294 to guide the trolley pole rope and prevent it fouling other fittings including the headlight and windscreen wiper evoked con-

siderable interest while the car was at City Depot. In consequence, similar loops from W2 529 have been fitted experimentally to H 374 to see if they will help reduce the frequency of dewirements on the Glenelg line.

One of the CP 27 compressors obtained by the AETM from Melbourne under the auspices of COTMA has been operating in traffic on H 369 since December.

**FERNY GROVE ...****Brisbane Tramway Museum Society**

After many years of painstaking work led by the Museum's Electrical Branch Manager John Hudson, it is pleasing to report that 600 volts DC is now being produced by mercury arc rectifying equipment that was obtained from two Brisbane tramway sub stations. Fears were held that the glass bulbs would not restart after lying dormant for ten years. However, this proved not to be the case and it was possible to light a number of trams on the weekend of 17-18 November 1979 when the museum was open to the public in conjunction with the inaugurat-

ion of electric trains on the Ferny Grove to Darra line.

Meanwhile, the inspection pit has advanced to the stage where it can now be used, although some finishing touches and peripheral concreting remain to be done.

Work is continuing on the refurbishment of drop centre car 277 and it is expected to be ready for service as the training car early in February.

*The substation stands beside the no. 1 depot fan. - R.E.Hall*





## TROLLEY WIRE

It now appears certain that the Division of Occupational Safety, Queensland Department of Industrial Relations will be responsible for ensuring that the Museum complies with statutory safety requirements with respect to track and tramcars. The Division will also issue driving permits for members to drive passenger carrying tramcars. It is pleasing that all these safety aspects will be under the control of only one Government Department.

FEBRUARY, 1980

The booklet for presentation to private companies who may be able to assist the Museum has been completed. Society President Bill Daniells presented adraft copy to Dr. Llew Edwards, Deputy Premier and Treasurer, who has agreed to write an introductory letter for inclusion with the booklet.

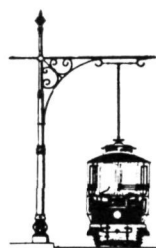
*Combination car 47 and Phoenix car 554 stand on the mass concreted fan of no. 1 depot.*

-Tim Atherton



## LOFTUS ...

### South Pacific Electric Railway



#### Tower Waggon

The latest exhibit, albeit a working one, is another road vehicle. When the Sydney tramways closed in 1961 three tower waggons went to the MMTB. As detailed in the COTMA news, SPER

obtained one of these in January; the unit is a 1947 K type Bedford, MMTB no. 16.

Mal McAulay went to Melbourne for the Pageant on the Australia Day weekend. He picked up the waggon from Coburg on Friday and arranged permits etc. to drive it back to

Sydney after the weekend. So at a top speed of 32 mph Mal eventually made it back to Sydney without trouble.

### Ultimo Depot

The 1898 Ultimo electric tram depot building and the adjoining power station building are to be remodelled to become the new home for the Museum of Applied Arts and Sciences.

The MAAS Director, Dr. Lindsay Sharp, allowed the Society to remove the overhead troughing and fittings from the depot before remodelling work began.

The rails and walkways had been removed after the depot went out of use and a ramp built down to the pit floor level. This made the troughing rather inaccessible until the tower waggon arrived. A start was made on Saturday 2 February, an extremely hot and humid day, when at short notice 18 members turned out. Work continued on the Sunday afternoon and the following Saturday, with some work by a couple of members during the week. Except for a few extra stubborn ones, all fittings were recovered together with nine bays of troughing from tracks 1, 2 and 3 and the full fourteen bays from tracks 7, 8 and 9.

Bruce Pinnell took a load to Loftus in his truck on the Sunday, with the remainder going

by semi trailer on Saturday 9 February.

As members found out, overhead troughing can accumulate a lot of dirt and dust in over 80 years.

### Tramcars

*R1 1979:* Work on other trams has ceased for the present with all effort concentrated on this car. Restoration work was started on this car a number of years ago with the object of having it in service in 1979. Later it was proposed that it would go to Adelaide with 548 for the Glenelg Jubilee. When the prospect of this move receded interest slackened somewhat and as a result it was not fully presentable to run in its numbersake year. The interior is now being refitted; new footboards and steps have been fitted and the exterior is being prepared for repainting.

*Ultimo closed as a running shed in 1953 and was used for storage until 1956. Four SPER cars LP 154, F 393, N 728 and prison car 948, and the Balmain counterweight dummy were in the depot when it was cleared out in 1956. Also there was OP 1089 which was to join the SPER fleet many years later.*

*LP 154 is driven out of the depot prior to being towed to Rozelle Depot. The dummy stands alongside. - L.Nyman*



### By Albion to Albion Park

Many members took the chance for a break after working at Ultimo with a bus tour to the ILRMS Museum at Albion Park on Sunday 10 February 1980.

