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FRONT COVER: A four car double deck interurban from Gosford passes Wabroonga on the leafy upper North Shore line. Although not unknown on this line, interurbans are relative strangers as it only in times of irregular working that they stray from the main north on their way from Hornsby to Sydney Terminal via Strathfield. During the third stage of the Sydney resignalling changeover on Sunday 21.10.79 access to Sydney Terminal was restricted and Gosford and Newcastle trains ran to Central via the North Shore line. (See TW 10/79). Details of the fourth stage of the changeover appear in the Sydney Scene on page 15.- R.E.Hall

Ballarat 30

Ballarat four wheel tram 30 has been sold to overseas interests and left for the USA in February 1980.

This tram was donated by the SECV at the close of the Ballarat system to the Lions Club of Kaniva, a town in western Victoria. Following representations by *private individuals* to the Kaniva people, 30 was obtained (not without cost) for future restoration and eventual operation. The car was stored at the Haddon Tramway Workshops near Ballarat for many years until recently when the ownership was transferred to yet another group of individuals. It was these later owners who sold the car for export to the USA.

At no time was the Ballarat Tramway Preservation Society involved with the ownership of this car nor was the BTPS or HTW involved in its sale and export.



60 YEARS OF THE M&MTB

by K.S. Kings

Continued

TRAMS FOR THE 'FIFTIES

The early 1950s saw a slight improvement in the overall position of both manpower and materials and both became well co-ordinated with the appointment of Mr. D.H. Eakins as Chief Engineer from 1 January 1952. Mr. Eakins had held the post of Testing Engineer and was thus well informed on all aspects of the Board's undertaking and he was largely responsible for planning and executing - on schedule - the conversion of the Bourke Street routes and many lesser works.

Work commenced on the Bourke Street conversion on 2 September 1953, at the corner of Nicholson and Gertrude Streets Fitzroy, to remove a section of the cable tramway, including the junction, to fill the many tunnels and sheave rooms outside the old engine house and to install electric track and a junction. The track gangs then transferred to Maidstone to construct the link between the isolated Footscray lines and the main system while the Royal visit was in Victoria, upon the departure of which they started excavating Bourke Street City on 9 March 1954. The Footscray link opened to traffic on 2 May 1954. The conversion work was at the rate of one mile of single track in five and a half weeks, set in mass concrete which was mostly to the rail head, but the city area received a bituminous surface. The city track used

wooden sleepers, but the rest used nothing but rails, tie bars, concrete, ash foundations and track drains. A 100 car shed was constructed at East Preston, which enabled the old Preston Depot to be closed and a small 18 car shed was built in portion of the North Fitzroy bus yard. The Northcote route opened on 26 June 1955. It connected with the East Preston line at the former Northcote terminus. The Nicholson Street route opened on 8 April 1956. The electric line was extended past Holden Street to terminate at Blyth Street East Brunswick.

Initially, 55 trams were constructed by Preston Workshops for the two routes, but several others were rostered to handle the traffic, which proved greater than expected. The years 1953-6 were filled with experiment and progress for the rolling stock section. Resilient wheels were installed in all new cars, and later in some older ones, likewise, double helical gears. The two new routes opened with carbon insert trolley shoes instead of trolley wheels

ABOVE: W7 1003 was one of the new trams built for the conversion of the Bourke Street routes. It is seen here turning from Hawthorn Road North Caulfield into Dandenong Road on 12.4.55 while being 'run in' from Malvern Depot on the cross suburban Glenferrie Road route.
- K.S.Kings

(the rest of the system being converted during the last quarter of 1961) and with most of the new trams insulated against noise. Resilient trolleybases and special gears were tested, together with dynamic braking built into the existing equipment. It was remarkably successful under test conditions, but was not extended to all cars for general traffic. The maximum number of electric trams was reached in June 1956 when there were 810 cars on the roster.

From 1 July 1954, the Board was reconstructed. It had originally consisted of a full time Chairman and six part time Members, but now became three full time officials, namely a Chairman, Deputy Chairman and Member. Mr. Risson was re-appointed as Chairman.

WIN SOME . . . LOSE SOME

From November 1959 to November 1961, several tram services were replaced by one man buses on Saturday afternoons and evenings and/or Sundays. The Point Ormond shuttle tram, from Elsternwick Station, closed on 22 October 1960 and was replaced by an extension of the Clifton Hill to Point Ormond bus route. The three local tram routes at Footscray closed on 10 March 1962. In May 1962 the Board announced preliminary plans to put its city tram routes underground in Swanston and Bourke Streets. Falling passenger traffic, due to increased use of motor cars and TV closing most suburban cinemas, caused a number of timetable revisions during the 1960s, which resulted in many trams and buses being withdrawn from service, stored and eventually disposed of or scrapped. The last new standard tram, W7 1040, was built in August 1956. Following the closure by the Victorian Railways of both their tramways, the three newest trams, built in 1942, were purchased by the M & MTB. Two of these were fitted with standard Melbourne bogies and received minor alterations and were placed in service. The third car was not used.

The Board desired to extend the East Kew bus to the new suburb of Bulleen, but the route was partly covered by a section of services licenced to a private operator who ran in the Doncaster/Templestowe/Warrandyte area. The resulting negotiations ended with the Board purchasing the routes and 20 buses, as from 2 July 1961. At this period the Board shortened 40 of its 41 seat buses to 31 seaters to enable them to be one man operated, for use on these purchased routes and other existing services. Subsequently, 20 more have been so treated, as falling traffic on the two man routes rendered them surplus.

In 1963, State Parliament passed the Metropolitan Transport Act, which enabled a Committee to be appointed to investigate the overall transport needs of the metropolitan area and to formulate

plans and recommendations for the future. The results were released in December 1969 and briefly, included an intricate road system, extensions to the suburban electric railway network, retention of most tramways and 910 new trams, 2540 new buses (presumably covering both M & MTB and private fleets), new trains and an underground city railway and possibly underground trams in the city.

Hawthorn Depot was closed on 13 February 1965 and its services operated from Kew, Camberwell and Glenhuntly Depots, while a new bus depot was opened at Doncaster on 8 June 1965, to replace the limited facilities purchased.

An order had been placed for 100 new under floor engined buses to replace the 1947-8 buses and the 20 purchased in Doncaster and they were placed in service during 1964-6, taking over all regular work at Footscray and Doncaster Depots, with a small number allocated to North Fitzroy. These latter were transferred to Doncaster to work two routes in the Box Hill area which were purchased from a private operator on 31 December 1967.

The early hours of Monday 26 June 1967 saw W5 774 and South Melbourne Depot become known world wide for a few moments, when televised in 'Our World', to depict the first tram running out into service in the dawn.

During the 1950s and 1960s, a continuous programme of track relaying and renewal was undertaken. Many junctions, crossings and cross-overs have also been included in these works. Possibly the most impressive work which the Board was involved in was a road work, namely the St. Kilda Junction Bypass project. This involved eliminating the six way road junction (four carried trams and the other two M & MTB buses), a notorious intersection for traffic congestion and replacing it with a freeway type by pass road, overpasses and light controlled traffic islands, with the tramways intertwined. The Wellington Street tramway was abandoned and placed in private right of way in the median strip of the new road, connecting at its eastern end with the existing private right of way in Dandenong Road and with St. Kilda Road at its western end via a ramp and flyover. Portion of another route was diverted and threaded through the complex traffic islands. The Board's contribution to the work began late in 1966 and concluded in December 1968. Traffic congestion has been reduced for all concerned and the trams gain appreciably by a decrease in running time.

October 1965 saw tests with non metallic brake shoes commenced. In November 1966 the 15 W6 and W7 cars at North Fitzroy Depot were fitted with these composition shoes and service results proved quite good. By early 1968 all trams with no.



As a W5 crosses in Elizabeth Street City, several of the then young half cab buses carry the mid day traffic along Bourke Street as the new electric tram tracks replace the old cable lines. The date is 17 July 1954 and the last of these 135 buses will end their service about the end of April 1980. Note the traditional very heavy standard of track construction, ready to be concreted. - K.S.Kings

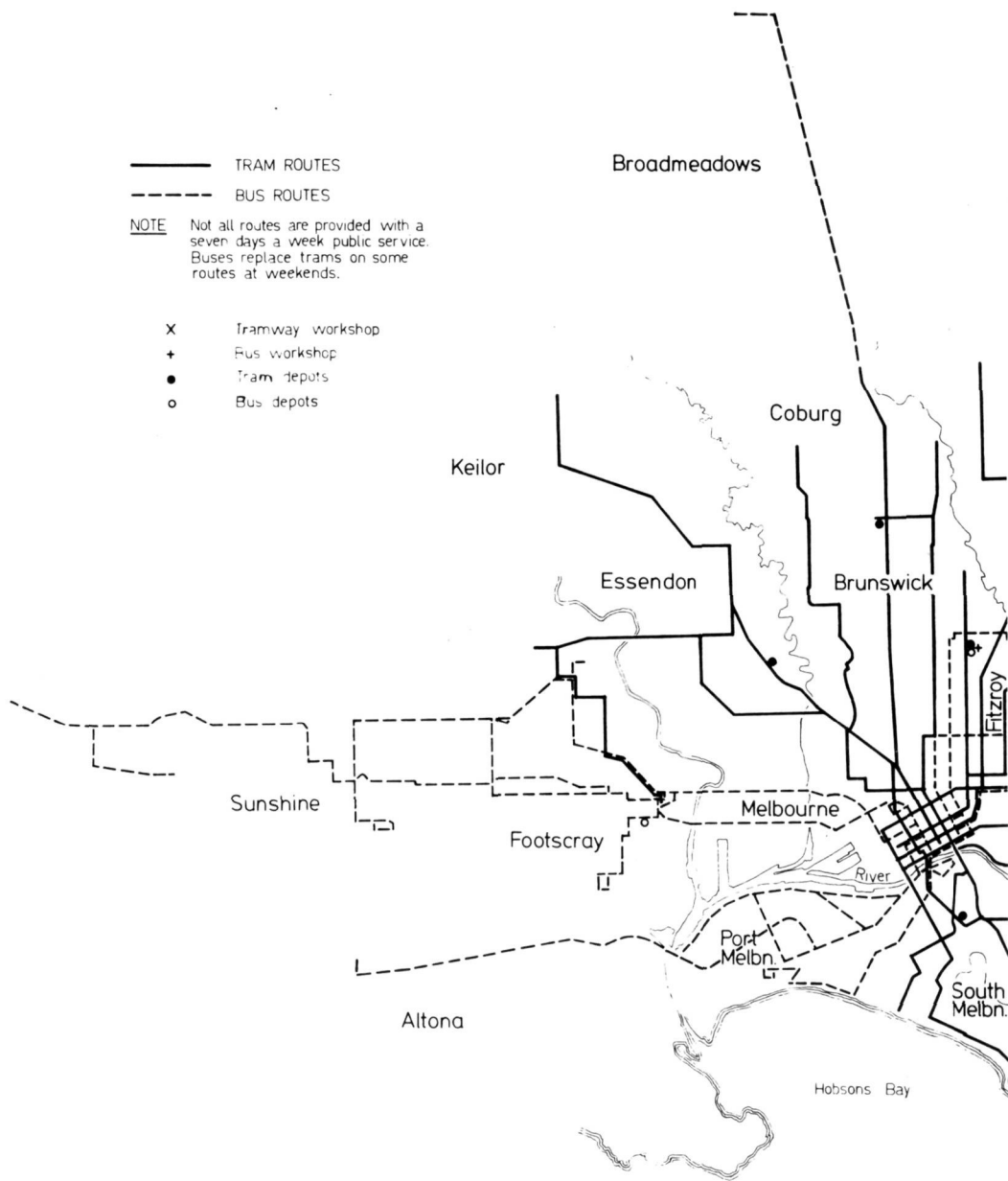
15 bogies had been fitted with the new shoes. However on the no. 1 bogies, with only one shoe per wheel and higher brake pressures, the new shoes showed a tendency to squeal. Different compositions were tried until by the end of 1970 all trams had been fitted. The purpose of testing composition shoes was to obtain better braking and this has been achieved to a reasonable degree. The by product: a remarkable reduction in noise. The Board fitted double helical gears as fast as possible during the 1960s, especially to no. 15 bogies and the combination of these gears and the new shoes, using standard wheels, is especially pleasing. The results on resilient wheels is better, but probably not sufficiently so to justify the high cost of the latter.

