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THE MANLY TRAMWAYS - N.S.W. 1903-1939

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## PRICE RISE

Once more it is necessary to announce a  
price rise; unfortunately it has now become an  
annual event.

A yearly subscription in Australia will now  
cost \$7.50 while the overseas rate will be \$9.00.  
The face value will remain at \$1.25. It will be  
seen that the subscription price now matches  
the face value instead of being at a discount.  
However this still includes postage and other  
distribution costs.

## TMSV Late News

Since the TMSV notes were received two  
further cars have been received at Bylands.

W2 331 and VR 52(701—but this number has  
never been carried) arrived from Preston Work-  
shops on Tuesday 16 December 1980. The VR  
car has been mounted on W2 bogies.

The other remaining VR car, 700 formerly  
52, has been acquired by the ARHS and has  
gone to North Williamstown.

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BACK COVER: *Former Sydney AEC Regent 2507  
is seen outside Mildura Post Office in December  
1978 in the guise of 'Big Ben'. After withdrawal  
from service in Sydney it served in Mount Gamb-  
ier for two years and Victor Harbour for 18  
months (both in South Australia) before going to  
Mildura (Victoria) for tourist duties.*  
- Bruce Mclean

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FRONT COVER: *The Minister for Works, Mr. Charles Lee, is seen standing on the platform of steam  
motor 41A just prior to cutting the ribbon for the ceremonial opening of the North Manly to Brookvale  
tramway extension on Saturday 16 April 1910. This function was performed at the Manly end of the  
new bridge across the Curl Curl (Manly) Lagoon.* - V. Solomons Collection



## THE MANLY TRAMWAYS - N.S.W. 1903-1939

### B. 1907-1910 THE RETURN OF THE STEAM TRAM

By K. McCarthy

The return of steam traction to the Manly tramways on 1 October 1907, after a four year period of horse operation, (See TW October 1979) was not only due to an increase in patronage. It was also the result of more economical working of steam trams brought about by the dispensation of firemen after 1906. To enable one man operation, the steam motors were fitted with dual controls so that the driver could be stationed to the right of the boiler towards the front of the motor in either direction of operation. Some motors were fitted with dual operating positions in the 1890's (N10 at Newcastle being one such unit) but, prior to the general conversion in 1906, the single control position was located half way along the side of the boiler.

To improve the driver's forward visibility the headlamps were lifted from the front bulkhead to

above the roof canopy while later, some motors had sections cut away from the front aprons to improve the view ahead along the tracks. Prior to his dispensation, part of the fireman's role was that of lookout man which required him to take up position on the front platform of the engine to warn the driver of approaching traffic and to trip the plough type lifeshield if an unwary pedestrian should fall in front of the vehicle. A gate flap, similar to that fitted to electric tramcars, was fitted to the front of the one man motors to automatically drop the plough lifeshield or "cow catcher" if an obstruction was on the tracks.

Another consideration, which prompted the return of steam traction to Manly and initiated planning towards eventual electric operation, was the threat of motor bus competition. The "Daily

*The Minister for Works, Charles Lee, cuts the ribbon from the platform of steam motor 41A to mark the official opening of the Brookvale tramway on Saturday afternoon 16 April 1910. This ceremony was carried out on the southern side of the Curl Curl Lagoon bridge at North Manly. - V.Solomons Collection*



*Horsecar 293 stands at the North Manly terminus, alongside the depot. The driver is James Ivey who operated the Manly line under contract between 1 June 1906 and 30 September 1906. See TW October 1979 for details. - Courtesy Miss B.Ivey*

Telegraph" for 20 May 1905 reported that a Mr. P. Kerr had recently requested permission from Manly Council to introduce a motor bus service from Manly to Newport using two single deck motor vehicles with a seating capacity of 16 each and one double decker seating 34.

### STEAM ROLLING STOCK AT MANLY

A mystery exists as to the steam motors attached to Manly Depot during the 1907-1909 period. Research so far has failed to reveal if the two original Manly steam motors, numbers 41 and 60 were converted to the one man dual control form while at North Manly Depot or if they were shipped back to Randwick Workshops on the main Sydney system for this work.

On 23 November 1906, during the period of horse operation, a memo from Traffic Superintendent Kneeshaw to Electrical Engineer O. Brain revealed that there were 2 steam motors and 3 steam trailers stored at Manly Depot being "the vehicles transferred there when the line opened".

During the period 1907 to 1909, when the undertaking was again steam operated over the original 1903 route, the following details emerge concerning the three engines associated with the tramway at that time, numbers 27, 41 and 60.

No. 27 - In Sydney during Fleet Week, August 1908.

At Manly by 1909.

Transferred back to Sydney from Manly on May 1911.

No. 41 - Transferred to Manly from Sydney on 31st January 1903.

At Manly 23 November 1906.

Transferred back to Sydney from Manly on 2 May 1911.

No. 60 - Transferred to Manly from Sydney on 31 January 1903.

At Manly 23 November 1906

At Randwick workshops to receive a new boiler by 1910.

It seems that motor No. 60 departed from Manly circa 1908-9 and was replaced by one man motor 27A. Motor 41 remained at Manly for the entire steam and horse operation period from 1903 to 1911 and was converted to dual control, one man style and renumbered 41A in circa 1907.

The original 70 seat bogie trailers of the C2 (later B) class, numbers 10B, 15B and 73B were stored at Manly Depot throughout the horse operating period.

The first part of this brief account of the Manly tramways outlined the difficulties in transferring steam rolling stock from Sydney to Manly in 1903, so it is with surprise that the "Railway Weekly



Notice" mentions that motor 60 operated a rolling stock transfer trip between Sydney and Ashfield on 24 January 1904. As this motor was situated at Manly at that stage this "Weekly Notice" entry must therefore be in error.

## PROPOSED ELECTRIFICATION OF THE MANLY TRAMWAYS

On 16 February 1909 an initial investigation was undertaken concerning the electrification of the short Manly line between the pier and North Manly Depot. This report had been requested by the Railway Commissioner on 15 January 1909.

The report considered that a single electric tram would be sufficient for the ordinary service with two electric cars in traffic to work the peak hour frequency. A fleet of four electric trams would be required at Manly to make up two coupled sets during the summer holiday traffic periods.

To permit a 15 minute service at peak periods, the terminal depot loop would have to be extended 3 chains towards Manly or a new loop could be constructed 9 chains from the outer terminus near the Smith/Hutton Streets intersection to enable cars to pass on the single track line.

Further progress of this scheme did not eventuate, for on 13 February 1909 the estimates for electrification had to be reviewed to take into account the political decision to extend the Manly tramway to The Spit with a separate northwards extension beyond North Manly to Brookvale.

## THE BROOKVALE EXTENSION

During 1907, Mr. Lee, the Minister for Works, promised the Warringah Shire Council that the state government would build the tramway extension from Curl Curl Lagoon (North Manly) to Brookvale, a distance of 2 miles and 10 chains at a cost of £10,000 as the next step on the route to Pittwater.

A further report dated 13 February 1909 stated that six single truck electric cars of 50 seat capacity would be required to work the planned Manly to The Spit route with three additional similar trams for the Manly to Brookvale tramway. It would not be practical, however, to provide electric trams on the Brookvale extension until The Spit line was available for service.

As a result of this report District Superintendent Herrmann informed Traffic Superintendent J.



*Steam motor 41A hauling C2 type car 98B and A3/6 type car 149B in preparation for the opening ceremony of the Brookvale tramway on Saturday afternoon 16 April 1910. Although the location is hard to identify, the tram is probably standing in Pittwater Road just east of the North Manly depot prior to steaming to the Curl Curl Lagoon bridge for the Opening Ceremony. - V.Solomons Collection*



*The Official Tram hauled by steam motor 41A with cars 98B, 149B and 73B steams up Pittwater Road Brookvale on Saturday afternoon 16 April 1910. The tram is passing Chard Road intersection as it moves northwards into the terminal loop. It gained an additional car after the ribbon cutting at Curl Curl Lagoon. - V.Solomons Collection*

Kneeshaw that one additional steam motor and three trailers would be required for the Brookvale extension prior to electrification.

A contract for the construction of the 2 miles and 12 chains of permanent way between North Manly and Brookvale was let on August 31st 1909 to Barrie and Cowdery of North Sydney at an amount of £5,644-7s-6d. The rail joints were specified as being thermit welded to make the undertaking suitable for electric operation in the near future. The planned completion date was set down as 1 April 1910.

The location of passing loops on the tramway gave cause for concern as the mixed variety of steamers used on the Circular Quay to Manly ferry service produced a wide range of speeds and to describe the operation as a "half hourly ferry service" was not very accurate. To cater for half hourly and quarter hourly frequencies the existing depot loop at North Manly depot was retained at a distance of 90 chains from Manly Pier while an additional passing loop was positioned on the extension at 149 chains to be known as Harbord Loop beyond Harbord Road. The anticipated running times were 8 minutes from Manly to North Manly with an additional 15 minutes required to reach the Brookvale terminus at the intersection of Pittwater, Old Pittwater, Winbourne Roads and Alfred Street.

The terminal loop at Brookvale was designed to hold a steam motor and three trailers requiring 153 feet in the clear while the passing loops were each 330 feet (5 chains) in length.

During the planning stages, Inspector Munro suggested in a letter dated 24 June 1909 to John Kneeshaw, that as the new terminus at Brookvale would be situated on a 1 in 32 grade falling away from the dead end, a safety car siding should be laid from the loop towards Manly forming a short length of parallel track to the main line on the southern side of the loop. Such an arrangement had been provided at the West Wallsend terminus at Newcastle but this proposal was not adopted at Brookvale.

No additional depot accommodation was required at Manly for the new rolling stock as the original sheds could house six trailers and four motors. Some concern however, was expressed concerning the fueling arrangements at North Manly once the extension was completed. Unfortunately the track maps mentioned in memos and letters of the period from January to August 1909 have not so far been located.

From written descriptions it now appears that the original 1903 terminal layout at North Manly consisted of a run around loop located in Pittwater Road, a two road trailer shed, a single track motor shed and a single fuel road. This latter track served the coke stage situated on the depot yard boundary

with Pittwater Road and motors requiring fuel ran into the depot yard while the car stood at the terminus in Pittwater Road where passengers could join the trailer at leisure.

