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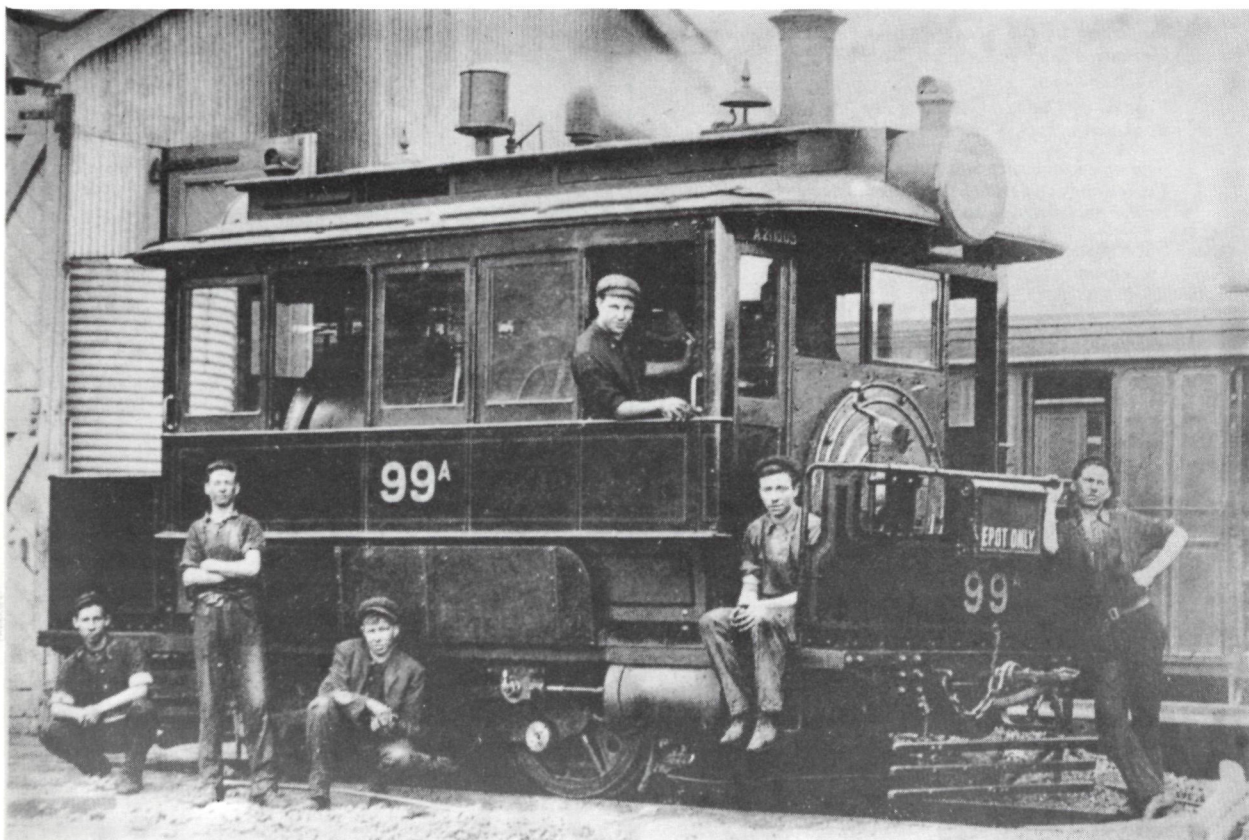
# TROLLEY WIRE

*JOURNAL OF . . .*

**AUSTRALIAN TRAMWAY MUSEUMS**

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## **'STEAMING DOWN ARGENT STREET'**

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*Sydney scrubber car 134s passes under the Kingsway near Woollooware during its scrubbing exercise on the Cronulla branch railway line on Friday, 15 June, 1983.*

N Sorresen

## FRONT COVER

*Steam tram motor 99A at Broken Hill Depot circa 1910.*

C Thomas Collection

## BACK COVER

*Ex Melbourne W2 car 245 at the lower end terminus of the abattoir branch railway at Warabrook, Newcastle on 2 October, 1983.*

K McCarthy

# 'STEAMING DOWN ARGENT STREET'

## THE BROKEN HILL STREET TRAMWAYS 1902-1926

By Ken McCarthy

Throughout 1983 Broken Hill has played host to many conventions and has staged many functions to mark its centenary. In September 1883 boundary rider Charles Rasp pegged out a mining claim which was to become the fabulous Block 12 on the rich silver-lead-zinc mining field. The towns of Willyama and Alma (Broken Hill and South Broken Hill) were pegged out in 1886 by which time 3,000 people were living on the field.