THE SIXTH DECADE

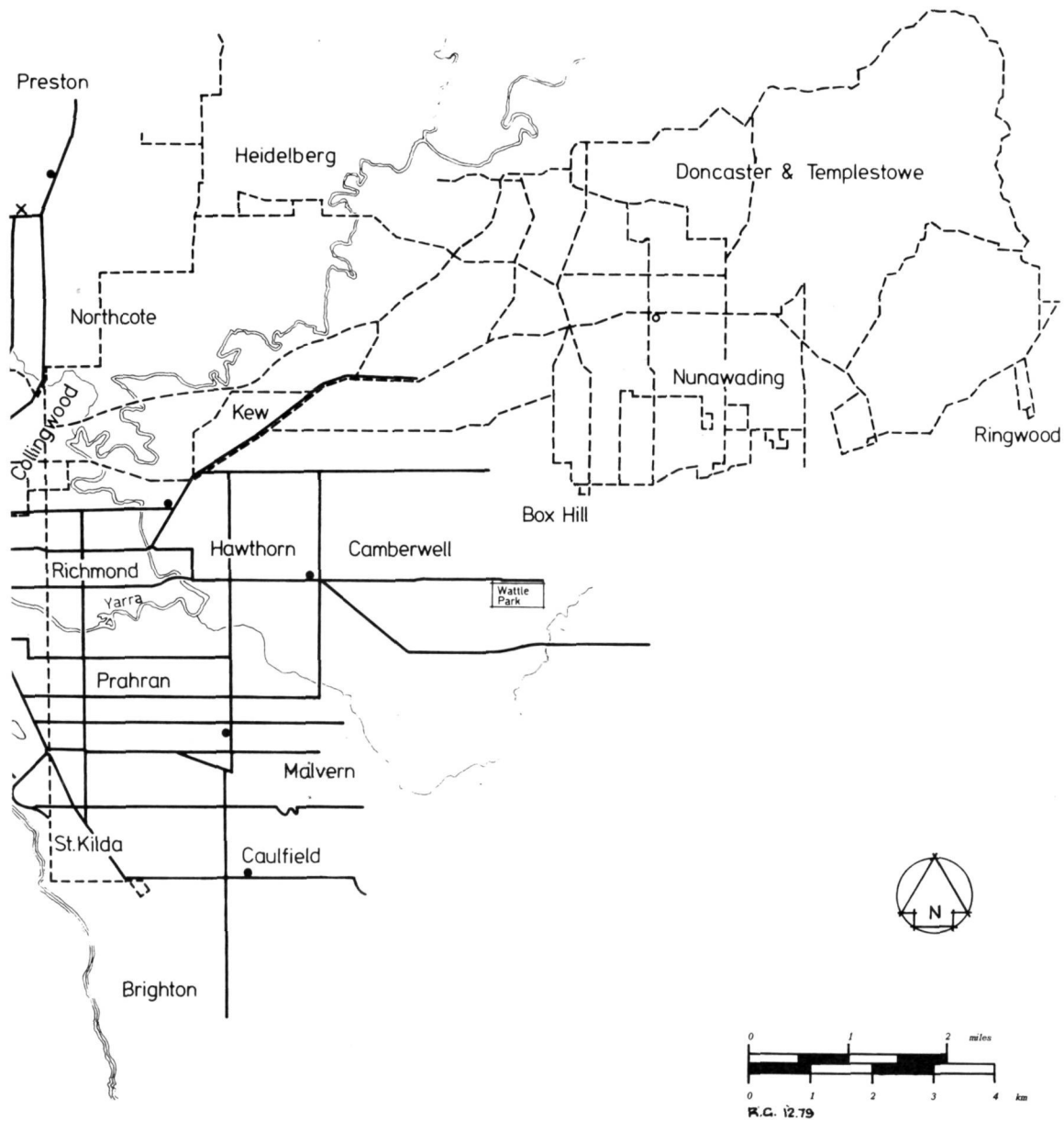
This period of the Board's existence was to see many changes take place. One 30 June 1970, Mr. R.J.H. Risson retired as Chairman of the Board after holding that position for nearly 21 years - longer than anyone else to date. During the 1960s, when all interstate tramway systems in Australia had been closed, he is credited with continuously defending the Melbourne undertaking from scrapping. His success became the foundation upon which the advances of the sixth decade were built.

He was succeeded by the Deputy Chairman, Mr. F.R. Kirby, who remained in office for only six years. During this relatively short term the Board's posture changed and a rejuvenation took place. Fortunately, the "motor car" thinking of the 1950s and 1960s came under public scrutiny and the Board was able to take advantage of this in some respects. Mr. Kirby was succeeded by his deputy, Mr. F.D. Snell, on 16 July, 1976. Mr. Snell has continued the "new look" policy and leads the undertaking into its next decade - the 1980s - during which many more interesting events should take place.

The M & MTB's annual reports for 1970 and 1971 stated that the Board wanted new trams. These appeals were supported in October 1971, by media publicity giving details of the new cars proposed. Finance was slowly becoming a problem, and the Board was still thinking in terms that it could make a profit if it was relieved of concessions it had to provide to pensioners and scholars. The 1970 loss of \$1.8M became in 1971 a loss of \$1.3M after the first Government subsidy of \$2.15M. This situation seems very strange when compared with the 1979 results - a loss of \$2.9M after subsidies of \$34.5M! Thus the once financially independent M & MTB tram and bus system has



*Tram and bus routes operated by the
 Melbourne & Metropolitan Tramways Board 1979*



joined the rest of the world's tram, bus and railway operators in being heavily dependent on public subsidy. The Board's early 1970s reports also urged traffic segregation and complained that its vehicles were severely hampered by motor traffic. The established "vicious circle" of longer journey time, slower trip, unhappy passengers, more crews doing less work, greater cost, fare increase, less passengers, etc., was officially highlighted again. But with public opinion changing during the 1970s, the Board managed to achieve some results with more safety zones being provided and trials with traffic segregation instituted.

The long drought of new tram construction was broken in May 1972 when work commenced at Preston Workshops on building a prototype for the new tram fleet. This car, which received the number 1041, was reviewed by the media in March 1973. It was probably the most incredible construction task ever undertaken by the Board. The time elapsed from commencement of design and construction to operation and commissioning was about eleven months! As the body structure and equipment was quite different from the conventional trams built in Australia previously, a completely new field was entered. (By way of contrast, the PCC equipped Melbourne tram 980 took seventeen months to complete and it was built on a standard SW6 frame). The new tram, officially completed on 16 April, 1973, was still being worked on until a short time before its official debut on Thursday, 19 April. It is a tribute to the Management and tradesmen at Preston Workshops that the car was able to run on this day, which had been specified in connection with the State Government's transport policy - an election was due a month later. A problem arose leaving Preston Workshops and the car had difficulty in making the trip to the Exhibition corner, where the Premier was due to board and travel to Parliament House. His reported reaction and that of the media, was adverse, and a classic example of acting on what is seen and not probing beneath the surface. The car entered public service on 26 August and ran on all routes before being placed on special runs out of Bourke Street. No. 1041 became the M & MTB's 999th electric passenger (motor) tramcar, and produced useful experience with the pay-as-you-enter passenger flow system.

In June 1972, the Board advertised for prospective tenderers to register with it for the construction of 100 all-electric tramcars. The contract was let about the middle of 1973 for the bodies to be built by Commonwealth Engineering Company at its Dandenong plant with the trucks and electrical equipment to be supplied by the Swedish firm of ASEA. The first body was delivered to Preston Workshops on 14 December 1974. The new trams

- classed Z - were officially unveiled at a ceremony held at the workshops on 30 April 1975, subsequent to which politicians and invited guests travelled back to the city in four of the cars. The new trams broke with tradition in their numbering and commenced the series at no. 1. They were exhibited over all routes initially and five went into regular use from North Fitzroy Depot on 30 June, running on the East Brunswick route. More Z class cars were introduced in batches from time to time, so that all of North Fitzroy Depot and the East Brunswick route used these trams from 18 January 1976, with the conversion of East Preston Depot and the East Preston route taking place between 23 February 1976 and 2 May 1977. The Commonwealth Government gave financial support until car 39 after which the Board had to provide all funds, and this slowed the delivery rate to 28 new cars per year.

State Government agreed to the Board calling tenders for a further 100 cars, but it became obvious that there would be a gap in deliveries. Therefore it was decided to order an additional 15 trams from the same contractors. Experience with early deliveries of these trams under traffic conditions showed a number of problems, and several modifications were undertaken on the cars. Car no. 5 was selected for conversion to "chopper" control for possible use of this type of equipment in further orders. It was withdrawn from service at the end of 1976 and commenced road testing about six months later. It was reported to be successful in relation to savings in power but to suffer from equipment problems. Subsequently 100 new trams were ordered, the contract went to Commonwealth Engineering Company for the bodies but with the bogies, electrical equipment and some other items coming from the European firms of Duwag and Siemens. These cars were classed as Z3, with the first completed body being delivered on 8 March 1979. The first three cars (nos. 116 - 118) entered public service on 25 September for two days of promotional free rides in Bourke Street City. They subsequently began running from East Preston Depot on the East Preston route.