If the track arrangements at North Manly Depot were not altered with the route extension to Brookvale, it would be most inconvenient to uncouple the motor from the trailers at the depot to take on fuel, while it would be undesirable to carry the fuel to the motor across the street as it waited on the loop. A suggestion to extend the coke stage onto the public roadway was rejected in favour of a plan to expand the depot yard fuel siding into a passing loop so that trams requiring fuel and water could pass through the yard without reversing. The existing North Manly loop in Pittwater Road was to be retained until the decision was made as to the location of passing loops for the electric service. To make the fuel siding suitable for through traffic the lead line from the street into the depot yard had to be eased as well.

To save time in refueling, John Kneeshaw recommended to the Commissioner at this stage that the water column situated in the depot yard be repositioned at the coke stage so that both fuel and water could be taken at the same time.

The steepest grade on the Brookvale extension amounted to 1 in 31 for a distance of 2 chains while

the sharpest curve was 90 feet radius. Girder rails of 100 lb. weight were constructed on the straight sections while 80 lb. tee rails and 109 lb. grooved plant were used on curves. The rails were laid on iron bark sleepers on a bed of white metal ballast obtained from the French's Forest quarry at a cost of £2,344-6s-0d.

On 12 January 1910 a report from Inspector Munro to John Kneeshaw revealed the track had been laid to within a half mile of the new terminus and the excavations for the entire length of the route were completed. Construction of the Harbord Loop was underway but work still had to be undertaken on the Curl Curl Bridge at North Manly. At this time the fuel stage and depot yard alterations had not commenced.

Two alternatives were considered for the fare structure to Brookvale. One proposal envisaged the total 3 miles 33 chain journey being divided into two fare sections at 1d per section with the end of the first section being located at Queenscliffe Road. The alternative scheme, which was the one adopted, called for three sections:-

Manly to North Manly Depot - 1st section - 1 mile 20 chains (100 chains)

Manly Depot to Spit Road - 2nd section - 88 chains.

Spit Road to Brookvale - 3rd section - 85 chains.



*The 'white metal' ballast is evident in this photo of the Brookvale tramway. The paddock beside the tramway is en fete for the opening. The grades and hill backdrop suggests that this photo was taken looking south at the Pittwater Road/Cross Street intersection. - V.Solomons Collection*

This structure made the through adult fare of 3d. and the child's fare 1d. These short section structures remained in use on all routes of the Manly tramway network until the closure in 1939, at a period when the section lengths on the main Sydney system were an average of 2 miles.

The single track staff sections were:-

Staff section 1 - Manly Esplanade to North Manly Loop.

Staff section 2 - North Manly Loop to Harbord Loop.

Staff section 3 - Harbord Loop to Brookvale Terminus.

### ROLLING STOCK TRANSFERS

Traffic Superintendent Kneeshaw reported to the Commissioner that 2 steam motors and 3 trailers would eventually be required to work the Brookvale extension at a book value of £2,460, but only 1 motor and 3 cars would be needed at the start. He recommended that this rolling stock be transferred from Randwick Tramway workshops, on the main Sydney system, as soon as possible to

relieve a shed space problem for electric trams. This recommendation was approved by Commissioner Johnson on 7 January 1910.

This additional rolling stock transfer was made on Sunday 30 January 1910 when motor 78A and 70 seat "C2" cars 98B and 174B with older 50 seat tramcar 149B (a former double decker in the Sydney steam service) left Botany Road railway connection sidings at Railway Square at 9-10am for the East Road at Darling Harbour Wharf. On arrival these trams were stabled ready for transfer to Manly on harbour lighters on the following day.

During the latter part of January 1910 the Manly steam motors and trailers received destination boxes and rolls of the narrow "car" pattern. Manly had remained the second last N.S.W. Government Tramways route to use the old destination boards. The last location for their use was on the Fassifern to Toronto railway when it was worked by steam tramway rolling stock between 29 August 1910 and 28 May 1911 during the period when that former private railway was being rebuilt to heavier standards by the N.S.W. Government Railways.



*The crowd which gathered at the southern end of Curl Curl Lagoon bridge on 16 April 1910 to witness the Official Opening of the Brookvale tramway. One of the horse trams can be seen standing off the tracks behind the marquee. The reason for its presence is unexplained.*  
- V. Solomons Collection

## OPENING OF THE BROOKVALE EXTENSION

The new tramway was almost completed by the planned date of 1 April 1910. Following satisfactory tests, on what appears to be the morning of 16 Saturday April 1910, the extension was made available for the opening ceremony on that afternoon.

As 1910 was an election year in N.S.W. State parliament the opening ceremony enabled Mr. Charles Lee, the Minister for Works, to use this occasion as a political junket. At the election held on 14 October 1910 the Sir Charles Wade ministry was replaced by that of J. McGowan in which Mr. A. Griffith replaced Lee as Minister for Works!

The main street of Brookvale was decorated for the opening ceremony. The proceedings commenced at the Manly end of the Curl Curl bridge when the President of Warringah Shire, Mr. E. Quirk, met the decorated tram for the ribbon cutting ceremony. Motor 41A, trailer 149B and possibly 98B were used as the ceremonial tram while one of the old horse cars stood adjacent to the festive area.

After cutting the ribbon, Mr. Lee rejoined the tram which departed along the new route to the accompaniment of cheering and the shriek of the motor's whistle. As this inaugural tram later steamed into Brookvale terminus the procession was led by a brass band and pipers.

Mr. Lee was accompanied on this journey by the Mayor of Manly, Alderman Bonner, Dr. Arthur M.L.A., the members of the Manly and Warringah councils, the council clerk, Mr. Hogan, Mr. Meston of the Queensland tourist bureau and Mr. Montgomery of the New Zealand Tourist Bureau.

Mr. Lee revealed in his speeches that the tramway extension had cost £10,321 and that its eventual extension to Pittwater was a "foregone conclusion". When presenting the Minister with the ceremonial silver mounted scissors, Mr. Quirk stated that the people of his district were grateful that Mr. Lee had kept his 1908 promise. In reply the Minister said that the Pittwater extension could not be made at that time as it would be well above the £20,000 limit which would force the proposal to be considered by the Public Works Committee. He felt that it would have been impossible to have both the North Manly to Pittwater and The Spit to Manly tramways before the Committee for consideration at the one time.

On responding to the toast to Parliament, Dr. Arthur MLA predicted that the tramway would result in a population increase in the Manly-Brookvale district similar to that experienced along the Sydney suburban portion of the Illawarra railway when it opened in the 1880's. To commem-

orate this occasion Dr. Arthur received a leather bound album of local scenes while Mr. S. Ridge, the Chairman of the local Tramway Committee, received a gold watch chain and medallion. Mr. Ridge promised in his response that he would not give up his efforts until this district tramway reached northwards to Pittwater.

## PUBLIC OPERATION

The tramway extension was not available to the general public until Wednesday morning 20 April. The initial timetable can be summarised as follows:-

**Monday to Saturday.** A general ½ hourly base service, with 32 through trips from Manly Pier and two additional departures at 11.10pm and 11.40pm to North Manly Depot. The first weekday trip departed from Manly Esplanade at 7.14am and the last through departure was at 10.42pm.

**Sundays.** A general ½ hourly base service with 21 through trips and the last 9.40pm departure to the depot. The first trip from Manly departed at 9.10am and the last through trip left the Esplanade at 9.10pm.

On 26 April however, the loadings of the 9.12pm, 9.42pm, 10.10pm and 10.42pm departures from Manly were checked to see if some economies in the late night services could be made by terminating them at North Manly.

From Monday 30 May 1910 an amended timetable was introduced where the first departure from Manly on weekdays was at 7.11am and the last to Brookvale occurred at 10.43pm. The 11.13pm and 11.40pm departures only extended as far as North Manly depot. This timetable allowed for 33 through trips from Manly with the Saturday service being more frequent around mid-day. The new Sunday services now allowed for 23 through trips from Manly, the first departure from the Pier being at 9.9am and the last through trip at 9.9pm. The 9.39pm departure being destined for the depot.

The new timetable did not provide any economies, but slightly increased the number of trips. To give flexibility to the ferry loading time at Manly in the morning peak period and the unloading time in the evening the new schedules enabled the two trams in steam to cross at Harbord loop in the mornings and at North Manly Depot loop in the evenings. This also allowed some running latitude in absorbing late boat arrivals.

Terminating trams stood on the Brookvale terminal loop for the first month of public operation but the tramway "Weekly Notice" of 14 May 1910 directed the Manly tramway crews to propel the cars to the single track dead end beyond the loop after running around, so that passengers could join the tram at the Old Pittwater Road intersection at Winbourne Road.



With the opening of this Brookvale tramway the standard city tickets from Port Macquarie depot were introduced at Manly and the unique 1st. section pink tickets overprinted "UP" (see p 9 TW Oct 1979) were gradually withdrawn from use.

The Public Transport Commission is thanked for granting permission for the publication of material from their archives. V. Solomons, C. Woodside, R.

Willson and the Rev. C.B. Thomas are also thanked for their generous assistance in the preparation of this section of the Manly story.

The next part of the history of the Manly tramways will deal with the construction and opening of the electric tramway between Manly and The Spit and the later conversion of the Brookvale line to electric operation.

## NSW STEAM TRAM TRAILER 191 B

By K. McCarthy

But for the efforts of the two Sydney tramway museum societies, the recent centenary of Government operated passenger street transport in N.S.W. would have been ignored. The relevant officers in the Bus Division of the Public Transport Commission should hang their heads in shame that the public relations opportunities of the September 1979 centenary were not exploited, especially when one recalls the efforts made by the Bus and Tram Division of the State Transit Authority of South Australia in conjunction with the Australian Electric Traction Museum, to celebrate a similar anniversary during June 1978.

In Sydney transport circles it is becoming strikingly obvious who are the "amateurs" and who are the "professionals" when it comes to the exercise of public relations.

The most noteworthy event on the occasion of the N.S.W. centenary was the return to operation of 70 seat steam tram trailer car C2 type 191B, forty five years after it was lifted from its wheels at Sutherland Depot and transported away for use as an outbuilding. This tramcar officially returned to traffic on 30 September 1979 when the Steam Tram Preservation Society staged their centenary open day.

At this juncture it is perhaps fitting to trace the history of this interesting vehicle. Like their steam railway counterparts, steam tramway contemporary historians and statisticians concentrated on the motive power and paid little attention to the vehicles hauled behind. As a result there are many missing areas in the 88 year history of this interesting tramcar.