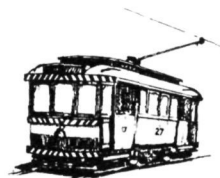
The tour departed from Strathfield in a Cumberland Leyland Leopard driven by Brian Muston and picked up at Loftus. After a quick

trip to Figtree the party changed to the Society owned Albion CX19W double decker, 1615, for the remainder of the trip to Albion Park, which was somewhat slower.

The 2ft gauge steam railway and the Birney were sampled and the other exhibits inspected before it was time to return home, changing buses once again at Figtree.

## BALLARAT . . .

### Ballarat Tramway Preservation Society



#### Depot Extensions

No work has been undertaken by the contractor since prior to Christmas. A small amount of work is still to be carried out before the job is complete. This includes the installation of the rail supports for the wide pit, the provision of exit doors at the rear of the building to comply with fire regulations and the installation of the supports for the overhead wiring troughing. Work has commenced on the excavation of the trackbeds within the building and drainage work has continued.

#### Trackwork

The laying of the connecting trackwork associated with the depot extensions has slow-

ly continued over the past months.

Minor adjustments and repairs have been carried out on the existing depot fan.

#### Overhead

Several wooden poles have been relocated to allow the trackwork to continue without interruption. These poles have been positioned to allow immediate erection of the wiring required

*Ballarat 33 prior to entering service on the tourist tramway on 30.12.78. This tram was acquired from the Hamilton Pastoral Museum in April 1977. ( See TW June and August 1977.)*  
-Graham Jordan



for the new depot fan. Minor adjustments have been made to the existing fan wiring at the same time.

As reported in the COTMA notes, a tower wagon has been purchased from the MMTB. The overhead branch can now undertake their tasks with more safety and lesser difficulty than has been the case.

### Operations

The tramway again successfully operated daily over the holiday period from Boxing Day to 3 February 1980, with the exception of 31 January and 1 February when services had to be suspended due to an electricity strike.

Following the rearrangement of various areas in the depot, the museum display has been moved into tram 11 where it will now be housed for some time before being set up in a permanent location. A donation box has been placed in the museum display and it has already provided a good source of additional revenue.

### Restoration and Maintenance

After five years of patient waiting, tram 38 was returned to service on 26 December 1979. The repaired traction motor was installed the previous weekend and following testing the car was made available to the Traffic Branch. Prior to being returned to service 38 was repaired

and is now resplendent in a livery of the early 1960s.

Tram 11 has also been receiving some attention to its paintwork.

Tram 26 is being prepared for lifting off its truck to enable a wheel change to be carried out.

Following the transfer of 40 to Melbourne in November 1979, the staff at the MMTB Preston Workshops have carried out some major work on the car. A thorough check revealed that some wiring required replacing. The bogies were overhauled and new wheels (from BTPS spares) installed. The controllers and compressor also received some attention.

### Melbourne Pageant

As reported earlier in this issue of *TW*, the BTPS was represented in the 1980 Pageant by maximum traction car 40. About 20 members were involved in staffing the sales area in the Fitzroy Gardens. A member provided a caravan for use as crew room and office, the latter being essential as the Society was responsible for the issue of all tickets for the tram service.

### Publicity

The Society has continued to receive publicity through the media and its association with the local tourist information service. Good publicity was also received from the participation in the Melbourne Pageant.

## BYLANDS . . .

### Tramway Museum Society of Victoria



The annual 'Golden Sunset' tour was a success again this year. The Castlemaine - Maldon Railway Preservation Society's project at Maldon was visited as well as the National Trust town and the railway works. Mid afternoon found the party heading for Bylands and another barbecue. Most visitors were surprised to find that the horse tram rides were provided by two trams instead of one. There was a second horse tram on the site! Mildura members Alan Antcliffe and son in law Newton Williams had spent the last two years building a replica of Zoo open car 253. It arrived at Bylands earlier in the day for trials with a horse. The curved end roof canopies had not been delivered by the contractor so the car was not quite complete. The was also destined for twin running on Australia Day

with 256 so a hired horse was arranged and in attendance with its owner.

The Society contribution to the Melbourne Pageant on Australia Day is recorded elsewhere in this issue, but a few remarks are appropriate. Permission was gained to use S 164 this year, provided it passed an electrical and mechanical test. This proved the car in order, but it was felt that rear vision mirrors should be fitted. The Workshops Assistant Manager Mr. J. Scholtz readily agreed to the necessary mirrors and brackets being booked out to the Society, but was unable to have the job done as most of his staff was on leave. Norm Cross, who is a tradesman at Preston, came to the rescue and completed the job in an afternoon.