Having achieved the unusual for an English-speaking country in the early 1970's - new trams - the Board set its sights on the almost unbelievable - a tramway extension. There was local agitation for an extension of the Burwood route to provide better local transport than existed with privately operated buses, and a citizens group emerged to campaign for this extension. The Parliamentary Public Works Committee held an enquiry at which the Board gave evidence strongly in favour of building the new line, while most other groups or persons heard favoured it. The Committee's report recommended the extension, and Parliament passed the



A new tram on a new tram route! Z49 bound for East Burwood on centre of the road reservation, at the Gillard Street stop. All stops have traffic or pedestrian lights for access, except this location which is provided with a subway serving adjacent schools. 2.1.79. - K.S.Kings

enabling Act in November 1976. The Board's track gangs commenced work early in November 1977 and progress was rapid. Of the 2.1 miles extension, about 0.435 miles is street trackage with safety zones and pedestrian lights at each stop, while the remainder is centre of road private right of way. Stops are spaced a fair distance apart and are provided with either pedestrian lights, intersection traffic lights or a foot subway. The extension was officially opened by the Premier, Mr. R.J. Hamer, on 19 July 1978, with public service commencing the next day. Results have been pleasing with loading passing expectations. The Board decided to use some of the new Z class cars on the line, and introduced them to the then Burwood route from 1 August 1977. More were added in batches until the final conversion took place concurrent with the opening of the extension. It was also decided to place these cars on the Wattle Park route so that Camberwell Depot would operate only these two services with its complement being only Z class cars. The Wattle Park line was converted between 13 November 1978 and 5 August 1979, at which date Camberwell Depot ceased to run the Camberwell route, which was taken over by Malvern Depot.

The Parliamentary Public Works Committee subsequently conducted an enquiry into an extension of the East Preston tram route. Evidence was

given by the M & MTB and other interested parties. The Committee's decision was favourable and Parliament passed the necessary Act to authorise construction in December 1978. Preliminary design work and negotiations are presently in hand and construction will commence when finance is available.

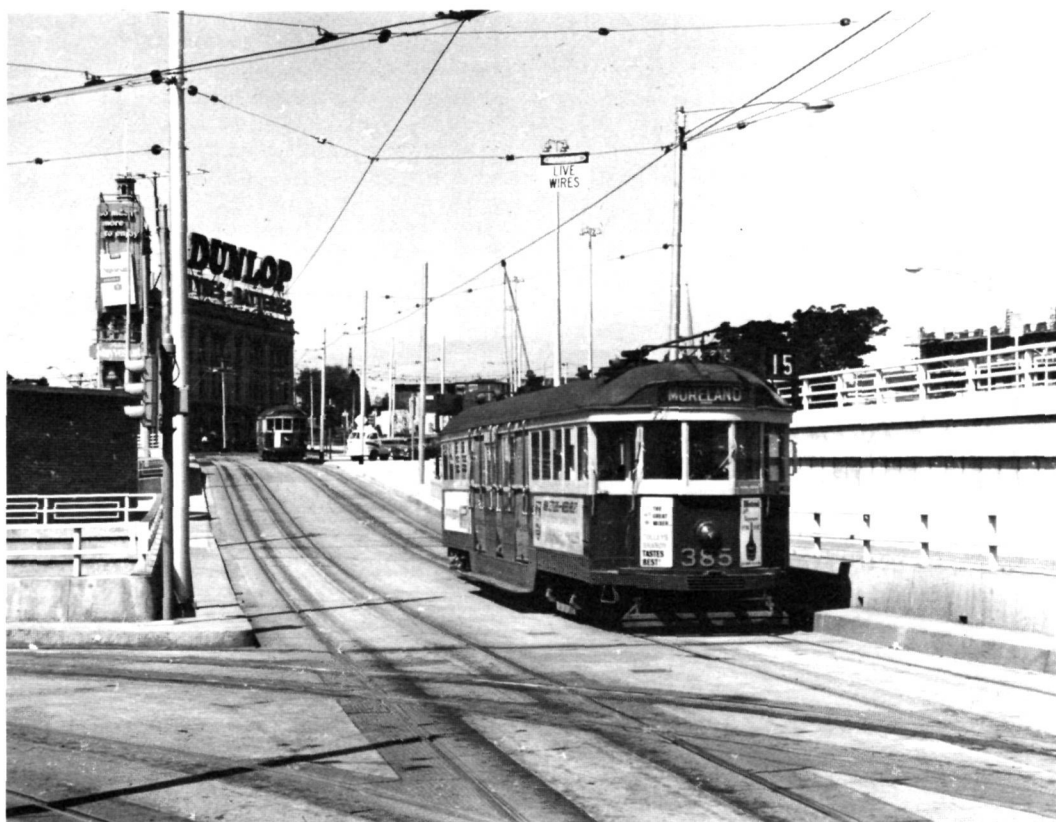
Passenger waiting shelters, to a number of designs, had been placed at tram and some bus stops in past years, but 1975 saw a concerted effort begin to improve such facilities for passengers. Preston Workshops commenced construction of a stylish design shelter based on modules, usually erected in pairs. A total of 150 had been installed to June 1979. During the reconstruction of tram tracks in the very wide thoroughfare of Bridge Road, Richmond, during April to June 1975, the Richmond City Council refused to allow the Tramways Board to place low profile kerbing adjacent to the new tracks to create a reserved right of way for the trams. However, Fitzroy Council agreed to allow the Board to do this in Nicholson Street, along the eastern tram track, from Victoria Parade to Alexandra Parade, on a trial basis. Nicholson Street is the municipal boundary and Melbourne City Council refused permission for like treatment along the western tram track. The kerbing was installed during October and November 1975, with safety zones at all stops, and have proved

successful. Road traffic has not been hindered and tram running times have improved considerably, especially at key intersections. Early in 1978 the project was extended northwards to Park Street, North Fitzroy, while the MCC relented somewhat to allow the section from Victoria Parade to Alexandra Parade to be fitted with jiggle bars along the western track. Safety zones were also incorporated into both of these extensions.

The M & MTB was fortunate that the widening of the notorious "bottleneck" in High Street St. Kilda, from St. Kilda Junction to Carlisle Street, gave it approximately 0.932 Miles of reserved track tramway set in a wide median strip. This new trackage was brought into use on 18 March 1974. The Board has also sought reserved lanes for its motor buses, but with limited success. A relatively short length at the western exit from the Eastern Freeway has proved most useful. However, the continued delay in bringing into use the recommended length in Johnson Street Collingwood, has proved dis-

appointing. The Board also endeavoured to speed its tram services by painting clearance lines along most of its trackage. A withdrawn passenger tram was fitted with spray painting equipment and has marked most of the system, commencing in 1973. Although reasonably effective, some motorists do not heed these lines, and the only truly satisfactory solution is physical separation, as in Nicholson Street Fitzroy.

The 1970s saw instances of a slight reversal of declining patronage. The period 1973 to 1975 recorded a rise from approximately 122,000,000 passengers to some 134,000,000, while there was a sharp rise for a short period during 1976. Other minor rises have taken place, but the periodical fare increases have reversed the general trend in each instance. Due to an industrial dispute in the oil industry during April and May 1977, there was a severe petrol shortage in Melbourne (and Victoria) for some twelve days. The Board's trams and buses carried an additional 750,000 passengers (an



The St. Kilda Junction by pass road scheme involved six roads, four of which carried trams and resulted in this segregated tramway junction replacing that which led into Wellington Street. Since this photo was taken in 1969 the building in the background has been demolished as part of continuing roadworks.

increase of 20 per cent) without any problems. There was no increase in services nor extra running time - the latter being absorbed by less congestion caused by fewer motor cars on the roads.

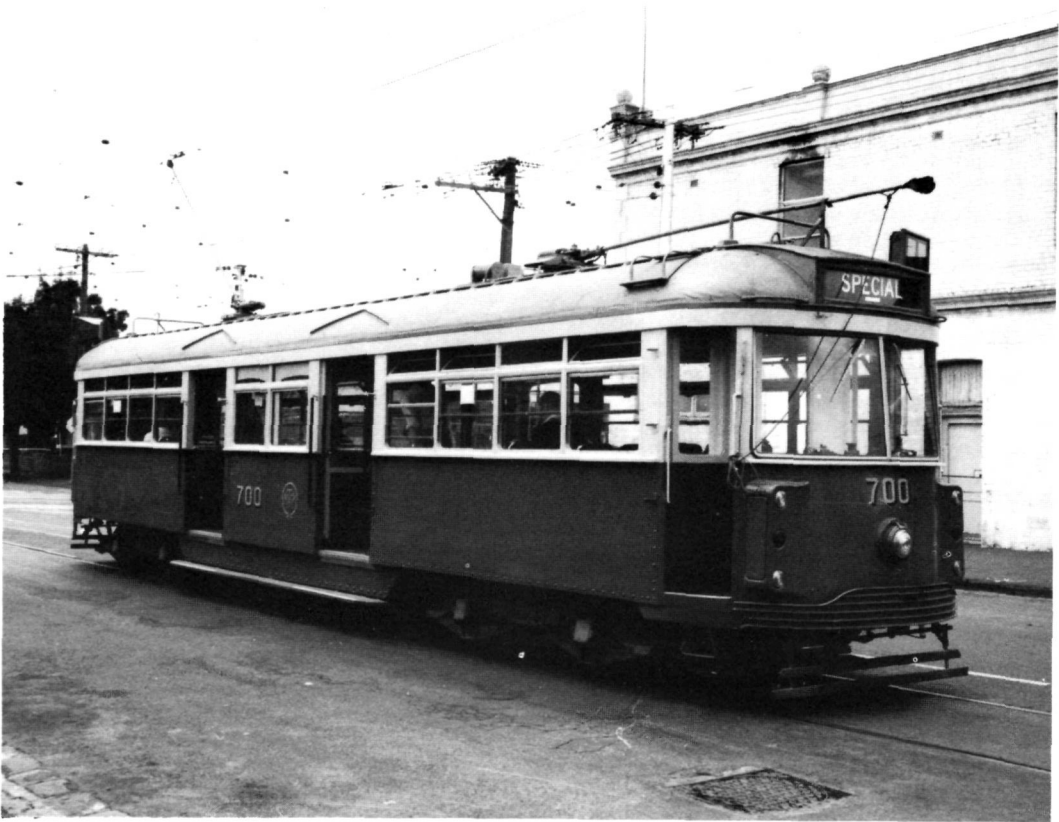
The Ministry of Transport produced a map in 1971 showing the Board's tram and bus services as well as the suburban railway system and the network of privately operated bus routes throughout the metropolitan area. It has appeared at least about once a year since then, being updated each time. Its sales have been immense in this period. A system of advising the public of its services was investigated in 1977 and resulted in the introduction of timetable and map holders at each stop. Routes have been colour-coded and a series of maps drawn to cover the whole system. Each tram and bus stop has a map of its route (and sometimes a common route along the street) and a comprehensive timetable on display. Installation should be completed in 1980. Melbourne's traditional stop signs were replaced by a new style during 1978-79. The new design features a silhouette of a tram or bus, with provision on the main sign to attach a smaller unit indicating the route number/s and if the end of a fare section is located at that stop. A system of radio communication between individual trams and buses and a central control point was being investigated in 1978 but no further progress has been made to date. The Board's fare system was supplemented from the end of January 1978 (at a fare increase) by the issue on a monthly travel permit and a "Day Tripper". Both have proved popular and were supplemented by "Section Savers" during September 1979. All are aimed at "bulk selling" rather than collecting individual fares on vehicles. Concurrent with the introduction of the new trams early in 1975, the Board commenced the issue of new style uniforms to its traffic staff. The new uniforms, brown with a yellow shirt and brown tie, are of modern design.