It seems that 191 was the last of a batch of 24 C2 type 70 seat bogie single deck trailer cars built by J. Morrison on tramway contract 90/4108 dated 19 August 1890. The Tramway Department provided wheels, brakes and general running gear for the cars in this order, possibly removed from earlier double deck cars. Eight trailers in this new order were to be delivered before 22 December 1890 for the

summer holiday traffic while the remaining 16 vehicles were expected to be in service by 19 June 1891. The cost of each tramcar (without running gear) was £346.

Trailer 191 was delivered to traffic on the main Sydney tramway system and remained there until the conclusion of the electrification programme of the main system in 1905-6.

The period around the turn of the century was an era when rowing races drew thousands of spectators to the course on the Parramatta River in the vicinity of Gladesville-Putney-Mortlake reaches. In the 1890's, sculling competitions, with large purses at stake, aroused enthusiasm when staged between such notable personalities as Ed Hanlan, Ed Trickett and Bill Beach. One of the favoured vantage points was at Correy's Picnic Grounds at Cabarita Park. A tramway extension from the Ashfield-Burwood-Mortlake steam tramway was officially opened to Cabarita Park on Wednesday 31 July 1907 to be available for regular traffic from the following day. This was in time for a major rowing race set down for Saturday 3 August 1907. To cater for this special traffic, two transfers were made of steam stock from Sydney to Ashfield on Sunday 28 July 1907. The first tram consisted of one motor in steam hauling a dead motor and three cars while the second division of the transfer was made up of one motor in steam hauling a further three trailers. It seems that 191B arrived on the Ashfield-Enfield system at this time.

The popularity of Correy's grounds is best illustrated in a report of May 1906. During 1905 some 65,000 to 70,000 people visited Correy's Grounds by steamer and 3,000 by road. A further 20,000 also visited Cabarita Park, approximately half of these walked from the adjacent Mortlake tramway.

To handle some of the expected heavy traffic, between 20 and 27 August during "Fleet Week", on the occasion of the visit of the "Great White Fleet" of the U.S. Navy, some steam motors and

trailers were transferred back to the electrified Sydney tramway from the suburban and Newcastle steam systems. On 28 June steam motor 25A and trailers 81B and 191B together with a third unidentified car, were transferred from Enfield to Randwick Workshops on the main Sydney system. Cars 81 and 191 were too weather worn to be repainted at Enfield so they were taken to Randwick to be renovated in time for "Fleet Week" traffic.

It seems that 191B remained in Sydney after "Fleet Week" for further use as an electric trailer car.

Following the electrification of the main Sydney system in 1905, steam trailers were housed in Waverly depot for use behind electric trams on the eastern beach lines and for racecourse traffic. While the large shed at Waverley Tanks (on the later site known as Moncur Street Sidings) remained standing the surplus steam stock was housed there under cover.

On Easter Monday 1906 a total of 634 electric tramcars were in service on the main Sydney system and some of these vehicles hauled a total of 32 electric trailers and 40 steam trailers giving a total of 706 vehicles in service.

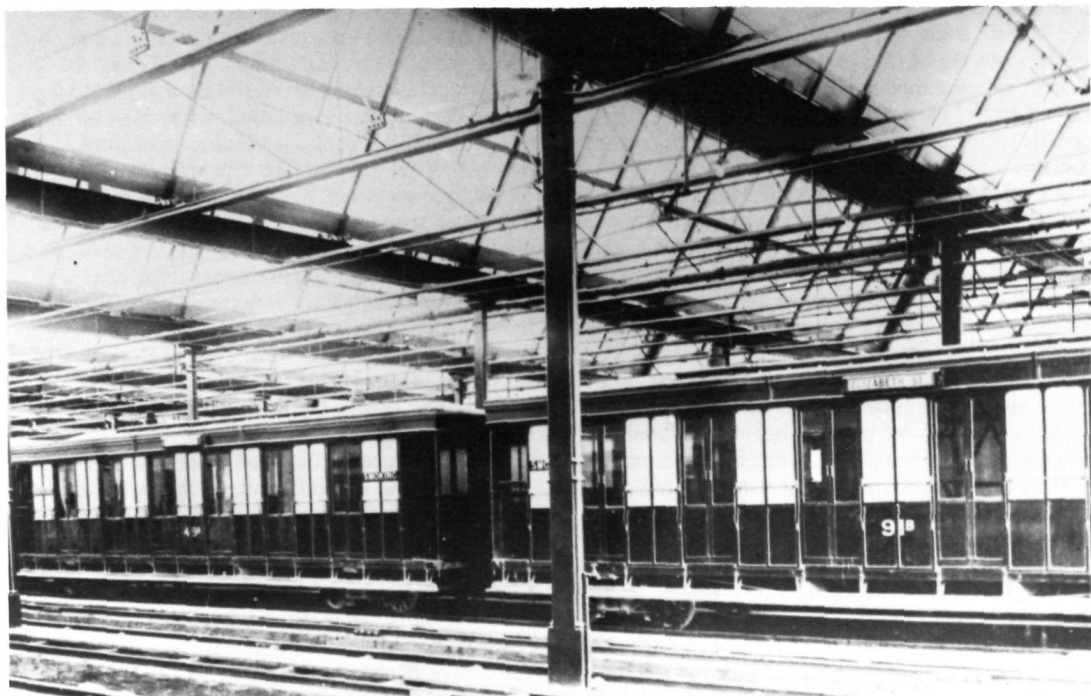
Details of the opening of Dowling Street Depot

throws further light into the use of steam trailers in electric service on the main Sydney system. On 17 April 1907 a total of 40 steam trailer cars were housed at Waverley depot of which 10 were in daily regular use.

A rolling stock report of May 1908 reveals that 40 trailers were still attached to Waverley depot while a further report states that an additional 3 steam trailer cars available for electric service were stored at Randwick Workshops.

The construction of Dowling St Depot was planned at a time when the inner suburban electric tramway services were expanding and depot space was at a premium. A survey on depot accommodation dated 17 April 1907 mentioned that the 30 electric tramcars required to work the Bellevue Hill service could be housed in Waverley Depot if the converted steam trailers were removed. As these trailers were in good condition they would have to be given covered accommodation. Thus the decision was reached on January 24th 1908 to erect a new depot in stages at Moore Park.

These Waverly steam trailer cars were transferred to the new Dowling Street Depot (the official name given to the Moore Park Sheds from 6 March 1908) on Wednesday 27 May 1908 when only 12 roads of the western shed were available. On that



*Steam tram trailer 91B and 49B in Dowling Street Depot, 1908. These were two of the 34 steam trailers stored at this depot when it opened in May 1908. Trailer 91 was transferred to Maitland in 1909 to open that system while 49 was sent to Newcastle. Unfortunately another trailer carried that number in Newcastle so 49B was renumbered 53B! - PTC Photo*



*C2 type steam tram trailer 191B at Parramatta Park on 26 September 1971 during the very early stages of restoration. - K.McCarthy*

date other contemporary reports reveal that a total of 34 steam trailers and 20 electric cars were taken to the new depot. Dowling Street opened as an electric running shed on 25 January 1909 with 101 drivers and 114 conductors serving the Coogee, Botany, Alexandria, Henderson Rd. and Zetland routes.

A further rolling stock report of April 1910 stated that 40 former steam trailer cars were still attached to Waverley Depot but during August 1910 this number had been reduced to 10 trailers due to the demand for steam rolling stock for the expanding Newcastle and Broken Hill networks and the new isolated lines at Maitland and Bexley. The Sutherland-Cronulla steam tramway, then under construction, was expected to absorb the remaining vehicles as well as others that would possibly become available with the electrification of the Enfield and Manly tramways and the upgrading of the Fassifern to Toronto tramway to take main line railway rolling stock.

One interpretation of Government Tramway rolling stock lists suggests that 191B was at Manly from 1909 until 1913, being employed as an electric trailer after 1911. This is an error as the list suggests that eight trailers were at Manly throughout this period whereas other more reliable archives indicate that only six trailer cars were employed at Manly. Cars 10B, 15B and 73B arrived at Manly on 30 January 1903 while 98B and 174B together with cut down former double decker car, (50 seater) 149B arrived at Manly on 31 January 1910.

After the electrification of the Manly steam tramways in 1911 these six tramcars remained on that system as electric trailers until 1913-14.

During the restoration of 191B no evidence was found that it was ever fitted with dual air and vacuum braking gear for electric operation. The absence of 32 volt and 600 volt electric lighting in 191B does not prove, however, that it was not used in electric service. The 32 volt lighting system was not fitted to steam tramway rolling stock until after 1921 when some steam motors received Pyle National electric steam generators. The 600 volt lighting system was apparently only fitted to the Newcastle steam trailers 3B, 12B, 21B, 26B, 29B, 40B 42B, 43B, 51B, 57B, 85B, 88B, 90B, 91B, 97B, 133B, 146B, 156B, 173B, 174B (20 cars) used behind the "LP" type electric trams on the Racecourse services between 1926 and c.1935.

According to official car lists, trailer 191B was available for operation as an electric trailer for relief working on the Sydney system and for similar operation on the suburban steam tramways until 28 September 1913 when it was transferred to the Kogarah-Sans Souci steam tramway to take the place of one of the last four 60 seater "CI" cars withdrawn from service at that time.

A report dated 17 February 1910 indicates that the steam tram trailers used on the Enfield tramway were fitted with roll down canvas blinds above the end aprons in the open end compartments while the Kogarah cars were fitted with additional glass partitions between the end platform seats and the

end full compartments. On 17 March 1910 the decision was reached that trailer cars being transferred to the new Sutherland-Cronulla tramway, then under construction, would receive both the canvas blinds and the additional glass partition bulkheads. An additional directive issued on 21 November 1910 authorised the fitting to all Sutherland trailers of hinged platform seats similar to those on the Kogarah cars. This would enable boxes and luggage to be carried on the end platforms.

Trailer car 191B received additional glass bulkheads and hinged end platform seats for service on the Kogarah-Sans Souci tramway.

As it was fitted with railway contour flanges, car 191B spent most of its remaining years of regular service on the Kogarah tramway with occasional visits to the Sutherland line to assist in holiday traffic.

The Sutherland passenger operations ceased on August 3rd 1931 and regular goods services closed after 13 February 1932. The large Sutherland Depot, however, was used to store surplus steam rolling stock until 1935. (See TW p12 October 1978) A rolling stock list dated 13 February 1932 does not show 191B at Sutherland but a later list dated 28 July 1933 reveals that 191B was stored there at that time.