Member participation on Australia Day was





Horse trams 256 and 253 pose at Bylands on 26.12.79. Len Millar with Charles at left and Alan Antcliffe with Blossom at right.  
- K.S.Kings

MR. and Mrs. Twentyman with TMSV Chairman Robert Green in front of cable tram trailer 290. Mrs. Twentyman is holding the cable tram glasses presented by the TMSV to mark the 50th anniversary of the preservation of 290.  
- K.S.Kings



again most encouraging with about thirty members helping. The MMTB again rostered Jim Dowel to drive the TMSV car but a misunderstanding caused no meal relief to be provided. The situation was saved when Bob Prentice stepped in and covered this period.

S164 ran well, as did horse cars 253 and 256. Unfortunately the end roof canopies for 253 did not arrive, so Alan Antcliffe borrowed the pair from cable trailer 299. The car thus looked complete, but the discerning eye could see that they were second hand whereas the rest of the car was very new!

Sunday 6 January 1980 was a most important day in tramway preservation in Australia. On this day fifty years ago the first tramcar to be preserved in this country was received at the home of Mr. A.E. Twentyman. To suitably mark the occasion, the Society arranged with Mr.

and Mrs. Twentyman for their garden to be open to members and friends during the afternoon to enable the three preserved cable cars to be viewed in their long time resting place. As an adjunct, suitable displays of cable tramway items and photographs were provided by Mr. Twentyman and the Society, while Mrs. Twentyman and the Society provided afternoon tea for the visitors. It was most pleasing to have the State Minister for Transport, Mr. R. MacLellan come and spend some time inspecting the cars and talking to Mr. and Mrs. Twentyman and society members. Society Chairman Robert Green made a presentation of six cable tram glasses to Mr. Twentyman to mark this event. He wished both Mr. and Mrs. Twentyman good health and expressed the sincere thanks of all present for the foresight which led Mr. Twentyman to acquire the cars so long ago.

## ALBION PARK...

### Illawarra Light Railway Museum Society



#### Track Extensions

The visit of a party of Light Railway Research Society members from Queensland, N.S.W. and Victoria to Albion Park on Sunday 27 January 1980 was the occasion on which regular steam train operation was inaugurated along the recent main line extension into 'Yallah' station. The 0-6-0 Hudswell Clarke loco *Cairns* hauled most of the passenger trains on that holiday weekend but during the afternoon that loco double headed several trips with the 0-4-0ST Davenport loco *Kiama* for the benefit of the visitors.

On Sunday 10 February a party of SPER members and friends arrived at the museum in their 1939 vintage Albion double decker bus. On that open day a new operating pattern was used where train passengers purchased tickets and joined the train at 'Yallah' station and were carried along the operating portion of the eventual main line circle and shunted along the Croom Road branch line.

On Saturday 16 February a load of 45 lb point components, fishplates and a 3 ft 6 in gauge fettlers trolley arrived at the museum after a long trip from Burnie by favour of the Australian National Line and Robinson's Illawarra Transport Company. These items

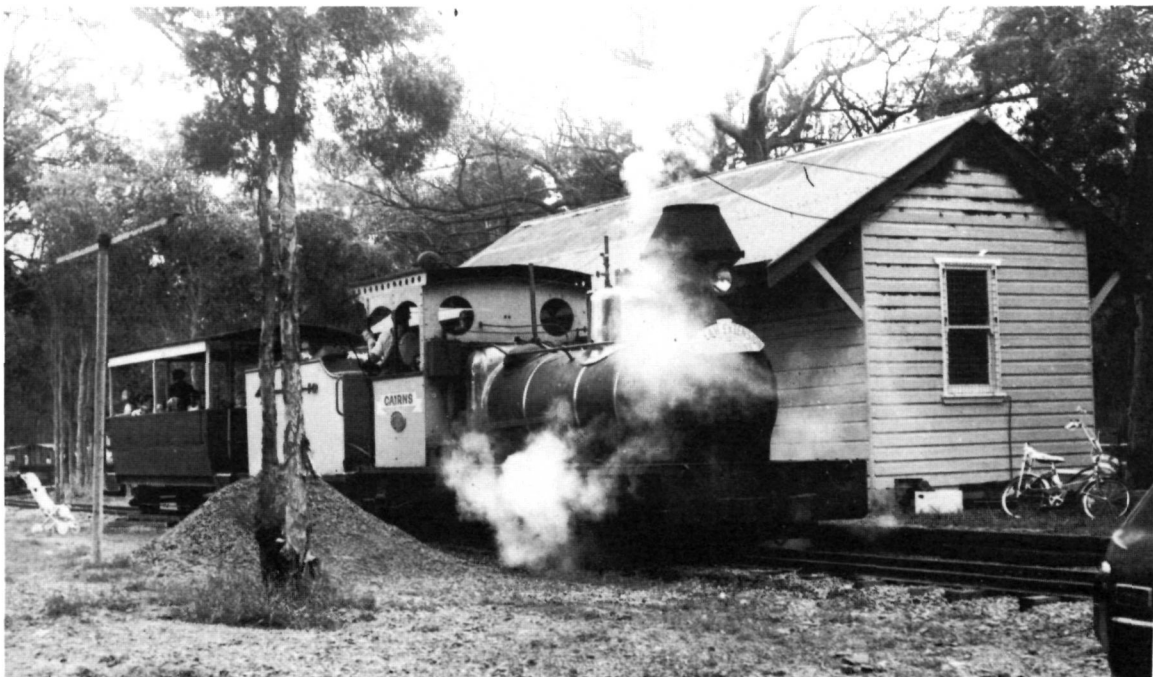
were collected and despatched by the Van Diemen Light Railway Society, some having been used on the former Marrawah Tramway in Tasmania.