Tail-lights, or their lack, had been a moot point with the motoring public for some years, but the Board commenced a programme to fit all W series tramcars in 1970. All trams were fitted by early 1974. In an effort to improve passenger comfort, it was decided to close in and panel the two middle (narrow) doorways on W5 class trams. From 1971 to the middle of 1979 some 52 cars have been converted. These conversion cars soon had the wooden seats in the centre section removed and replaced by upholstered seats. Subsequently, lined ceilings became standard in these cars. Class SW5, SW6 and W6 trams also received upholstered centre section seats during overhaul, while worn mechanisms in the tip-over saloon seats of SW6 cars caused their removal and replacement by the W5 type saloon seat arrangement. The "austerity" arrangement of seats in some of the SW6 cars is

also being replaced by the W5 saloon seat style. Various lesser improvements are also being made to all these classes of cars during overhaul.

March 1977 saw the fitting of a pantograph to a withdrawn W2 class tramcar. Extensive tests were carried out in the following weeks on the West Preston route, the overhead wiring of which was modified to enable pantographs to operate safely thereunder. It is believed that the tests were successful but that the cost of conversion on a system-wide basis is immense, resulting in the project being set aside for the time being. Melbourne's no. 1 cable tram set (grip car and trailer) had been presented by the Board for preservation shortly before the cable trams closed in 1940, and the Science Museum was finally able to plan its display in 1974. The cars were returned to Preston Workshops for re-painting before being placed in a very large glass display area outside the Lonsdale Street entrance to the building. It was officially "unveiled" by the Premier of Victoria on 1 May 1975. Sunday 27 March 1977 was an important day at Preston Workshops, as a "family day" was held to celebrate the 50th anniversary of the 'Shops. Special displays were arranged and a large crowd attended. Following the success of the vintage tram service in the Cavalcade of Transport arranged for the Australia Day holiday, January 1978, the Board received funds to convert its freight car back to the form in which it started life in 1906 - an open cross bench ("toastrack") car. A number of concessions were made to the intervening years (such as windshields, air brakes, etc.), so it was decided the vehicle should carry the Board's original number (214) and be painted in early Board colours. No. 676, a single truck saloon car, retained for instruction on two-motor cars, was also taken in hand and refurbished in the chocolate and cream colours of the 1920s. These cars were subsequently "launched" by the Premier at the second transport cavalcade in January 1979, and proved very popular with the public. On 4th February, they commenced a tourist tram service on Sundays from Batman Avenue terminus to Hawthorn and return. Usually the open car is in service, with 676 substituting in poor weather. The Ministry of the Arts funded six artists to each paint one tram in "pop art" style in the latter part of 1978. Four more W2 class cars were done by additional artists in mid-1979. The results have drawn varied comments.

The Board's motor buses have been the subject of marked progress during the 1970s. When a regional shopping complex opened at Doncaster, the bus services in the area were recast so that many day-time trips fed into "Shopping Town", as it became known. Considerable development has taken place in this new area and the Board's buses have been



VR 700 shows the tail and marker lights that were fitted to all W series trams that were to remain in traffic and the two ex VR cars between 1970 and 1974. The car is in the Barkly Street siding, North Fitzroy on a TMSV special trip. 26.12.76. - K.S.Kings

hard pressed to handle the increased calls for additional trips. When 30 new Leyland "National" buses were delivered from January 1975, they were allocated mostly to Doncaster Depot to ease the demands of the district. September, 1972, saw a new servicing building commissioned at North Fitzroy Bus Depot to improve fueling, cleaning and daily checking of the bus fleet at that location. "Highpoint West" shopping centre was opened in the western suburbs and alterations were made to M & MTB bus services in the area from 2 September 1975, comprising extra routes and small deviations. The Board ordered 50 new buses in 1976, selecting the Swedish Volvo chassis (with local Ansair bodywork) - the first non-British chassis ordered for over 30 years. The order was subsequently increased to 100 buses, and they were placed in service between May 1977 and September 1978. These new vehicles allowed the retirement of most of the Board's veteran 1951 to 1954 built buses. January 23, 1978 was the date on which the Board's buses commenced express ser-

vice from the city to the Doncaster area along the (then) newly opened Eastern Freeway. These operations proved very popular and the number of trips had to be increased from 6th March. Later in the year the long awaited Westgate bridge was finally opened, connecting the south western suburbs to the city across the lower Yarra River. A service of - near express operation - ran from the city to North Altona from 20 November 1978, and has steadily gained in popularity. August 1979 saw the delivery of the first of another large order for motor buses. The Board again chose a non-British chassis - the West German MAN, in this instance - again with local bodywork by Ansair. The order is for 130 buses, with an option to extend the quantity to 200. When these 130 new buses are commissioned, the M & MTB will not have a motor bus older than 1975 in its fleet - a dramatic transformation in a period of about four years! Whereas it operated possibly the most aged bus fleet in Government circles in Australia, it enters the 1980s with almost certainly the most modern.



Volvo bus 893 with Ansair body is representative of the 100 such vehicles placed in service in 1977 and 1978. Flinders Street at Market Street City, 27.11.79. - K.S.Kings

The M & MTB's system enters its seventh decade - the 1980s - in reasonably good condition. New trams are steadily entering service and older ones are in reasonable to good condition (depending on date of their last overhaul). The bus fleet is rapidly being modernised. Tram tracks are generally in a good to excellent state, with 57 per cent laid in concrete to road surface and nine per cent in reservation. Some sections are in poor shape and are slated for early relaying. Some 750 trams are available to service 202.424 Miles of route (136.447 Miles of streets), while approximately 278 buses serve 376.557 Miles of route (of which 253.233 Miles form the sprawling "Doncaster" system), traversing 171.498 Miles of streets. During the year ended 30 June 1979, the trams carried 101 million passengers and the buses 20 million passengers. One paragraph from the Board's latest annual report makes interesting reading:- "In this climate the wisdom of retaining trams in Melbourne becomes more evident and the potential of the trolleybus as a means of public transport must be re-considered. Studies are in progress although significant investment will be required to provide these energy efficient and environmentally attractive vehicles." The words regarding trolleybuses sparked a flurry of speculation in State Parliament and the media. Undoubtedly time alone will tell.

THE ANNIVERSARY DAY

Day No. 21,916! Sixty years is a goodly span of time, during which "much water has flowed under the bridge", or should it be remarked that "many wheels have rolled down the tracks". The Board and its trams and buses have served the people of Melbourne and suburbs well, despite periodical complaints from a few. Its officers have often wanted to do more than they could, but the main restriction has usually been finance. This has revolved about a relatively low population density and latterly, the motorcar. Economies in the 'fifties and 'sixties held the undertaking together, and massive Government subsidies saved it during the 'seventies. The public have showed that they will travel on good or bad vehicles, be they old or new, provided they are present when required. They prefer good vehicles and new vehicles. They like cheap fares but do not always take advantage of such by travelling on trams and buses. They want to go from A to B directly and quickly. These and many other points make a complex situation while Melbourne's suburban sprawl exaggerates the matter. It is to be hoped that future thinking and action at all levels by everyone concerned will be aimed towards benefiting the services and passengers.

CITY SECTION

News of the Melbourne and Metropolitan Tramways Board



Z 41 in Elizabeth Street Melbourne, at Collins Street on the first day of Z car operation on the North Coburg route. Monday 14.1.80 - K.S.Kings

TRAMCARS

The latest Z class tramcar to enter service up to the end of March was 128, on 28 March, whilst the latest body to be delivered to Preston Workshops was 140, on 25 March.

The earlier decision to cease overhauls on W2 cars was modified some months ago when the six SW2 sliding door conversion cars were taken in hand for moderate attention. It was recently modified again with a decision to give light attention to those W2 cars which received

lined ceilings in the 1950s. These trams will now obviously run until the last days of this veteran class of Melbourne electric tramcar. 442 is the first car involved and should be completed during April.

POWER SUPPLY

A contract has been let for the construction of a new substation building in the south west corner of the South Melbourne Depot property, adjacent to the tower waggon garage. It will initially be equipped with one 1000kw silicon diode rectifier unit. Construction of the F9 freeway in the Grant Street area will interfere with existing feeder cables and it was decided to build the new substation rather than trying to adapt existing arrangements. This will render an existing rotary convertor surplus.

TRACKWORK

On 30 August 1977 the MMTB singled approximately the last 1000 feet of the Essendon Airport route in connection with roadworks. It was expected that the job would take some six to seven months whereupon the double track would be reinstated. Double track running recommenced on 23 November 1979!

Work commenced on relaying the up track in High Street East Kew on 1 October 1979, from Normanby Road to Burke Road. This was followed by the down track, which was completed on 2 November. Work recommenced on 21 January 1980 from Normanby Road westwards towards the crossover at Harp Road. Both tracks were completed by the end of February.

Toorak Road South Yarra, between River Street and Kensington Road, was then taken in hand. Both tracks were relaid without the use of temporary track due to the high volume of motor vehicle traffic in this thoroughfare. It was completed during March.

Other track work in the last few months includes renewal of part of the Chapel and Carlisle Streets Balaclava junction curves; lift, pack and some rerailing on the hump at Thornbury; curve renewal at St. Georges Road and Miller Street Thornbury; and curve renewal at Brunswick Street and Victoria Parade East Melbourne.