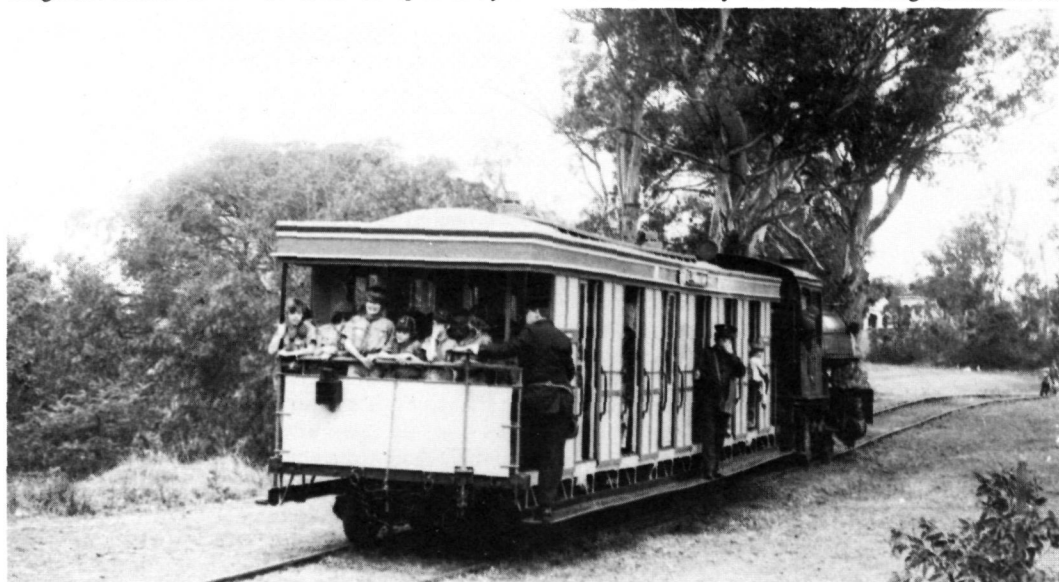
With the closure of the Sutherland passenger service the trailers were interchanged between Kogarah and Sutherland depots so that those vehicles in best repair could work out their life at Kogarah. Trailer 191B was no doubt replaced by a

former Sutherland trailer so that a car fitted with 32v electric lighting could be made available for night operation.

Most of the surplus trailer cars were gradually sold from Sutherland Depot for use as sheds and living quarters. The ruling disposal price was £10 for cars with glass and £5 for those without glass. Vehicles with missing cedar panels could be valued at a lower cost through negotiation. Cars in running order were sold for £150 each. Newcastle trailers 147B and 154B were hauled by a Newcastle steam tram motor to East Greta Junction and then on to Hebburn Colliery on Sunday 10 February 1924 for use as a miners' train between the Company's No. 1 and No. 2 pits. The total purchase price of £300 included the delivery charges from Newcastle to Hebburn.

Cars 102B and 191B were sold from Sutherland Depot to Mrs. King of Paddington and were delivered on 8 October 1934 by Swadling & Coy. to her Jannali property. Mrs. King paid £20 for the two cars as per receipt T163890. Mrs. Nellie King was permitted by Sutherland Shire Council to use the two cars as a weekend residence provided the ceiling height was lifted to 9ft. Mrs. King had received a quotation of £9 to do this conversion by a retired Randwick Workshops employee, but he later refused to carry out this task. Under pressure from the council, local builders were approached to carry out the job, but all agreed that the cost would amount to more than if a structure had been built using new materials.

On 3 January 1935 Mrs. King contacted the



*C2 type steam tram trailer 191B at Parramatta Park on 30 September 1979 when it officially re-entered passenger service after an absence of 45 years. - K. McCarthy*

Tramway Department about her problem and requesting assistance in disposing of the cars to other interested buyers. A reply dated 8 January pointed out that the Tramway Department would keep her problem in mind but a general difficulty was being experienced in selling the old tramcars.

The local council possibly forgot about the matter for by the early 1960's the two tramcar bodies were still standing side by side at Jannali hemmed in by the post World War II suburban development.

Early in 1965 the small house blocking 102B and 191B from the roadway was destroyed by fire making it possible to at last retrieve the vehicles for restoration. Trailer 102B had reached an advanced stage of decay but 191B was found to be in reasonable condition. On 16 October 1965 this latter car was transferred to Parramatta Park accompanied by retrieved useful parts from 102B. While at Jannali No. 191B has been fitted with a bath, chip heater, beds, tables and chairs as well as a kitchen sink!

The task of restoring this car to operating condition was a long one. By September 1971 work was progressing on the refitting of missing doors and running boards. Replacement seat parts had been obtained in 1970 from "O" car 1424 used for target practice on the Naval Air Station Range at Jervis Bay N.S.W. On 25 August 1974, although far from completion, restoration had reached a stage which allowed 191B with trailers 74B, 37C and 95C to be hauled along the Parramatta Park Museum Tramway by steam motor 103A on the occasion of a visit by representatives from the New Zealand tramway museums. (See TW p31 October 1974).

The restoration project reached completion in time for the N.S.W. centenary in September 1979 and it was a proud moment on 30 September when members of the Steam Tramway Preservation Society could display their "new" item of rolling stock. Thus 191B re-entered passenger service after an absence of almost 45 years.

## ADELAIDE'S LEYLAND WORLDMASTERS

By M.J. Church and J.C. Radcliffe

Adelaide's three-door Leyland Royal Tiger Worldmaster buses, arguably the most successful motorbuses yet used in Adelaide, are now being withdrawn from traffic for the third and presumably final time. Built from 1956 to replace the trams, they have not only replaced also trolleybuses, but also much more recently acquired private and MTT buses in the State Transport Authority fleet. Many can be still found operating in private bus fleets across the nation.

When the Municipal Tramways Trust began planning its conversion of street tramway operations to motorbuses, it ordered three prototype chassis. These were an AEC Regal IV, a Daimler Freeline and a Leyland Royal Tiger Worldmaster. Varying styles of bodies were built on them, and they initially became MTT Nos. 240, 166 and 600 respectively. A further 140 AEC Regal IV buses were subsequently purchased, the Daimler was disposed of to a private operator early in its career (though it returned to MTT ownership as part of the private-bus take-over in 1974), while an additional 168 Leylands were purchased.

Leyland No. 600 was the last of the three prototypes to be delivered, and appeared in 1956 with a three-door 40 seat body of the type which had by then been adopted as the MTT standard

style. It was fitted with a Leyland 680/100 motor rated at 55.3 hp using a differential ratio of 5.8:1. Subsequently, a fleet of similar buses was built, but fitted with an upgraded motor rated at 60 hp and using a differential ratio of 5.4:1. The first of this group of buses were numbered 801-890, and were delivered from the body-builders, Freighter-Lawton Industries, from mid-1957. By the end of the following year, all of the second group of buses, numbered 901-978, had also been delivered. There were few differences between them, though one conspicuous difference was the fitting of wind-driven exhaust fans to the rear roof of 858.

In their early days, buses 801-820 were designated as "honorary trolleybuses". This was denoted by the small letters "TB" painted on their depot code plates then mounted inside the driver's cabins. In this role, they were used to relieve the ageing double-deck trolleybuses.

The Leylands continued to operate through the early 1960s as conventional units with two-man crews on all routes. Transport economics were showing, however, that transit authorities could do little to halt their increasing costs unless they progressively moved towards one-man operation. With this in mind, the MTT determined to develop one-man operation as a policy, and to this end





*Prototype Leyland Royal Tiger Worldmaster Mk2 no. 600, later renumbered 800, awaits passengers in Victoria Square Adelaide, soon after entering service in 1956. -D.Ellerton*

decided to reconstruct Leylands 801-816 for front entrance/centre exit one-man use. In 1966, these sixteen buses had their rear doors sealed, and their centre doors were converted for passenger push-opening while at the same time being fitted with an interlock to prevent the bus being driven while the centre door was open. However, Union members flatly refused to use the converted buses, and they remained stored at Hackney under cover for two years. Finally they reentered service on a specially chosen route (Glen Osmond - Novar Gardens) from 25 May 1968 to test the proposed one man system. Initially "Ultimate" ticket machines were used, but these were later discontinued in favour of "Cambist" change machines and an "Almex" unit which could stamp paper tickets at the point of sale.

Although the system which required passengers to push open the centre door was not (and still is not) popular, the system proved simple and workable. Thirty AEC Regal VI buses, built as three-door buses in 1963, were converted for one-man operation by the removal of the rear doors, and it was decided that all future buses would be of a two-door design suitable for full-time one man operation. About this time, the rear doors were also removed from 801-806, 808, 810 and 813, all except the latter having their rear platforms raised to provide a level floor throughout.

From 26 October 1969, as new buses were delivered, two-man operated bus services using the old three-door buses were progressively replaced by one-man operated services and the old buses

withdrawn. The last conventional run was completed by 946 in the early hours of 3 December 1972. This, it might have been supposed, was the end of the road for the three-door buses. Subsequent events showed that this was far from the case.

Most of the three-door buses were parked in a large paddock owned by the Electricity Trust of SA on Grand Junction Road, Angle Park. From here, they were progressively sold to private operators. Although their width had to be reduced by 2 inches before they could be used outside Adelaide, their generally good condition made this an economic proposition for interstate buyers. Many were so treated in the period 1971-1973 by Dennings, Smiths and other Adelaide body-builders.

Although 801-816 remained in traffic as one-man buses, it seemed likely that only one other Leyland Worldmaster would continue to be used by the MTT. This was no. 909, which was narrowed at Hackney, fitted with reclining seats and painted in the old tramways colours of tuscan red and cream to serve as a staff "picnic" bus, available for use by the staff for social events. In this guise, it made several trips to Melbourne with the tramways football team at a stolid 40 mph.