#### Locomotives and Rolling Stock

Although the two steam locomotives *Cairns* and *Kiama* continue to be the only ones available for service, work has continued over the summer vacation period on the assembly and fitting of the motion to the restored 0-6-0T Perry underframe (former Tully 6).

The first stage of the restoration of Munro Shay No. 2 to static exhibition condition was concluded on 22 December 1979. The boiler has now been lagged and clothed, brass boiler bands fitted and the steam dome covered. The front buffer beam has been covered with sheet iron and the exhibit painted brown with black and red trim. Now that the loco presents a respectable appearance work will not be carried out on the restoration of the Shay bogies until other more pressing projects have been completed.

A second enclosed box car and a four wheel open waggon arrived from the Dry Creek magazine at Adelaide on 15 December to join the other similar vehicle which has now been restored.



*Former Victoria Mill loco Cairns at 'Yallah' station on Sunday 27.1.80, the first day of passenger operation along the new museum railway extension. - K.McCarthy*

The chassis components of the former Victoria Sugar Mill cane inspectors Drewry car returned to the museum on 17 December. These parts had been at Garnock Engineering works where they were straightened. The chassis has since been prime coated and painted and new bearing brasses are now being manufactured. When these are delivered work will then press ahead on assembling this interesting exhibit.

The second bogie car underframe arrived from B&W Steel on 8 January and on the following weekend it was lowered onto two large bogies obtained from Ruok Mills in Alexandra, Victoria, some years ago. A California style body is to be fitted to this chassis in the style of the Ballarat tramcars. The body of the circa 1918 International bus (See TW October 1977) was fitted to the underframe on 12 January and this will be rebuilt to form the enclosed centre saloon. The open end portions will have longitudinal inward facing seats and access to the vehicle will be gained from end platforms. During January the old metal side cladding was stripped from the body and by early February malthead sheeting had been glued to the roof and the edge beading fitted. The next stage of restoration will concentrate on the replacement of rotten vertical posts and the fitting of marine ply side panels.

Over the summer period good progress has been made on painting some of the rollingstock donated to the museum by Leighton Construction Co. in May 1978, while the general appearance of the museum is now one of tidiness.

### **Incorporation**

During December the 'Illawarra Light Railway Museum Society' was wound up after being in existence for exactly eight years and its

assets and liabilities taken over by the 'Illawarra Light Railway Museum Society Limited'. The museum received its incorporation on 27 November 1979 under the Companies Act (1961) and is now a company limited by guarantee.

The committee decided that the more expensive and involved incorporation under the Companies Act was safer than under the Co-operation Act. The museum is grateful to Mr. Peter Daly, the society's honorary solicitor, for the considerable amount of work he carried out on the formation of the Company.

### **Appreciation**

The ILRMS is particularly grateful to the following people, firms and groups for the recent assistance given to the museum:

Mr. Marsland Williams of B&W Steel for the carriage underframe.

Dr. John Radcliffe and the AETM for negotiating on our behalf for the Dry Creek magazine waggons.

Australian National Line and Robinson's Illawarra Transport for delivering the Tasmanian track components.

The Van Diemen Light Railway Society for negotiating, collecting and despatching the track components.

Garnock Engineering Company of Port Kembla for carrying out restoration work on the Drewry car underframe.

Mr. John Cleary, proprietor of Cleary Brothers Industries for the generous donation of road-bed gravel and its spreading and grading to take the trackwork.