Track lights have been placed in the overhead in Burke Road Gardiner, from Malvern Road to the railway crossing. Automatic point motors have been installed at the Dandenong and Hawthorn Roads junction (eastern and

southern approaches) and in Chapel Street at Carlisle Street Balaclava. Brighton Road Ripponlea, on either side of the Chapel Street junction, has at last received traffic channeling arrangements which include barrier kerbing and turning lanes for motor traffic. This arrangement facilitates tram movements along this section of the Nepean Highway.

Miscellanea

The two women tramdrivers who became a Depot Starter and Signalwoman on 8 October 1978 rose to the rank of Inspector on 4 November 1979.

The November and December 1979 sittings of the Victoria State Parliament saw progress made on Bills to legally permit car pooling and to increase the borrowing powers of the MMTB to \$M100. While points made during debates on

the former were interesting, the latter Bill evoked much interest from Members. The Opposition produced some interesting figures, which were incorporated in Hansard, including comparisons between statistics given in the MMTB Annual Reports and Transport Regulation Board Reports.

An interesting Question on Notice enquired about the tests required of train, tram and bus drivers in Victoria to ensure their fitness. The answer supplied showed that the Board's crews compared more than favourably with train and private bus drivers.

Members have also thanked the MMTB for introducing the new Z3 trams and enquired when they will appear on routes in their electorates. Others have enquired about the introduction of trolley buses and the likelihood of the Nepean Highway tramway (a local issue.)

THE SYDNEY SCENE

Transport News from the Sydney Region

RAILWAYS

SIGNALLING: The stage 4 changeover of the Sydney area resignalling was undertaken on Saturday 8 and Sunday 9 December 1979. This replaced the large West Box which controlled Sydney Terminal platforms 1 to 15, Sydney yard and the Darling Harbour branch.

The closedown of Sydney Terminal and yard together with access to the East and West carriage sheds and Darling Harbour was complete by 1pm on Saturday although long distance trains were piloted into and out of the station.

Suburban trains, except the few which run into the terminal platforms, were not effected this time. The Newcastle Flyers and interurbans to Gosford and Lithgow operated via Strathfield as usual then ran into the Central electric platforms, the former then running around the City Circle, while the interurbans generally ran to St. James or North Sydney. Illawarra trains also ran to the Central electric platforms, railcars turned back there while loco hauled consists ran around the City Circle. The up Daylight Expresses on Saturday also ran into Central. All these services terminated at Central with only empty stock working over the city lines. Other shorter distance country services terminated at suburban stations.

Sydney Station and yard were cleared of all rollingstock during the changeover work which also involved some track simplification. This presented a unique sight. During Sunday after-

noon a solitary 73 class loco was stabled on the loco release track between platforms 1 & 2.

A strike on Monday resulted in very few trains operating into Sydney Terminal and the first major test came on Tuesday and it was not very successful.

LOCOMOTIVES: New electric loco 8505 was delivered on 8 April 1980. The previous four locos in this class were delivered in May, August, October 1979 and February 1980, although by December, the three delivered had returned to the manufacturers due to operating problems, where they spent some time before re-appearing. One problem appeared to be an inability to satisfactorily work in multiple unit. Indeed, the MU trial was some hours late in leaving Delec because of difficulties.

Once back on the road they have acquitted themselves well, mainly operating western freight traffic, although they have occasionally been on passenger trains, one working of note being for a single loco to take the down Central West to Lithgow and return with the up Indian Pacific. This heavy train requires two 46 class to handle it over the ruling 1:42 grade. Limited working to Gosford has also been reported. Double and triple MU working is common, with the first instance of the latter being reported on 29 February 1980.

4603 and 4604 have returned to traffic after major overhaul, 4603 at Chullora, being painted



48129 awaits departure for Port Kembla from platform 23 at Central on Sunday 9.12.79 as a double deck interurban leaves platform 22, the number of which is reflected in the rear drivers cab window, for Mt. Victoria.

at Eveleigh Carriage Works and 4604 at Elcar. Both have lost the brass numbers on the sides and the three portholes in each side have been replaced by two repositioned ones.

Electric working to Glenlee appears to have ceased once more after a brief resurgence last year. Diesel working over the Blue Mountains has increased of late. This is partly due to maintenance work on the overhead. An unusual sight was a ballast train which was worked up the grade from Valley Heights to Lawson by two 46 class electrics and two 44 class diesels. The 46s continued on light, while the 44s worked the train back to Hazelbrook for unloading.

Locomotive crews from some depots outside the electrified area are qualified to work electric locos where their area of operation would take them to Sydney over an electric line, crews changing with the locos at Gosford or Lithgow. An extension of this practice has seen crews from Dubbo, 306 km (190 miles) past Lithgow and 462 km (287 miles) from Sydney, trained to enable them to work mail trains through to Sydney, involving up to a nine hour shift.

The PTC has engaged Transmark, the consultancy service of British Rail, to advise on future requirements for electric locomotives. This seems a strange arrangement as *Modern Railways* has recently pointed out that the parent organisation does not have an electric loco-

motive that can haul a commercially viable freight load over the west coast mainline to Scotland.

ROLLING STOCK: The sixteen electric cars that were moved to Canterbury Racecourse sidings in August 1979 have all been removed, but not before suffering at the hands of vandals. Many of the sixteen cars stored at North Strathfield also since August, have gone for scrap; a number of the remaining cars, all trailers, have been to Eveleigh and had their M type bogies removed for use under MHO vans, receiving the 2BC bogies from these vehicles in exchange. The cars so fitted, which are all destined for scrapping, are limited to a maximum speed of 30 kmph.

The three N type trailers, 4679, 4680 and 4681, which are conversions from 1955 type motor cars, have been returned to traffic but are not used to accommodate the guard in the train.

Two silver painted Tulloch double deck trailers, 4952 and 4869, have been in traffic since late 1979. Different paint has been used on each car and they roughly match the colour of clean and dirty stainless steel cars.

T4963, the suburban double deck trailer fitted with experimental bogies, the failure of which was reported in *TW* for 8/79, re-appeared from Com Eng in October 1979. High speed

trials were subsequently run to Penrith, following which the bogies were fitted to a loco hauled air conditioned car for high speed trails, together with another car fitted with a pair of British Rail BT10 bogies, in connection with the introduction of BR style High Speed Trains for long distance services.

Brake test car 3595, which is stabled at Punchbowl, has been running to Penrith testing aluminium brake shoes. A parcel van has also been used in these tests but it is not known if the aluminium shoes are fitted to it in regular service.

An order has been placed with Com Eng for 30 air conditioned double deck interurban cars. Towards the end of 1979, 8001, the first of the original series of double deck interurban motor cars, was returned to Com Eng in an extremely stripped down condition. It was only a shell and was on apparently new unpowered bogies.

The prototype air conditioned 8 car double deck suburban train (see TW Aug 79) has been ordered from Goninans of Broadmeadow. A fur-

ther 92 cars were subsequently ordered, the first 56 will have forced ventilation which can be upgraded to air conditioning. The PTC anticipates that the remaining 36 cars will be air conditioned when built; this would appear to pre-empt a proper evaluation of the prototype train. For a system that can not even keep power doors working, the prospect of success with air conditioning would not appear to be very great. The motor cars of this group are to be numbered from 3501 upwards and to this end the two cars remaining in this series, 3519 and 3521 are to be renumbered 3464 and 3469. This will make fifty numbers available before the parcel vans and special vehicles beginning at 3551 are reached. It is not known what numbers are to be used for the matching trailers.

The highest number of the 32 volt control single deck motor cars was 3526, this being the last of 74 cars from Tulloch. In the group 3501 to 3526, all except three cars, 3519, 3520 and 3521, have been rebuilt to 4 motor cars and renumbered 4000 higher. 3520, together with first 3464 and first 3469 have been scrapped.



'Windhoff Tele-Trac' proclaims the sign on the sides of 3598 and 3599, two of the electric hydraulic washing plant locomotives. The lowered pantographs, atop their towers, blend into the background at Hornsby Depot. Other rooftop perturbances are two blue flashing lights and radio aerial per unit. Standard electric train marker lights are fitted.

These and 3519 and 3521 were the motor cars for set F39, the experimental power door train.

As reported in TW August 1979, the only electric train washing plant, at Punchbowl, was dismantled in June 1979 to make way for a new installation. Each of the four electric train depots are receiving washing plants, which, unlike the original Punchbowl installation, are enclosed. Those at Hornsby and Mortdale were complete by mid April, whilst the building at Punchbowl was erected, but had to be fitted out and the track and overhead installed. Work at Flemington was started much later and is more complex. The building framework was started in March. It is behind the wheel lathe and lifting building between the main line and track 20 and to obtain the necessary headshunt a bridge is being built over the goods lines. This leads to a curved embankment in the triangle (An existing bridge and embankment provide a headshunt from the inspection building). The area is a hive of activity as work is nearing completion on the new two track brake inspection building which has replaced tracks 9, 10 and 11.

To work trains through the washing plants, four radio controlled bogie electric hydraulic locomotives have been imported from West Germany. Unloaded in Sydney on 6 February 1980 and initially taken to Chullora Workshops, two each were subsequently moved to Flemington and Hornsby depots. These units are low in height and are totally enclosed, there being no drivers cabs, although shunters push buttons are provided, with skirting almost to rail level. The paint scheme is yellow and black. They are numbered 3596 to 3599 in the electric train special vehicles series.

EASTERN SUBURBS RAILWAY: Patronage continues to exceed expectations and the Government has indicated that it will keep its options open for an extension through Randwick to Kinniff. It appears that most of the patronage is new to rail at Bondi Junction and Edgecliff as the reduced through bus services still carry heavy through loading. Despite this the surcharge on through bus journeys was lifted as from 18 February 1980. The Minister of Transport has acknowledged that the feeder bus services, all one man operated, leave a lot to be desired and that a re-arrangement of the front entrance and ticketing procedures may be required. Crews refuse to open the centre door.

The public has not adapted to the automatic barrier magnetic encoded ticket system. An illuminated white arrow or cross on a red background at each barrier indicated the direction of use. The background to the arrow is being changed to green. The barriers now return used tickets which does not help the situation. As manned barriers are also provided because pas-

sengers from other lines use ordinary tickets, ESR passengers find it is easier to also use these. A directive has been issued to enforce the use of the automatic barriers. The coin operated ticket issuing machines have not stood up to the onslaught well and it has not been unusual for all machines at a station (particularly Town Hall) to be out of use. City stations not on the ESR issued card weekly tickets but this facility has been withdrawn in an attempt to force the purchase of magnetically encoded tickets from ESR stations.

The basic weekday frequency of 5 minutes is maintained reasonably well, although delays do occur, sometimes caused by signalling failure, but more often by the non arrival of drivers and guards whose rosters are integrated with the main suburban system.