However, Assistant Rolling Stock Engineer George Gojny-Grabowski, who had presided over the records of MTT vehicles for many years, suggested it might be wise to retain some of the Leyland Worldmasters as insurance against a possible future need. Fifty were retained, parked around the various MTT depots. The need arose in



*Two Worldmasters on the Bee Line service lay over in Wakefield Street near the end of their operating life in 1979. - John Radcliffe*

quite dramatic and unexpected circumstances just over a year later. On 1 February 1974, Adelaide's private bus operators announced they would withdraw all services from 10 February 1974 unless an agreement could be reached with the South Australian Government to enable them to continue to operate economically. Within a few days, the Government reached an understanding with the majority of private operators that it would immediately purchase their assets and operate their services from 24 February 1974. However, one operator, Lewis Brothers, announced it would cease operating its services from 18 February, and would incorporate all its buses into its extensive charter operations rather than sell them to the Government. Thus the MTT had exactly one week to find the buses to run five additional routes. Out came the Leyland Worldmasters. At first there was time only to check their mechanical condition, wash them and provide the operator with a blackboard and chalk to show his destination in the front window and a street directory to help avoid getting lost. Over the next few weeks, however, the remaining Leylands were repainted and assembled into an operating fleet numbered 901-946. Considerable renumbering was involved, the respective original numbers being:- 901, 902, 885, 848, 905-908, 954, 975, 911, 912, 972, 914, 915, 964-967, 920, 921, 950, 854, 960, 925, 926, 958, 970, 971, 930, 931, 959, 933, 978, 935-937, 953, 939-943, 968, 977, 946.

The takeover of the private buses also resulted in some 50 three-door buses returning to MTT ownership. About thirteen were Leylands. To rationalise the fleet of nearly three hundred private buses ultimately acquired, the MTT ordered new AEC Swift and Volvo buses and designed new depots. But these changes took time to bring about.

At about this time, the remaining 800 series Leylands had also undergone a significant change. From 3 December 1973, nos. 801-806 and 808 had been repainted in a striking white, yellow, orange and red colour scheme, renumbered 1-7 respectively and commenced Adelaide's first inner-city free commuter service, known as the "Bee Line" service. This was outstandingly successful and resulted in the buses having to carry heavy passenger loads continuously through busy downtown traffic. The other silver buses continued to serve on regular services, though mainly in peak hours. No. 807 was renumbered 808.

Meanwhile, maintaining the continued operation of many of the old private buses became increasingly difficult. A number of the buses in the restructured "900" series were withdrawn, repainted into the colour schemes of the former private operators and sent to the private bus depots. As new buses were delivered and new depots built, the private buses and their services were integrated with MTT/STA services. This commenced with the opening of the new Morphettville Depot in February 1977 and the transfer of the private bus

operations in the Adelaide Metropolitan area to either this depot or Hackney. STA-designed buses were now taking over most private services. This meant that the buses in the former private fleets could be progressively sold. However, at least two Leylands, nos. 905 and 914, which had been repainted as 7915 and 7916 in the Henstridge Bus Services fleet, were once again repainted back in the STA silver colour scheme and resumed their former numbers in the "900" series. Such had been the crucial shortage of buses in this transition period that even the "picnic" bus, by now re-numbered 270, had to be returned to traffic, being especially selected for one of the foothills routes.

By November 1978, new bus deliveries for the metropolitan area fleet were almost completed and the last regular traffic runs by Leylands could be discontinued. Those remaining returned to store apart from a small group retained at Hackney for school charter runs. Even the Leylands working the "Beeline" service were progressively replaced in 1979. Finally, only two Worldmasters remained in

use - "Red Ned" the picnic bus on its hills run, and 905 on a school service. During this period, 905 became the first Adelaide motorbus to exceed one million miles, although some of the AEC trolley-buses had achieved this in the late 1950s.

Then a new problem arose in mid 1980. Employees banned some of the former private buses still being used from hills services. In the rearrangements which followed, nine Worldmasters were taken from storage and sent to Morphettville depot to reenter service. Once again these venerable vehicles had saved the day, and their operating life has been extended once more, albeit for only a short while.

It seems that at least two of the Leyland Worldmasters will have a continuing role with Adelaide's State Transport Authority. "Bee Line" bus no. 7 (ex-808) has been accepted into the STA historical collection, while 939 is being reconstructed into an elaborate promotions vehicle for Marketing Manager John Drennan.



*'Red Ned' no. 207, ex 909, bearing both MTT and STA logos, stands at the head of a line of buses fifteen years its junior, awaiting passengers for Flagstaff Hill. - John Radcliffe*

#### CONTINUED FROM PAGE 23

Road Bus Service and Bosnjaks Bus Service as route 300 under the name of Red Arrow, commenced an express service between Blacktown and Liverpool on Monday 8 December 1980. The journey time is 50 minutes and the fare \$1.50; the rail fare, via Granville is 90 cents.

Similar services are planned between Seven Hills and Baulkham Hills and Parramatta and Chatswood.

The UTA combined routes 505 and 508, Ryde to Melrose Park and West Ryde to Carlingford Station as route 509 which has been extended to Carlingford Court shopping centre.

# ADELAIDE TRANSPORT NEWS

## THE GLENELG LINE

Work has begun to upgrade aspects of the Glenelg tramway. In December 1980 the curves into City Depot bays 13 to 19 were removed from the centre of Angas Street. These curves have been disconnected for many years. At the same time, the curve into road 12 was removed. This road, which was connected, was last used for storing disused H type cars when Museum cars were at City Depot in 1978 and 1979. It is understood that should additional cars come to City Depot in the future, some stored H type cars could be relocated elsewhere. At the same time, the remainder of the fan was excavated, extensively reconstructed and repacked.

Work has also begun to relay the tracks in the main Glenelg tramway reservation. Rails and sleepers have been laid out between South Terrace and Greenhill Road. These tracks will be partly realigned to remove a reverse curve originally necessary when the line was built in 1929 in order to go around the then still standing South Terrace Railway Station. Second hand continuously welded rail from the suburban railway system of the STA is to be used on the Glenelg relay. Wooden sleepers will be retained.

The existing diagonal span wires introduced in 1952 will be replaced with lateral span suspension using nylon spans. All remaining fouling fittings are to be replaced with new non fouling fittings and it is possible that carbon shoes may replace trolley wheels at the conclusion of the project. In the meantime, concern by motormen about the excessive sag of existing overhead in hot weather has resulted in additional trolley hooks being welded onto the existing hooks of all cars so that the poles may be held down lower, avoiding any risk of leading poles fouling the overhead.

H type car 379, which has not run in traffic for about five years, is now nearing completion in the refurbishment programme. Some initial work has commenced on car 380 following its earlier use as the childrens art car. Car 377, which was repainted gold in 1979 for the Golden Jubilee of the line, is to retain its gold colour scheme which is in good condition. Originally it bore advertisements for the Bank of Adelaide, including the slogan 'Serving Australia since 1865'. Following the termination of the advertising contract, the financial difficulties of the Bank of Adelaide and its subsequent take over by the ANZ Bank, all reference to it were removed from the car. However the slogan remained on it throughout 1980. In November, the date on

the slogan was changed to 1929 so that it could apply to the Glenelg tramway itself. Numbers have since been painted on each end of the car between the headlights in similar fashion to 351 with which it normally runs coupled. Just prior to Christmas, MTT monograms were painted in black at each end of each side of the car. (The MTT was superseded by the STA on 8 December 1975.

## MORE BUSES

The STA has ordered a further 20 Volvo B58 buses, bringing the total of this type to 120. This consists of 60 Express buses (two door), 20 Hills buses (single door) and 40 articulated buses. All these vehicles are finished in a distinctive cream, tan and brown colour scheme whose origins can be traced back to the scheme used on the Mack buses from 1925 to 1950. About 40 of the Express buses, 10 of the Hills buses and the first of the articulated buses are now in traffic.

## PATRONAGE UP

For the first time in many years, patronage on STA services has begun to increase. In 1979-80 it was estimated that 3.8% more passengers were carried than in the previous year. During the last year, STA services spanned 141 route km of railways, 944 route km of bus services and 11 route km of tramway. The Authority directly employs 2551 staff and a further 1238 are made available by ANR to operate the suburban train service.

## MAYLANDS DEPOT

When the Municipal Tramways Trust was established in 1907, it acquired all of the assets of the various horse tramway companies including a number of depots. The last of these depots to remain in MTT/STA ownership is Maylands horse tram depot at the corner of Magill Road and Frederick Street Maylands. It was built by the Adelaide and Suburban Tramway Company Limited and opened in December 1882.

For many years it has served as a perway depot for the electric tramway system. (A second perway depot was located at Welland, but was sold in 1960.) Following the amalgamation of the MTT with the metropolitan railway services formerly run by the SAR, the newly formed STA instituted a gradual intergration of the tramway and railway perway gangs, to work from the Adelaide Station yard. This has meant

that the Maylands Depot has become largely redundant. In line with current S.A. Government policy to dispose of surplus property, the STA arranged for the 7300 sq m property to be auctioned on 12 November 1980. However, the AETM had, with the knowledge of officers of the STA nominated the main horsecar depot and associated cottage for inclusion in the Register of Heritage Items, in March 1980. The Minister for the Environment approved the nomination two days prior to the auction, which was then cancelled. The item has since been gazetted

for inclusion on the Register and any objections must be lodged by 31 March 1981. The registration is subject to confirmation by the Minister following consideration of any objections.

The effect of registration, if confirmed, is to protect the structure of the depot and cottage from demolition. The STA will still be in a position to dispose of the site, but any redevelopment must include the retention of the existing depot building, adjoining stables and foreman's cottage.



*Rear view of Maylands horsecar depot, recently given interim registration on the South Australian State Heritage List. Horsecars were housed in the centre portion of the depot, while stables on each side were for the horses; the loft was for fodder. More recently it has been a per way depot. - John Radcliffe*

**FOOTNOTE:** Long after the horsecars had departed Maylands Depot played host to two electric cars — H 380, renumbered 351, was stored there for some years before being scrapped in 1966. H1 381 which was there at the same time was more fortunate as it left for the AETM at St. Kilda.



# CITY SECTION

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

### **M&MTB ANNUAL REPORT**

The annual report of the Melbourne and Metropolitan Tramways Board for the year ended 30 June 1980 appeared in mid November. The up dated style of the past three years has been taken further this year. Photographs have always been a feature of the reports; this year there are 15 colour photos of trams and tramway equipment and one of a MAN bus with one historical tram photo in black and white.