As the riches of the lode were discovered, so mining activities expanded and the population increased. In 1889 the population passed 11,000 and 20,000 was reached by 1891. This figure had grown to 29,600 ten years later. The pre World War I maximum of almost 31,000 was reached in 1911.

### Transport

In November 1884 the South Australian Government passed a Bill to extend the 3ft 6in gauge steam railway system from Petersburg

(Peterborough) to the New South Wales border at a location near Morphetts Creek. This was to tap the north western region of N.S.W. and replace the lumbering bullock drawn traffic and the unreliable upper Darling River riverboat trade.

With the development of the mineral wealth of Silverton and Broken Hill the outer end of this railway was diverted further southwards from the original planned terminus to cater for the mineral traffic.

The Colonial N.S.W. Government would not permit the South Australian Railways to enter their territory so Melbourne and local interests formed the Silverton Tramway Company to connect the S.A.R. terminus at Cockburn with Silverton and Broken Hill. The necessary Act was passed in 1886 and the Tramway Company's railway was ceremoniously opened as far as Railwaytown in Broken Hill by the Duke of Manchester on 12th January, 1888.



*Motor 24 bound for South Broken Hill, has just departed from City Corner and is drawing into the Chloride Street stop in Argent Street, circa 1910.*

K. McCarthy

As the mining and smelting industry flourished in Broken Hill so did the proposals for special purpose railways. During the late 1880's surveys and firm proposals were launched for the following railways:—

Balaklava and Pine Ridge Tramway	Southwards	Copper mine, ore, flux and timber
Rutland Tramway	North West	Limestone flux
Tarrowingee Tramway	Northwards	Limestone flux
Yongaleatha Tramway	North East	Smelting flux
Menindie and Broken Hill Railway	Eastwards	Tap river traffic and irrigation scheme

Work commenced on the Menindie Railway construction by the Menindie and Broken Hill Railway Company, behind the Palace Hotel in Crystal Street, Broken Hill, on 12 December, 1893 while plant had been delivered to Menindie in September 1893. The bank failures and economic depression in Melbourne soon brought the project to a halt. Very little progress was made before the Menindie Tramway Act of June 1893 lapsed.

The only other railway in the above list on which construction work started was the Tarrowingee Tramway and this 3ft 6in gauge line was opened in June 1891 to the limestone quarries 39 miles north of the Broken Hill area. The Tarra-

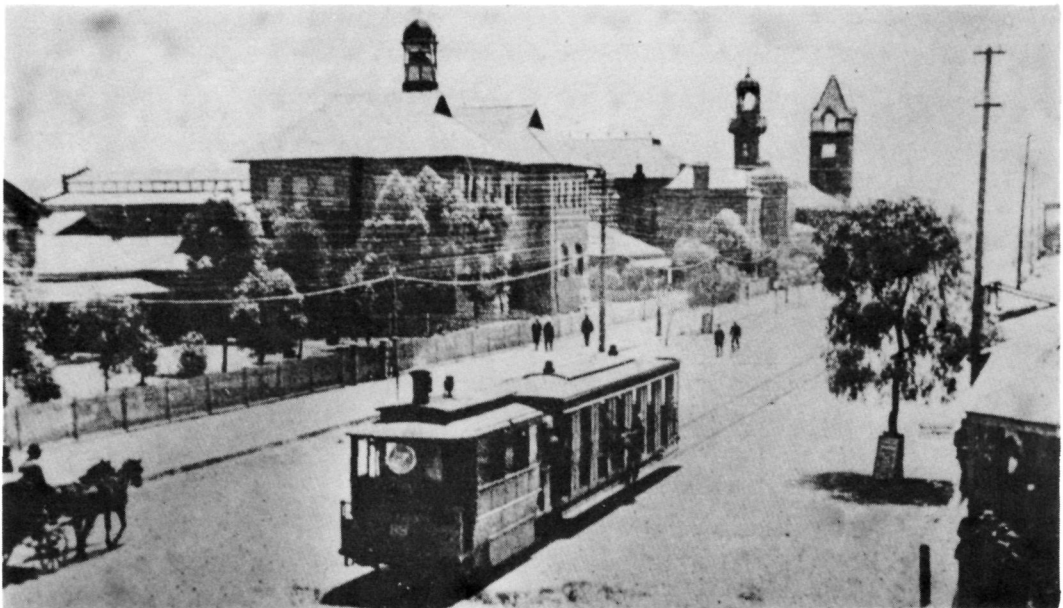
wingee Flux and Tramway Company Limited had the line operated by the Silverton Tramway Company until 1897 when smelting operations were transferred to Port Pirie and the need for the flux ceased.