ELECTRIFICATION: The works associated with the electrification from Loftus Junction to Waterfall on the Illawarra line are nearing completion. At the beginning of April some wiring remained to be done at Waterfall and the connections put in at Loftus. Single light three aspect colour light signalling will replace the upper quadrant semaphores and is expected to be brought into use in April.

Electric operation is expected to commence in July when Illawarra trains will be through routed to the ESR. However, off peak, at least, Waterfall trains will run from Sydney Terminal on an hourly frequency, providing a fast limited stop service with connection at Waterfall for Wollongong. Electric trains will be stabled at Waterfall, with drivers stationed there and this is expected to replace Sutherland, which will also lose the railmotors. With the introduction of the new timetable Mortdale and its out depots will only operate double deck stock and to this end additional elevated servicing facilities are being installed at Mortdale.

Erection of overhead masts has commenced between Gosford and Wyong. This is the most visible evidence to date of the Gosford to Newcastle electrification. Major track upgrading is continuing with cuttings and embankments being widened and track centres increased. Tenders are being called for the supply and installation of overhead masts and substations and associated equipment for various sections of the line north to the outskirts of Newcastle. One major work to be undertaken is the provision of a new single track tunnel at Tickhole between Cardiff and Kotara, as there is insufficient clearance in the existing double track bore. It is believed that it may be necessary to gauntlet the track through this tunnel as an interim measure.

MEADOWBANK BRIDGE: The last of ten single track spans was placed in position in January.

The concrete deck has been placed and ballasted and the tracks laid. The overhead was being erected in early April and it is expected that the down track will be brought into use late in May.

This bridge, across the Parramatta River on the main northern line, will initially carry two tracks and will replace the existing double track bridge which has had a speed restriction for many years. The new bridge utilises piers built thirty years ago for the projected quadruplication to Hornsby. They have been modified to carry four rows of steel box girders instead of the double track trusses as originally designed. The two extra tracks will be added on the western side when required.

Buses

The 500th Mercedes bus for the PTC was handed over in a short ceremony in York Street at Wynyard on 29 October 1979. Numbered 2265 it is painted two tone red and white instead of the usual blue and white. Another 250 buses are to be delivered to complete the current order for 550.

Recent allocations have been to Newcastle and Brookvale depots, with Ryde also getting some. Waverley and Randwick are now receiving an allocation as is Willoughby which is its first new buses for eighteen years.

As a consequence of the new deliveries major withdrawals and re-allocations have taken place. The last 31 seaters have gone and

the AEC Regal 4 underfloors followed by the end of December and so this make now disappears from the PTC fleet. All the 1953/4 Leyland Royal Tigers have been withdrawn from Newcastle. The first of the 1957 and 1959 Leylands have also been withdrawn and these have recently been advertised for sale.

Complaints have been received from the public as well as the crews about not getting new buses and that older Leylands are still being used while newer AECs have gone. From a practical point of view the PTC has attempted to do the right thing by reducing the number of makes and not spreading the new one too widely in thin numbers. Choosing the depots was another thing. Newcastle and Willoughby certainly needed new vehicles and the allocations to Waverley and Randwick are in keeping with the re-arrangement (upheaval?) of Eastern Suburbs routes and the introduction of one man operation with the opening of the ESR.

The changeover to one man operation continues. Routes 250, 257 and 273 in the Lane Cove and Chatswood areas changed in September 1979, followed by the 393 to 396 group to Maroubra Beach and La Perouse in October and 309/337 to Matraville and 310/338 to Kingsford in January. All the Manly Warringah services were converted in February except for some peak Atlantean runs.

The Atlanteans are also being withdrawn and many are now in use with private operators throughout the state, but not in Sydney.



The 500th Mercedes bus delivered to the PTC, 2265, initially went into service on route 777, the free cross city service. It is painted two tone red and white. - Vic Solomons

The two Mercedes mini buses that inaugurated the express service, route 101, Chatswood to Dee Why in 1978 but almost immediately proved too small, have been put on another new express service, route 102, from Warringah Mall Brookvale to the War Veterans Home Collaroy Plateau. This service started on 23 April 1979.

A new bus service started between Bankstown and Parramatta on a trial basis on 18 February 1980. It is a joint venture between Chester Hill-Bankstown Bus Service and

Dellwood Bus Service. It follows route 73 via Yagoona and Chester Hill stations to South Granville then via route 105 to Granville station and thence through Rose Hill to Parramatta. It is as yet unnumbered.

Route 18 from Newtown to Oxford Street Paddington has been extended to Bondi Junction. Operated by Lowes Bus Service it is one of the few private services that run in the Government area.

Brisbane Electrification

TWO OPENING DAY SCENES of the first stage of the Brisbane suburban railway electrification:

OPPOSITE ABOVE: *Set 04 returns from Darra along the four track line between Ipswich and Roma Street. This three car set formed the second Official Train. It should be noted that only two of the four tracks are wired.*

OPPOSITE BELOW: *The headboard carried on each end of the two Official Trains is displayed in this view of set 02 at Roma Street station. The Scharfenberg coupler is also prominent. - Both G.B.Ahern*

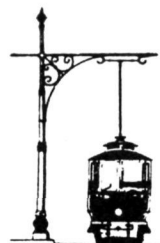


The interior of the new electric train maintenance building at Mayne. - R.E.Hall



★ Museum Notes and News

LOFTUS ...



South Pacific Electric Railway

Traffic

Fifteen years of traffic operation on the Loftus tramway was achieved in March.

Since opening on Saturday 13 March 1965, 350 130 passengers have been carried. Regular operation is confined to Sundays and Public Holidays, except Christmas Day and Good Friday, with occasional Saturday and weekday running.

The museum collection in 1965 comprised 16 electric trams, 15 from Sydney and one from Brisbane; these figures included six service stock vehicles, although the prison car, 948, is strictly a passenger vehicle and three others were converted from passenger cars and can and have carried passengers at Loftus and in the case of D 134s on the ESR.

The traffic fleet in the initial years was LP 154, F 393, N 728, O 1111, K 1296, P 1497 and R 1740. C 290 was used as the bookshop. The present traffic fleet is LP 154, N 728, O 1111, P 1497, R 1740 and Brisbane 180, 295 and 548. Ballarat 12 and 37 have seen some use but are now stored, while C 290, E 529-530 and O 1030 have seen occasional use. There are now no four wheel cars in regular use. It should be realised that all the cars listed are not available all the time due to regular servicing and overhaul.

The museum collection now comprises 28 electric cars and one cable trailer with 23 cars from Sydney, 4 from Brisbane and two from Ballarat, plus four other rail vehicles and is the second largest tram fleet in Australia.

Car Restoration

The long slow restoration and refitting of the body of R1 1979 is drawing to a satisfactory conclusion. Mike Giddey is finishing the interior whilst awaiting the arrival of new squabs for the fixed seats in the centre and ends of the car. Bill Parkinson and Chris

Jacobs are leading a small team who have prepared the exterior and given it the first undercoat. Inspection of the bogies and motors will be necessary before the car can be used for public service and this should follow work now being undertaken on R 1740.

The R car is presently in the hands of the mechanical staff. It was due for general brake attention and the opportunity has been taken to so far remove the south end bogie for general inspection and ease of access to the brake cylinders. This car has four brake cylinders, which are mounted two on each bogie and are rather inaccessible under the side skirting when the car is on its bogies.

New Site

The Society's tenure of the present Loftus site has been rather insecure for many years, as readers will by now know. Situated on the edge of the Royal National Park, it was made available for the Museum in 1956 as part of a scheme which was designed to try and bolster the almost non-existent interest in the park in the early post war years. It was envisaged that a tramline would be built for some two miles to a lookout over the Hacking River to open up some magnificent views that were only available to bush walkers and not the motorcar bound general public. For reasons which are too long and complex to relate here this scheme never eventuated and the museum was left with an uneconomically short line to operate on.

During the freeway mania era, which has only partly subsided, one of these extravagant scars on the landscape was to sweep through the Sutherland Shire destroying hundreds of homes, vast areas of unspoilt bushland and the museum which were in its path. Thus was the Society forced to look for another home.

After much searching, planning and scheming Norm Chinn and Laurie Gordon approached



Looking north over the new museum site at Loftus. The area of the first stage of the main building has been leveled and the depot fan pegged out. - Bob Merchant

the then Sutherland Shire Council town planner in February 1971 to ascertain the Council's views on the use of the area adjacent to the eastern side of Loftus station and the right of way of an unmade road along the railway boundary northwards to Sutherland. Support for this scheme was forthcoming, but it was discovered that although the right of way was shown on maps, it had never been gazetted and therefore did not exist. Agreement in principle to run alongside the Princes Highway towards Sutherland has been obtained but negotiations have yet to be finalised. As previously reported the site adjacent to Loftus station has been obtained for the establishment of the museum complex but the area has been much reduced by the widening of the Princes Highway.

Bob Cowing arranged for the site to be filled and compacted in 1979 and following the successful completion of the long and involved development and building applications by Dave Rawlings and Dick Clarke, work began on Tuesday 8 April 1980 when the building contractor laid out the levels for the main building. The first sod was turned on the following Thursday as levelling began for stage 1 of the building.

This initial stage is the southern end of the combined display and running shed building and is 35m wide by 30m long (114ft by 100ft). There will be eight tracks in this building with access to the three western ones gained by pointwork recovered some years ago from Rozelle Depot and the remainder by a traverser which will also serve the workshop building.

This work represents the first major use of an outside workforce by SPER, except for transport, but there is still very much to be done by members and Bob Cowing and Mal McAulay initiated this on Saturday 12 April when they pegged out the pointwork. The contractor started digging the foundations the following Saturday.

Railmotor Tour

SPER has run many rail tours over a period of more than twenty years. Among the more popular have been those using the CPH railmotors.

The latest venture in this field, on Saturday 1 March 1980, mainly to out of the way places on the Metropolitan Goods Lines, was an outstanding success.

A three car set comprising CPH 1—CTC 51—CPH 20 departed from no. 1 platform at Redfern and ran via Darling Harbour, Balmain Road Junction, Wardell Road Junction and Marrickville to Botany. Continuing past the goods yard the train ran on the new line to the ANL Terminal of the new Port Botany development. This terminal had been strike bound since opening

and being securely locked up the train terminated at the level crossing outside the gate on a made made sandy desert. (Beautiful Botany said the tour leaflet). The Botany line is interesting. It crosses the Illawarra line by a large truss bridge, the Alexandria Canal by a bascule lift bridge and formerly crossed an airport runway on the level. It also crossed under a tramline, over another and had a level crossing with a third. The privately owned and worked extension to Bunnerong power station had another tramway level crossing. The tour train had a head on meeting with loco 42202 at the Mascot loop. It subsequently backed up then took the passing loop.