The report commences by bluntly discussing the financial situation of urban passenger authorities and states that the 'supplement' from Government to Authority varies throughout the world and in Europe varies from 68% in the Netherlands to 30% in Britain. The Board's passengers received a 48% subsidy or \$33 million from the State Government. The report relates that it is only since the early 1970s that the Board has had to receive increasingly large Government help to off set rapidly rising costs. However, due to such large assistance, passengers seem to expect high levels of service, even in areas where patronage is extremely light. The Board has revised its services during the last year and re-arrangements and reductions have been made where possible. The report states that the Board's services did not run on 11 days and were partly disrupted on 24 other occasions due to industrial action; it continues—'Despite this unusually high level of industrial activity patronage for the year was 118.8 million, only 1.85% lower than for the previous year. It is apparent that there would have been no patronage change in a more stable industrial climate.'

The Day Tripper and Section Saver tickets became more popular and have eased the fare increase of 16 September 1979.

New trams and buses continued to be delivered during the year, while overhauls and maintenance to existing vehicles continued.

The East Burwood tramway has been very successful and results are somewhat better than the original estimates.

More passenger shelters and safety zones have been added to the system and the Board continues to try to arrange separation of its vehicles from other road traffic to speed tram and bus services. The Johnston Street Collingwood bus lane has produced favourable results. Relaying of tram tracks continued with 58% now

in mass concrete to road surface and 9% in reservation.

The electrical conversion and distribution system continued to be upgraded while investigation into a modern tram and bus radio communication system continues. Such an arrangement will have advantages for crews, passengers and the Board by providing improved and safer operation of public transport.

### **BUSES**

Monday 1 December saw the commencement of a free bus service from Swan Street, between Punt Road and Batman Avenue at the Yarra Park and Olympic Park car parking areas, to the City for shoppers. The MMTB provides the vehicles under charter conditions to the Action In Melbourne group and some of the larger retail stores, between 9.30 am and 3.30 pm, weekdays. Three buses operate on a ten minute headway, running via Swan Street, Punt Road, Brunton Avenue, Wellington Parade South, Flinders, Russell and Lonsdale Streets to a terminus at the Myer Emporium. The return journey is via Lonsdale, Elizabeth and Flinders Streets, Wellington Parade, Brunton Avenue, Punt Road and Swan Street. North Fitzroy Depot's Volvos 850 to 855 have been fitted with exterior advertising racks to carry panels on behalf of the major stores sponsoring the service, which is on a six months trial.

Two similar services for shoppers in June 1959, from a car park at Flinders/Spencer Street corner, and in November 1957 failed for lack of patronage. Observations of pre Christmas usage of this new service indicated mixed patronage. Time keeping in this hectic and at times chaotic period sometimes left a lot to be desired; sometimes two buses were visible at Elizabeth Street at the one time and once there were three.

### **TRAMS**

The tourist tram service from Batman Avenue terminus to Power Street Hawthorne recommenced on Sundays from 5 October.

On Saturday/Sunday 1 and 2 November, Chapel Street Prahran, from Toorak Road to High Street, was closed to all traffic to allow another festival and carnival to take place (as last year). Trams terminated north of Toorak Road with connecting buses southwards via a detour. The MMTB this year provided tourist

tram V214 to run from Batman Avenue to Toorak Road, but patronage was very light. The Board granted the Organiser's request for the TMSV to run horse trams on its tracks from the Prahran Town Hall southwards to High Street, a distance of about 200 yards.

## WORKS

The experimental long bladed (European style) turnout on the no. 1 crossover at the Victoria Street shunt, at the top of Swanston Street City, was removed on 25 October. At the end of September, a 12 metre extension was added to the West Preston tram terminus to facilitate road traffic movements from side streets at this location. Maintenance work was carried out on the Kooyong railway/tramway crossing on 5 October, while the double track right angle crossing at the Flinders/Market Streets intersection was replaced on 6 and 7 December. The old crossing was a mixed cable tram (one direction) and electric tram (the other direction) unit, and was the last piece of cable tram track in use in Melbourne streets. It was in a very worn condition having out lived a similar crossing by some 15 years.

The next major track relay will be Bridge Road Richmond, westward from Church Street to the junction with the Simpson Street siding. The MMTB has been 'nursing' this track for many years pending road widening work in this narrow thoroughfare. Apparently the decision has been taken that the existing 52 years old track cannot be kept going any longer. The new work will be 'temporary' construction, that is, not mass concrete to the road surface. It will have a concrete base and packing around the rails with metallised top and bituminous surface. The work will take place between late January and April 1981. It is not known when this narrow section of Bridge Road will be widened on its north side, but a very small number of buildings in recent times have been demolished and replaced on a set back alignment. Presumably the Toorak Road South Yarra relay from Punt Road to Chapel Street will not be done until later in 1981.

The curves leading from Fitzroy Street into The Esplanade St. Kilda were re-aligned to the south east during early December as part of a traffic channelising scheme to route Beaconsfield Parade traffic into Lower Esplanade.

The new nylon span wire, first used on the East Burwood extension, has been used to replace the old galvanised span wire in maintenance jobs or where poles have been relocated. During October and November, most of Swanston Street and parts of Bourke Street were fitted with nylon span wires. Being an insulator itself it does not need the five insulators that are standard on MMTB overhead and is thus less

obtrusive.

The large wooden crew room and passenger shelter at the entrance to the reserved track tramway into Royal Park, on Flemington Road opposite Abbotsford Street, has been demolished and replaced by a smaller brick structure in modern style architecture.

The MMTB has called for registration from interested contractors during October for the re-development of Footscray bus depot.

## THE LONIE REPORT

The Victorian Transport Study, by retired BHP executive Mr. M. Lonie and officers seconded from state departments and instrumentalities concerned, as outlined briefly in TW for October 1980, has caused one of the biggest controversies for many years. The 28 volumes on many subjects contain a mass of detail and many recommendations. It would appear that many of the thoughts and recommendations are reasonable but the publicity in the media and in State Parliament have mainly centred on the proposed closures of passenger and freight train and tram services. Progressively tabled in Parliament, the final reports on passenger services did not become available until October, but the furore was immediate. Debate, motions, amendments, Questions and Petitions have proliferated in both Houses of State Parliament. Possibly the most interesting — and disturbing — aspect of the matter is the speed with which State Cabinet considered the recommendations and decided which to carry out. Some reports take months or years to be considered; some fade into history and are never heard of again. But this report was acted upon by Cabinet in less than two months of its completion. For a massive report on such a major subject with immense practical, social and political implications this must be an extremely short time for consideration and decision.

The Report recommends closure of the most costly and least used services and a rationalisation of many others where a number of routes serve an area. Cost efficiency is a major theme of the Report and fare increases of a substantial nature are urged in order that the user pays for the service. It is felt that the scrapping of some routes and services will cut the need to replace old rollingstock with expensive new equipment. Some routes would be served by substitute buses. Country passenger and freight services were heavily hit, as were some metropolitan passenger routes.

Closure was recommended for suburban train services from Flinders Street to Port Melbourne, St. Kilda, Upfield and Sandringham, from Newport to Williamstown and Altona, from Eltham to Hurstbridge and from Camberwell to Alamein. Tram routes involved are from City to

South Melbourne Beach, South Melbourne and St. Kilda Beach, Camberwell and West Maribyrnong, from Kew Cotham Road to St. Kilda Beach, from North Richmond to Prahran (presumably North Richmond to St. Kilda Beach and City to Prahran) and from Moonee Ponds to Footscray.

Replacement bus services should feed into railway stations rather than extend to the City, while no more new trams should be purchased but rather it would be preferable to replace them with buses. The subsidy to cover the deficiencies of the railways, trams and buses should be eliminated by increasing fares frequently and at a greater rate than cost increases. Increased operational efficiency should also assist this matter and means should be taken to achieve this. A common fare system should be devised for travel on trams, trains and buses.

The Report mentions that successive Governments for some 25 years have allowed the public transport systems to run down, but states that the motor car has now become the major means of transportation. Figures indicate that the useage of public transport in this period has dropped alarmingly and is now as low as in the early years of the century.

Public and union reaction was swift and considerable. Suburban protest meetings were held in the areas concerned and drew remarkable attendances. Discussion was earnest and feelings supported by local members of both major political parties. A remarkable amount of 'grass roots' pressure was apparently seen by the Government, as the Cabinet decision of early December was that no tram routes would go, but that suburban railway lines from the City to

Upfield and Port Melbourne and from Newport to Williamstown and Altona would be closed. The St. Kilda line was given a three month reprieve. The opposition Labor Party immediately pointed out that the four lines to close were all in safe Labor seats while the St. Kilda line (and the Sandringham line, which is to be retained) were in Liberal held or Liberal marginal seats.

One interesting point to come from events of the last few weeks, from ordinary citizens upwards, has been criticism of transport unions for driving passengers away from services by the many strikes and bans invoked by them in recent years. Usually it is the unions, through the media, who blame the Government and Railway and Tramway Boards for the loss of passengers through cut services, poor services, old and dirty vehicles, etc.

The cuts in the railway services are said to be planned as soon as alternative services can be arranged. Meanwhile Vicrail's extended order for the first series of stainless steel ('silver') suburban electric train sets is nearing completion, while the first cars of the improved second series are due from the builders early in 1981. Also, it is understood that contracts have been let for the removal of asbestos insulation from, and the modernising of 262 Harris cars built in the 1950s and 60s. However, it will still be several years, closures not withstanding, before the last of the old *Tait* cars are withdrawn from service.

In the midst of the uproar the first section of the underground railway is due to open on Sunday 25 January 1981.

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*A two car Tait train on the Port Melbourne line. Opened on 12.9.1854 this 2.25 mile line from Flinders Street was the first railway in Victoria and the first to use locomotives in Australia. Once busy with freight and passenger traffic it now carries little of either.*



# THE SYDNEY SCENE

## *Transport News from the Sydney Region*

### 125 Years of RAILWAYS

The 125th anniversary of railway operation in NSW was celebrated by the SRA with a display at Sydney Terminal Station on weekends from 27 September to 19 October 1980.

An interesting and well presented display of small items, including an HO model railway, was arranged on the concourse and in the old interstate booking office. A rather disappointing collection of rollingstock and locomotives were displayed alongside platforms 8 and 9. The sole electric representative was loco 8510 (only one electric vehicle was in the 100 years display in 1955—loco 4501, later 7100).

As part of the celebrations the Minister of Transport, Peter Cox, and invited guests, travelled to Waterfall on Sunday 28 September in the Vintage Train hauled by 3214 and unveiled a plaque to mark the completion of the Waterfall electrification. The guests returned in a four car double deck suburban train.

Later in the day, 3214 hauled 9 car end platform set 63 on a commemorative run to Granville.