The train retraced its path to Wardell Road Junction then proceeded along the goods line alongside the Bankstown line to Campsie then via Enfield yard and Flemington Goods Junctions to Pippita, the Brickworks and the Abattoirs (Aromatic Abattoirs – some passengers thought the trade descriptions act should have evoked at this point). This line is one of the regular haunts of railmotors, providing a change of shift service from Lidcombe. The train retraced its path back to Pippita, although the up and down tracks separate before crossing an incomplete freeway and Parramatta Road on subse-

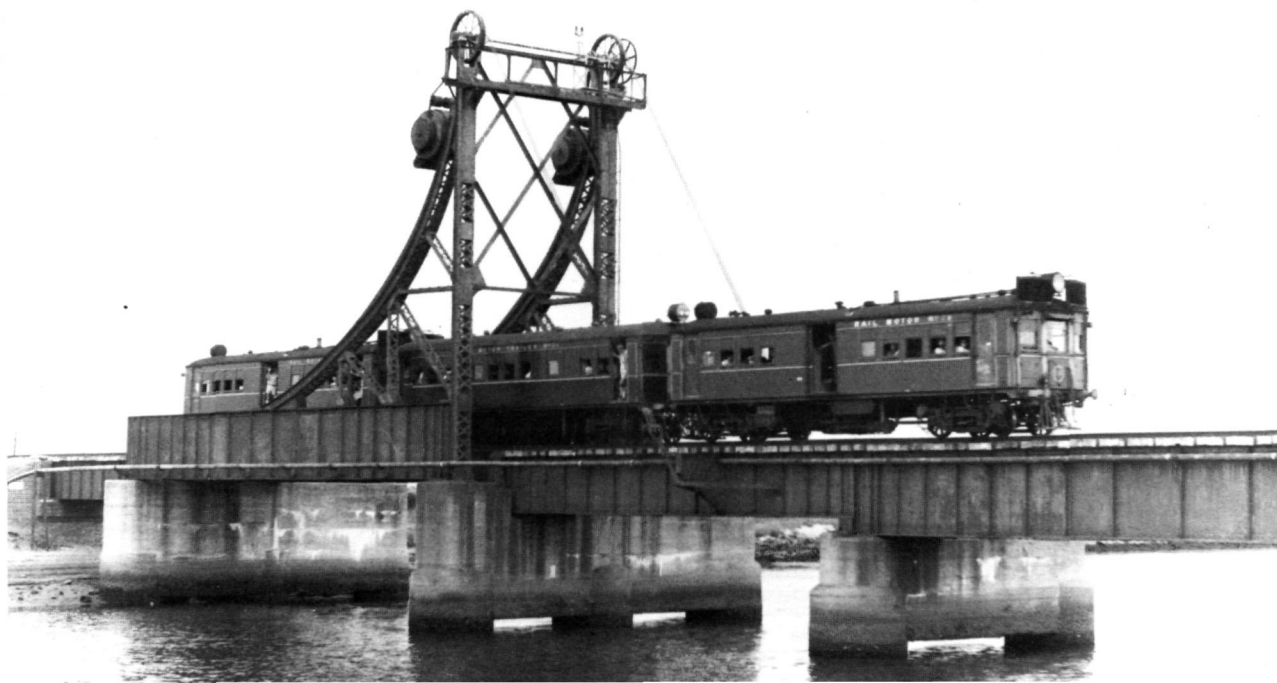
tantial bridges, and did not use the balloon loop through the abattoirs or that through the saleyards.

It is only a short distance from Pippita out over the main line to Lidcombe where the motors stopped in front of the kiosk, much to the wonderment of the horde on the platform, before reversing into the cemetery siding, which is a short remnant of the line that once served four stations in the great Rookwood Cemetery (Restful Rookwood).

The tour made its way back by Regents Park, where the junction was set for Liverpool and not us, to Chullora Junction, thus circumnavigated the cemetery, then Enfield, Marrickville, Meeks Road Junction and Redfern to the former mortuary station at Regents Street.

Most of the passengers on this tour had never been on the goods lines before, but it became apparent as the tour progressed that many did not even know that some of the places visited even existed. Eyes were opened by the extensive and somewhat derelict Darling Harbour yards, the tunnels and viaducts, the lift bridge and the Brickworks/brickpit/abattoirs complex. After going around in circles for a while it is not even sure if some knew they were still in Sydney.

SPER tour train, comprising CPH 20 – CTC 51 – CPH 1, crosses the bascule lift bridge across the Alexandria Canal on the return from Botany on 1.3.80. As indicated by the pipe along the structure, the bridge is no longer able to be opened, indeed it is doubtful if it has ever been opened as the canal scheme was not completed. - Bob Merchant



PARRAMATTA . . .



Steam Tram & Railway Preservation Society

The seventh Annual General Meeting of the Steam Tram & Railway Preservation (Co-operative) Society Limited was held on Saturday 1 December 1979.

The following Board members were elected:

<i>Governing Director</i>	Bruce Irwin
<i>Deputy Chairman</i>	Frank Moag
<i>Treasurer</i>	Leon B. Manny
<i>Secretary</i>	Peter Stock
<i>Works Manager</i>	Jack Midgley

Passenger statistics for the year ending 30 June 1979 are:

Operating days:	15
Passengers carried:	11 336
Daily average:	755

The total passengers carried represents an increase of 263 on the previous year. A special Boy Scouts' day on 28 October 1978 saw a record set for the Parramatta Park Tramway when 3824 scouts and 769 other passengers carried, a total of 4593 for the day.

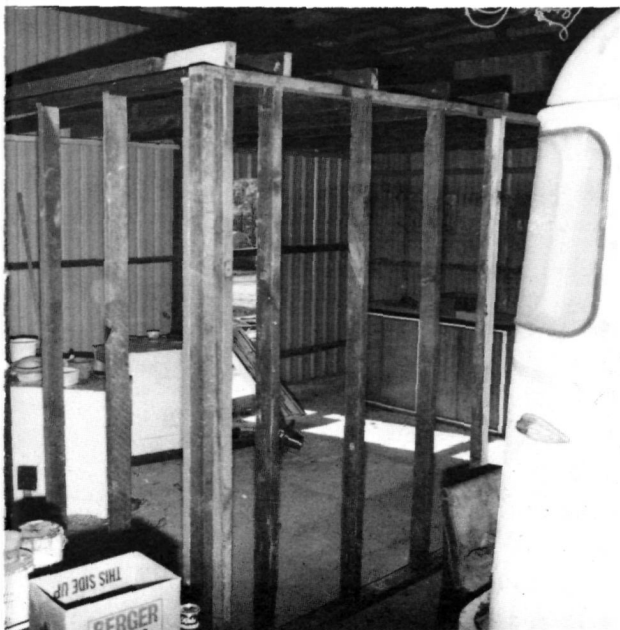
During the year under review, the Society received an unusual donation and exhibit - a circa 1925 General Electric refrigerator, in working order.

Alterations are being carried out to one road of the depot to accommodate the steam tram motor body which has been used in numerous Waratah Festival processions as well as one Parramatta Foundation Day procession. It has been stored off site.

FERNY GROVE . . .



Brisbane Tramway Museum Society



Work continues towards readying the tramway and the museum for the official opening. Further track, the workshop fan and the curve out of the depot area, is to be mass concreted. Overhead has been erected in the depot over 3 road and for approximately 200 yards towards the McGinn Road gate.

Three cars are available for operation, 554, 65 and 277. It is anticipated that 47 and 231 will also be available by June. 277 is being used for driver training. Before public operation can begin the cars have to be inspected and passed by the Queensland Machinery Department, which is also responsible for examining the drivers. It is intended that four drivers should be qualified to start operating.

The temporary mobile bookshop at Ferny Grove is being replaced by a permanent shop, seen here under construction in the workshop building. - Tim Atherton

BYLANDS . . .



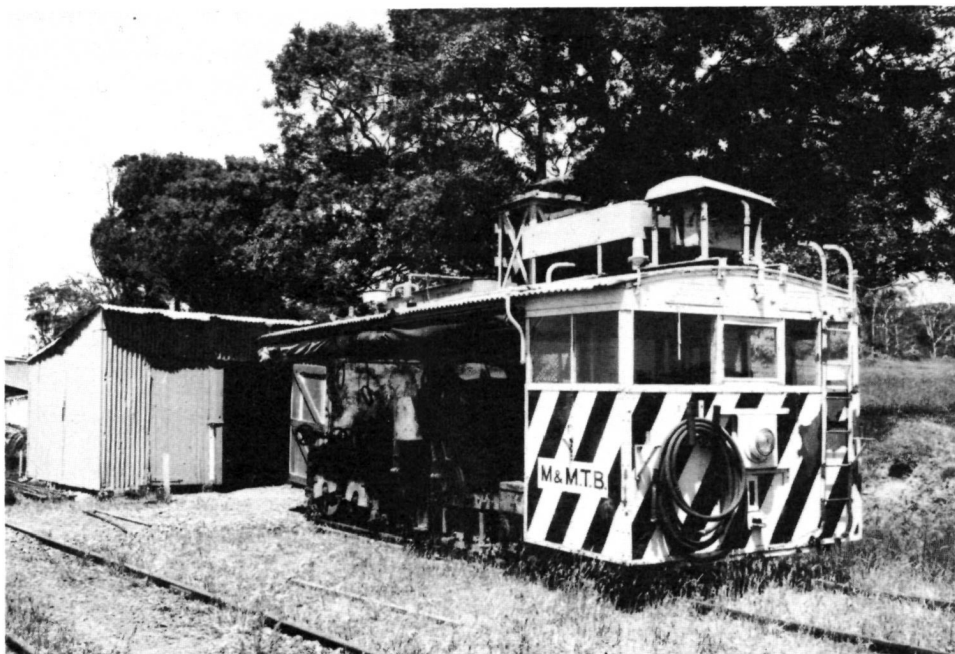
Tramway Museum Society of Victoria

Work at Bylands has progressed reasonably well during February and March, partly due to two members spending portion of their annual leave on site. John Double spent a week scraping down, priming and silver frosting the steel poles for the main line electrification, while Len Millar worked for three weeks on minor repairs to X1 467 and then stripped and revarnished wood panels and cover strips. He also installed the centre vent roof section of the ceiling. At the end of March the car was almost ready for finishing coats of paint. Caretaker George Wilcock took quite an active part in these tasks and also made up formwork from scrap corrugated sheeting and strip steel, shaped into circular rings. These are for the pole holes that have been blasted in rock, being placed in position in the crater then back filled and rammed. All forms were in place by late March and the filling will be allowed to consolidate before the poles are placed. Mean-

while, Noel Gipps and his team have been steadily working on sub station and transformer equipment and re-assembly of the latter is taking place after rewinding of the coils.

The ARHS invited the Society to participate in their third annual tram tour on Saturday 1 March. The all day trip visited Footscray, West Maribyrnong, Riversdale, Thornbury and Albert Park, using cars L 104, VR 700 and, for a short period, Z3 125, called at Camberwell Depot to inspect tourist trams V 214 and X2 676, timed a crossing with an Alamein line electric train very well at Riversdale level crossing and then saw Z2 104 pass L 104 at that location.

Whereas the last two Australia Day Cavalcades saw the TMSV invite the ARHS into spare space in the sales tent, the Labour Day weekend saw the ARHS reciprocate with their stand at the AMRA Model Railway Exhibition at Camberwell Civic Centre.



M&MTB Austral Otis reciprocating rail grinder no. 1, on the gangshed siding at Bylands.

ST KILDA . . .



Australian Electric Transport Museum

Annual General Meeting

The 23rd Annual General Meeting of the Australian Electric Transport Museum (S.A.) Inc. was held at the Sir William Goodman Hall, Hackney on Friday 18 April 1980. A highlight of the annual report was the recording of an increase in the number of man hours worked in 1979-80 by members to 8512, the highest yet recorded in any one year. This brings the total on the St. Kilda project to over 80 000.

A total of 38 050 single trip passengers were carried on the St. Kilda tramway, an increase of 18% over the previous year. Museum cars carried a further 13 400 passengers on the Glenelg line. Traffic kilometres run were 2663 on the St. Kilda tramway and a further 2628 on the Glenelg line.

Although costs increased in the year by 20% compared with the previous year, traffic income increased by over 27%. Average number of passengers carried per trip was 27.2 on the St. Kilda line and 51.5 on the Glenelg line.

Following a proposal from the Museum Executive, the meeting approved the carrying out of an investigation into the future role of the AETM in bus preservation. Colin Seymour was elected by the meeting to prepare this report and will be co-opting other members to

help as necessary.

The following Executive Committee was elected:

<i>President</i>	J.C. Radcliffe
<i>Secretary</i>	C.A. Andrews
<i>Treasurer</i>	J.W. Hoffmann
<i>General Manager</i>	M. Skinner
<i>Committeemen</i>	L.M. Fenner
	R.G. Magnussen
	J.R. Pennack

John Pennack retired after a fifteen year term as a trustee and did not seek re-election. Max Fenner was elected to fill the vacancy.

Car Restoration

A type car no. 1 was withdrawn from traffic at the end of February for refurbishment. It is intended to restore this vehicle to more nearly represent its condition at the time it was built. First move has been to remove the saloon windows and strip the exterior paint from them, prior to returning them to the varnished finish which prevailed in 1909-1911. Beneath many layers of a colour known colloquially as dirty orange, it was found that the original wood was in quite good condition with almost no weathering at the joints. The appearance of the window frames is excellent when revarnished.

Robert Magnussen looks up from his project of modifying one of the AETM's Brussels Brill 21E trucks for use under car 42, in the workshop at St. Kilda. - John Radcliffe





ALBION PARK . . .

Illawarra Light Railway Museum Society

Yallah Station

During March and April the main efforts of the workforce have been directed towards the restoration of *Yallah* station for the second time. Readers may remember that on 13 November 1978, just after this former NSWGR station building had been restored at Albion Park, it was partially damaged by a fire started by vandals.

During March the roofing iron was stripped from the building and damaged rafters and ridge

Works Car

The supplementary air system fitted to works car W2 354 has been completed and is now in use. Three additional compressors have been fitted in the eastern saloon to provide sufficient air capacity to allow continuous operation of track packing equipment. This can now be achieved by intermittent operation of the bank of compressors. (Tramway compressors are not designed for continuous operation and hence the additional units were included in the works car system.) The car's original compressor will also cut in at lower pressures. The bank of compressors is switched out when the car is operating on the line for other purposes. An air outlet for equipment operation is provided at the western end of the car adjacent to the bumper.

Finials Arise

At the time the St. Kilda line was built, it was not possible to secure sufficient finials to cap span poles other than those immediately around the Museum. However, a collection to complete the job has been progressively accumulated and their erection recently commenced. Virtually all poles between Mangrove Loop and the terminus have now received finials and work has started to complete the section between Lines Road and Samphire Road.

Using equipment from the Museum's work car, W2 354, Max Fenner positions a restored 20kg finial on top of a span pole on the St. Kilda tramway. Michael Haesler is helping on the end of the rope. - John Radcliffe



board replaced by new timber and colourbond corrugated metal sheeting installed. This work was then followed by the fitting of wall studs to the damaged rear doorway and the fastening of wide western red cedar rusticated weatherboards to close up this access.

These wide, 90 year old, weatherboards can no longer be readily matched so the original boards from the partially damaged end wall were removed and used in this rear location and Hardiplank of similar dimensions used to reclad the end wall.

At the time of writing work still needs to be carried out in replacing some portions of the ceiling and the rear fascia and eaves, but by the time this report appears this station building should again be ready for repainting.

With the opening of the track into *Yallah* station on 27 January 1980 this location has now become the loading point for the ILRMS trains. On open days passengers are now restricted to the platform and picnic area and kept off the station tracks in the interest of safety. A level crossing with boom gate protects the entrance road from train movements while both metal fencing along the railway line and a picket fence on the station platform guide visitors to the ticket box.

Concurrent with these improvements the raised platform has been extended to 100 feet in length and park type seats have been fixed in place.

Tasmanian Items

As mentioned in the last report, the ILRMS was grateful to receive a container of assorted items from the Van Diemen Light Railway group in Tasmania on 16 February.

Besides frogs and other components for a total of fourteen 45 lb points, over 500 four hole fish plates and the parts of an old 3 ft 6 inch gauge gangers trike were received.

The trike was rebuilt by member Arthur Moore, converted to 2 ft gauge and placed in use at Albion Park on 15 March. While the wheel geometry was suitable for forward running, the tricycle had to be turned around at the track ends. This problem was solved by the addition of a fourth wheel on 6 April and the interesting (now) quadricycle is now at home travelling in either direction.

Restoration Work

During March the eccentric sheaves and straps as well as the valve gear were removed from the frame of the 0-4-0ST loco *Burra* for restoration, while in April further work was carried out on fitting the drive rods to, and trueing the cross head slides on the 0-6-0T Perry loco *Tully* 6.

The project of restoring and repainting the open four wheel waggon from the Dry Creek explosives magazine in Adelaide is nearing completion. Member Bob Frier is then expected to move on to repainting the Jubilee skips as his next project.

The new end saloon frame was fitted to the old circa 1918 International clerestory roofed bus body during early April and since then, new wooden spacing pieces have been fastened under the window sills to strengthen this old body prior to bracing and the fitting of water-proof ply sides. As mentioned in the last report this body will form the centre saloon of a California 2 ft gauge car similar in appearance to that grand item of rollingstock once used on the Goondah to Burrinjuck tramway in southern N.S.W. between 1908 and 1928.

Trackwork

During early February the 2 ft gauge tram track in *Yallah* station yard was extended some 30 metres further west while the main railway running circle was pegged out along the fire trails.

Explosives vans on the 2 ft gauge explosives magazine railway at Dry Creek near Adelaide. This railway closed in 1964 but two vans and one open waggon are now at Albion Park.
-AETM Archives



TROLLEY WIRE

Visits

After twelve months of successful regular operation for the public, the second Sunday in March proved to be a disaster! Heavy rain was experienced throughout the day and very little business was conducted. This was further aggravated by a severe petrol shortage brought about by an industrial dispute.

This deficit was made up in April. A single loco was in steam on Easter Sunday 6 April for a visit by AETA members in Sydney for the annual convention. Due to this patronage and the many general visitors, over \$200 was collected in rides and sales. This is particularly remarkable when one considers that the adult fare on the museum railway is only 20c! The need for a second bogie car is clearly seen if heavy patronage such as this is to be efficiently handled in the future.

Queensland Visit

At the time of writing, two ILRMS committee members were due to make a rushed air trip to Brisbane on 19 April to inspect items made

APRIL, 1980

available through the good efforts of ANGRMS. This active group is presently establishing a 2ft gauge railway at Woodford on the former QR Caboolture to Kilcoy branch line north of Brisbane.

The main item being inspected with a view to purchase is a narrow bodied QR railmotor trailer suitable for mounting on 2ft gauge bogies on the Albion Park railway. Several other interesting items may also be made available for preservation by ILRMS.

It should be mentioned at this juncture the large amount of co-operation which is now being carried out between the tramway museum societies and the light railway groups. Due to this co-operation, restoration projects once considered almost impossible to complete have been greatly simplified by kindred groups assisting each other.

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

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

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



Perhaps this is not the 20th Century Limited about to leave Grand Central Station, but the intending passengers on the platform are almost as illustrious as one would have expected in New York at the peak of steam's popularity. . . . The scene shows SPER members about to join Yhe ILRMS train at Yallah station during their visit to Albion Park on 10.2.80. - K.McCarthy

MUSEUM DIRECTORY

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.

BALLARAT TOURIST TRAMWAY

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

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

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

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

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

WESTERN AUSTRALIAN TRANSPORT MUSEUM (INC).

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

Correspondence: The Secretary
Box 46 P.O. Como
W.A. 6152

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

Trams — Trolley Buses — Electric Locomotive

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

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

In emergency phone (08) 297 4447.

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

BRISBANE TRAMWAY MUSEUM SOCIETY McGinn Road, Ferny Grove, Queensland

Static Display of trams and trolleybuses

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

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.

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

Steam Trams are operated on the 3rd Sunday of every month, from 1.30 to 4.30 pm.

The Society possesses 1 steam tram motor, 2 steam locomotives and 5 various trailer cars.

The surrounding parklands are suitable for picnics, barbeques, etc. and contain historical buildings.

Public transport is available. Rail to Westmead station then walk across parklands to the depot.

Correspondence: (SAE would be Appreciated)
The Secretary, S.T. & R.P.S.
Box 108 P.O., Kogarah.
N.S.W. 2217

SYDNEY TRAMWAY MUSEUM Princes Highway, Loftus N.S.W. (South Pacific Electric Railway Co-op. Society Limited).

Electric trams from N.S.W., Queensland and Victoria.

Tram rides Sundays and Public Holidays (Except Christmas Day and Good Friday) 10.30 am — 5.00 pm.

5 minutes walk south from Loftus Railway Station.

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

BACK COVER: Footscray Tramways Trust proclaims the wording across the front of the Footscray tram depot although it was always operated by the MMTB since services commenced on 6.9.21. The building on the left which partly obstructs the front of this pleasing building is the bus depot which was added in 1936. T181 and X2675 stand at the front of the depot in this June 1955 view. This depot and the three local routes it served closed on 10.3.62. - Ben Parle