Steam trains operated on circular tours via Enfield or Regents Park on Sundays and the Monday of the Labour Day holiday, 6 October, when a parallel run with the down Indian Pacific was staged.

### LOCOMOTIVES & ROLLING STOCK

The car washing plant at Hornsby was noticed in use on Tuesday 26 August. However, regular operation did not begin until Thursday 2 October 1980 followed by Mortdale the next day. Electric hydraulic loco 3599 has been moved to Flemington from Hornsby. The washing plants at Flemington and Punchbowl appear complete but have not been brought into use.

The last three cars, C3080, T4169, T4170, from the original order for 150 double deck suburban cars from Goninan's arrived in Sydney on Wednesday 22 October 1980.

Profile car SPC 1 was in use throughout the suburban area in late October. This was followed in November by overhead inspection car AL20, which used brake test car 3595 as motive power. The ESR, which had not been used by two motor cars (except AL21, D134s and the Sperry railcar) was also inspected. AL20 then went north for use with the wiring train between Gosford and Wyong. It was being returned in a train on Wednesday 17 December when it caught fire and was totally destroyed whilst on the Cowan bank.

Trials were scheduled during November on the western line with an 85 class hauling the dynamometer car, 80 class diesel loco, 13 load-es BBW waggons and van.

First series double deck interurban motor car 8001 was due to run on trial to Campbelltown with a driving trailer, on Friday 5 December but was not sighted. This car returned to Comeng in late 1979 in a stripped condition and was expected to be rebuilt as a driving trailer.

### SYDNEY EXPLORER

A new tourist service operated jointly by the UTA and the Department of Tourism commenced in Sydney on 24 November 1980.

Five new Mercedes buses, 2497, 2498, 2499, 2500, 2501, have been painted in an overall red colour scheme and fitted with a public address system for the service. Each vehicle has the words *Sydney Explorer* prominently painted in white on both sides. Route 111 is displayed with Sydney shown on the top destination roll and Explorer on the bottom.

The buses operate on a 15 minute headway over a 17 km route which passes various points of interest within the city and near eastern areas. Twenty special numbered stops are provided and are distinguished by a prominent sign which lists details of the nearby points of interest. A fare of \$4 is charged.

The buses are attached to Randwick Depot and use run numbers R151 to R155. Whilst one bus is normally kept in reserve the five have all been out on busy days.

### ORDER COMPLETED

The last of the order for 550 Mercedes buses was handed over at a ceremony at Circular Quay on Monday 17 November 1980. The bus, 2515, is finished in the usual two tone blue and white colour scheme with signs from the distributors proclaiming it as the 750th Mercedes delivered.

### NEWSERVICES

Subsequent to a meeting of State Cabinet at Merrylands, The Minister of Transport, Peter Cox, released a Sydney Western Region Transport Programme. Whilst mainly concerned with road improvements it also deals with upgrading rail facilities and the co-ordination and improvement of private bus services.

A new service, operated jointly by Western

CONTINUED ON PAGE 17

# ★ *Museum Notes and News*

## BALLARAT . . .



### Ballarat Tramway Preservation Society

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#### MELBOURNE TRAMS OPERATE IN BALLARAT

On Saturday 11 October 1980 W3 661 and W4 671 were transferred from 4 road (new shed), where they have been stored since being moved from off site storage at Sebastopol on Friday 11 April 1980, onto the operating trackage and during the day made test runs along Wendouree Parade, 661 at 12.33 pm, on handbrake only, driven by Peter Winspur and 671, fully operational, followed at 3.45 pm, driven by Andrew Hall.

Thus, four motor operation was introduced to Ballarat and 661 and 671 became the first W3 and W4 trams to operate in a museum. Overnight they were stabled on the depot access track.

It had been planned to operate the W4 on

the Sunday for members at the conclusion of the Annual General Meeting; however as an added bonus for the members who were present, it was decided to run the W3 also. Members sampled the delights of equal wheel trams in 'the Parade', and all were, to say the least, greatly impressed with the smooth riding quality and quietness of these trams. The Society's platform staff are looking forward to being trained, in the near future, for self lapping brake valve and four motor equipment.

As W4 671 is now available for service, it has replaced maximum traction car 38 in the operating fleet. W3 661 has been returned to the workshop where it will remain for some months before it too will be available for traffic.





### Depot Extensions

The depot extensions have finally been completed by the contractor. The final tasks of erecting the overhead troughing supports and bracing in both buildings in late September brought to an end this lengthy job.

### Trackwork

Construction of the trackwork associated with the depot extensions has slowed in recent months due mainly to bad weather and a shortage of manpower. Construction has, however, reached a stage where 4 road (the long pit) was connected to the access track in early October. 6 road will be the next to be connected and this will allow tram 40, which is isolated on that road, to be returned to traffic. The level crossing over the present depot access track is being extended over the new trackwork.

### Overhead

Overhead for the new trackwork is rapidly taking shape. Three wooden poles have been repositioned to allow track and overhead construction to continue.

A second overhead tower has been acquired from the MMTB. This is a rail mounted trolley and had been stored in the South Melbourne per-way yard for some time and will require some rebuilding before being available for use. The Society desires to thank the MMTB for making this vehicle available.

### Maintenance & Restoration

The conversion of 26 back to its original condition as a California Combination is progressing slowly. The panelling on the drop ends, which was installed by the SEC, has been removed as have the seats and sandboxes; the latter will be refitted following modifications.

The W3 and W4 received some attention before being tested. Standard Ballarat trolley rope clips have replaced the MMTB type and additional mirrors will be fitted to standardise with the maximum traction cars. Work continues on the W3.

33 is receiving attention to its truck and brake rigging and 38 is also in the workshop for attention to the no. 2 end bogie.

### Operations

The tramway again operated during the August/September school holiday period with the usual success. The recommencement of mid week running on Wednesday and Thursday of each week during the final school term will cater for school groups and/or bus tours.

### Transport Cavalcade

Car 27 was taken to Preston Workshops in mid December for a general check and any necessary work in preparation operation in the Transport Cavalcade in Melbourne in January 1981.

### Publicity

The Society and the tramway continue to receive publicity through the media. The *Ballarat Courier* published a half page article in its monthly tourist supplement in August to celebrate the 75th anniversary of electric tramway operation in Ballarat.

The Central Highlands Tourist Authority, of which the Society is a member, is currently running advertisements on local and Melbourne TV stations and in part shows tram 33 loaded with passengers in *Wendouree Parade*.

### Wendouree Railway Station

Visitors are reminded that if they intend to travel to Ballarat by train, that they can travel to Wendouree (stopping platform only) on Sunday by the morning train from Melbourne, therefore affording closer access to the gardens and the tramway.

The continued stopping of the train at Wendouree is constantly under review by the Railways and the more use made of this station the better the chance of it remaining open.

Tickets issued to Ballarat are honoured at Wendouree. It is necessary to advise the guard or Station Master at Ballarat that a stop is required at Wendouree.

### Annual General Meeting

The AGM was held on Sunday 12 October 1980 inside the depot. The President spoke of the year's activities, which was followed by the various departmental reports.

As the nominations received for directors coincided with the number of vacancies of the retiring Board no election was necessary and the following members were declared elected:

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

*W4 671 has just departed from the terminus while W3 661 waits for the photographer before following. The rain did not dampen the members pleasure at having these two four motor cars operating at last in Ballarat. Sunday 12.10.80 - Colin Withington*

# ST KILDA . . .



## Australian Electric Transport Museum

### Display Hall

Erection was completed in November 1980 of the new building west of the existing trolley bus shed. This building is to be developed as a display hall for tramcars. Initial work will involve pouring concrete footings around the base of the walls, additional painting of steel trusses inside the building and commencement of laying the tracks.

### Maylands Salvage

In anticipation of the Maylands depot being sold by auction (which was subsequently cancelled), opportunity was taken to obtain some additional surplus equipment and historical items from the premises. Items included a range of permanent way equipment formerly used by the 200-odd men who worked from this depot in the street tramway days.

### Tower Waggon

Through the auspices of COTMA, the AETM recently acquired MMTB tower waggon 15, thereby becoming the third museum to have had this opportunity of securing a complete operat-

ional unit from the Board. No. 15 is built on a 1957 Bedford chassis and was the newest of the units purchased by the Board from Sydney following the closure of that system.

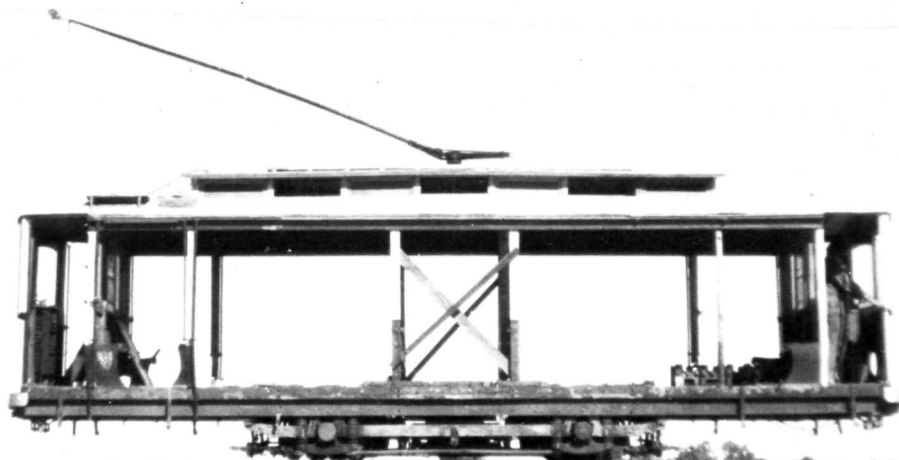
### Brake Servicing

During October and November 1980, a complete programme of examination and adjustment of the braking systems of all traffic cars was undertaken. This work followed on from earlier improvements to brake equipment on Birney 303 using surplus H type car parts, and adjustments to F1 car 282 following its earlier fitting with composition shoes at City Depot.

### Another Dropcentre Car

The AETM has accepted an invitation from the STA to participate in a joint project to restore F1 car 264 to operating condition. The STA, through the initiative of its Transport Heritage Review Committee, has arranged to purchase the body of the car, together with suitable bogies which will be obtained from Melbourne. These, together with all the necessary fittings, will be delivered to St. Kilda where the AETM

*Car 42 presents an unusual spectacle as Peter Keynes takes it on a test run along the St. Kilda tramway after it had been mounted on a former Brussels truck. The centre saloon had already been removed in preparation for its reconstruction as a toastrack car. - John Radcliffe*



will undertake restoration of the car. Some assistance will be given with heavy engineering aspects of the work by the Authority.

Under the terms of the agreement, the Authority will be entitled to use the car for up to six weeks per year, and for the remainder of the time it is to be available for use on the St. Kilda tramway.

Although it may be some time before the project is completed, it was felt desirable to secure the body as soon as possible. The body has had some seats removed, but is otherwise intact and includes many minor fittings. It has been under cover since being scrapped in 1958.

*The body of F1 type car 264 is being examined by STA Chief Engineer Ron Stewein (left), Regency Park Workshops Supervisor Joe Miller (centre) and Marketing Manager John Drennan (right). It is to be jointly restored by the STA and AETM. It made its last run into Hackney Depot 23 years ago. - John Radcliffe*



## LOFTUS . . .

### South Pacific Electric Railway

The Society's double deck, three axle AEC trolley bus no. 19 which was acquired in derelict condition in 1977 and arrived at Loftus on 27 November 1978, was taken to the State Rail Authority's Apprentice Training College at Chullora on Wednesday 5 November 1980. Rebuilding of the body is to be undertaken by various trades apprentices.

The two top decks in the Society's possession, 14, mounted on an International truck chassis and 21, converted to a single axle caravan, were also taken to Chullora. These will be used in the rebuilding of 19. It is likely that one will replace the top deck framework at present on 19 and the other will be dismantled to supply panels and other parts.

Over the past twelve months further equipment has been obtained to enable 19 to be restored to operating condition. In co-operation

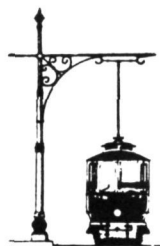
with the TTMS a quantity of electrical equipment and attraction motor have recently been acquired from the MTT in Launceston.

19 is the only known survivor from the Rockdale - Sans Souci trolleybus system. The Museum of Applied Arts and Sciences has no. 1, a single deck, three axle vehicle from the Wylde Street system.

#### *Around the Depot*

K 1296 has been receiving some attention to the running gear and has been fitted with two new footboards. It is being readied for service and will be used in traffic for a limited period until major work will be necessary on the mechanical and electrical equipment. There has not been any four wheel cars in traffic for some years following the withdrawal of Ballarat 12.

Brisbane 548 is the only car in the fleet





*Trolley Bus 19 stands outside the SRA Apprentice College at Chullora. This vehicle was devoid of all suspension, axles and wheels when obtained by SPER in 1977. - D.O'Brien*

fitted with fluorescent lights inside and therefore requires its own spare lights. The few of these on hand have been used and it became necessary to obtain more and as these are dc tubes and not readily obtainable it was necessary to take a box of 25 – hopefully enough to last for many years.

Two useful items of plant have been recently obtained. A local resident donated a Broomwade mobile air compressor. About 1951 vintage it was obtained second hand to excavate a

swimming pool and having been used for this all over Loftus for a number of years it will be extremely useful on the new site, especially when the pit is started. It is a two cylinder machine powered by a Lister three cylinder diesel engine.

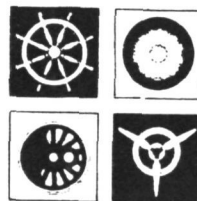
The second item is an ex US Army dc welder powered by a four cylinder Hercules petrol engine. Purchased for a small price, it came with a spare overhauled engine. Originally mobile, it is now without wheels.

*The top deck of trolley bus 14 served as a mobile kitchen for a caterer after its passenger carrying days were over. It awaits its last journey in this form. - D.O'Brien.*



# GLENORCHY . . .

## Tasmanian Transport Museum Society



Development work at the Museum is continuing with the aim of opening to the public on a regular basis late in 1981. Although the Museum will be far from complete at that time and many exhibits still unrestored, sufficient will have been achieved to show visitors a significant sample of the state's transport history.

### New Town Station

Work is progressing steadily on the re-establishment of the station building at the Museum. All foundations, including the platform have been excavated and poured. Block-

*Restoration work proceeding on Mt. Lyell No. 2 Abt locomotive and recently installed semaphore signal. - D.H. Jones*

work under the main building has been completed and the structure, which since its arrival has rested on a temporary support of sleepers, is now resting on its permanent base. This was achieved after careful manoeuvring of the two large sections using several large railway jacks with the capacity to lift and also traverse. The two sections have been rejoined and the missing roof sections replaced.

At present the underfloor structure is receiving attention and when complete modification of the interior will commence. The replacement of the verandah canopy will be the next major phase of reconstruction.

The former Botanical Gardens station building is being prepared for painting and after completion of its brick foundation should soon be lifted to its new position where it will be converted to a signal box.

An unusual feature of the railway station complex will be the installation of a small turntable and some track under the building. This facility, provided by David Lidster will allow the movement by small trolley of heavy items for storage.

### Electric Traction Building

This building is now nearing completion after a long delay while the workforce was engaged on other important projects. All windows have been installed and only a small amount of flashing remains to be completed.

The electrical wiring and switchboard were recently passed by the electrical authority. The building is now lit by four lines of fluorescent lights and 3 phase power is available for the eventual operation of electric vehicles. The high standard achieved is due to the efforts of a small team led by Jim Darling and Don Lange and resulted in a considerable saving by the Society.

### Fire Services

In order to comply with the state Fire Authorities regulations, the installation of a 100 mm water main and hydrant is now nearing completion. This will provide a most important facility in case of fire and will be extended to other areas of the museum as development takes place.





# BYLANDS . . .



## Tramway Museum Society of Victoria

The work of lifting and securing the six sets of double bracket arms to the steel poles in the main yard area at Bylands has been completed and the first three span wires have been manufactured and strung between side poles. The additional repairs necessary to the welder were eventually carried out and the machine is now back in service, thus allowing completion of welding of the new depot fan area track joints and flangeway, as well as permitting work to start on bonding. As this work has been completed, filling has been spread to rail level in the main line turnout area and along the curve leading to the ladder track. The sub station building exterior walls and the transformer have been spray painted silver while the interior walls are being painted a light green and the ceiling white.

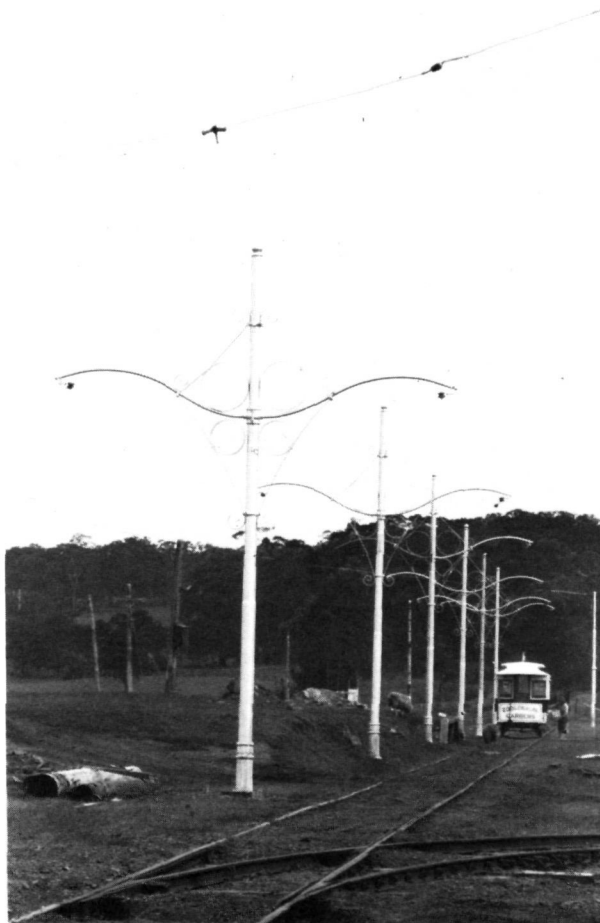
The weekend of horse tram operation – Saturday and Sunday 1 and 2 November – in Chapel Street Prahran, in conjunction with the Prahran Festival, proved most successful. The weather was poor on the Saturday, with regular showers and occasional heavy rain. Sunday was overcast but remained dry until almost 6pm, just as the trams were being loaded for return to Bylands. Some 4000 passengers were carried, mostly on Sunday, when the service was continuous with both trams throughout the afternoon. It was pleasing to receive a telephone call from the Organiser on the Monday morning inviting the Society to return next year and commending the continual operation during the rain on Saturday, all other attractions along the mile or so of Chapel Street had shut up shop. The Society is grateful to the many members who offered themselves for duty during the weekend, generally staying for longer than rostered. Those involved in organising, driving and transportation worked particularly long hours.

On Friday 31 October cable trailer 462 was lifted from a back yard in Hawthorn following its donation to the Society. It is in remarkably good condition, being complete with saloon seats, but minus one end platform. It went to Bylands on the low loader that brought 256 back for the Prahran Festival. A similar movement took place when 256 returned to Bylands on Monday 3 November. Trailer 299 was moved to Northcote to join Mr. A.E. Twentyman's cable cars. Mr.

Twentyman and Craid Tooke quickly spent many hours working on 299 and progress is rapid at long last.

The Australia Day arrangements, 26 January 1981, will be much the same as for January 1980. An electric vintage tram service will run from the City to East Melbourne, but will commence in Spencer Street at Lonsdale Street and

*The six silver painted centre poles with their double bracket arms contrast against the timbered ridge of the Great Dividing Range. Also in the top foreground is the first span wire to be erected. - K.S.Kings*



## 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.

### 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.

### 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

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

Tram rides Sundays and most Public Holidays between 1.30pm and 4pm.

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.

operate via Spencer Street, Flinders Street and Wellington Parade to Simpson Street. Vicrail have agreed to provide a display at Spencer Street Station and to operate the Vintage Train from there to Clifton Hill, stopping at Flinders Street and Jolimont. The TMSV will operate the two horse trams on the Simpson Street siding. It is hoped that the Doncaster Historical Society will once again display their replica Doncaster

and Box Hill electric car. The Bendigo Trust advised that it is unable to supply a tram this year. Consequently the TMSV was asked to supply a second car and 164 and 217 will be used. The BTPS will run their 27 while the MMTB will supply V214 and 676. The arts and crafts activities will be in the Fitzroy and Treasury Gardens.



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