### Local Transport

As the housing area around the Broken Hill Mines expanded, so did the need for dependable suburban transportation grow.

A group of local businessmen, headed by John Penrose, submitted proposals for the construction of a private cable tramway in Broken Hill. The proposal was heard by a N.S.W. Legislative Council Select Committee in November 1891. The Bill was withdrawn, however, in 1892.

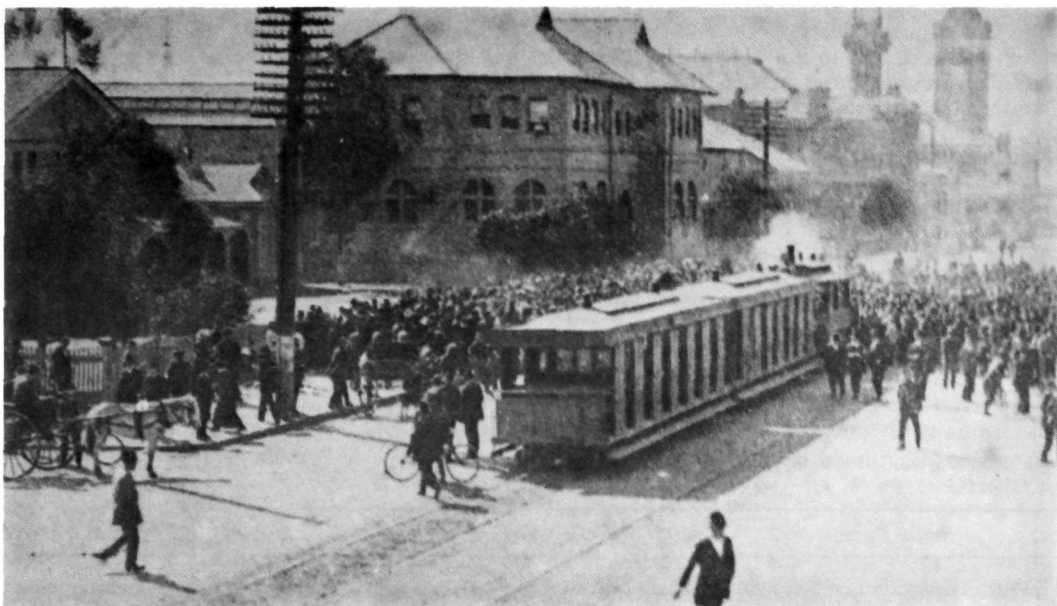
In December 1899 Messrs. Bowering and Hall proposed the construction of a cable or electric tramway in Broken Hill on behalf of an unidentified syndicate which required a thirty year operation franchise.



*Motor 89 bound for South Street, South Broken Hill. Shown in Argent Street at the Sulphide Street stop in December, 1902.*

C. Thomas Collection





*A steam motor hauling two trailers in Argent Street is delayed outside the public buildings by a demonstration in July-August, 1909. The tram is heading north and is standing between Sulphide and Chloride Streets.*

K. McCarthy Collection

At this time Broken Hill residents were in the hands of private undertakings for their railway, water, gas and electricity supplies and the Labour dominated council did not favour a local street tramway system also being in the hands of private enterprise.

### **Government Tramway Scheme**

The mayor and local undertaker, Jabez Wright, was active in lobbying for a government tramway for Broken Hill at a time when Works Minister E. W. O'Sullivan and the N.S.W. Government were passing through a generous phase. O'Sullivan seemed willing to provide an electric tramway, but the Railway Commissioners did not look with favour at this project and the Minister feared that the Standing Committee for Public Works would also be against the scheme. The Government could initiate public works up to £20,000 without a Works Committee enquiry so if Broken Hill wanted a tramway the options were for a steam undertaking which could be established for less than £20,000 or for no tramway at all.

Some sections of the community were against a steam hauled tramway but Jabez Wright was able to carry the day and O'Sullivan approved the project in September 1900 for the first stage of a tramway system linking the City Corner with South Broken Hill.

The first track was laid in late March 1901 at Hillside and by September much of the initial 3 mile tramway route was in position. In spite of this fairly rapid construction rate the Tramway Department in Sydney felt that it could not release the rolling stock until mid 1902 for transfer to Broken Hill. An alternative proposal to operate the tramway by horse traction, possibly hauling former North Sydney cable tram trailers, was rejected by Traffic Superintendent John Kneeshaw during his visit in September and at this late stage the possibility of electrifying the undertaking prior to opening was considered.

### **Opened for Traffic**

The accelerated delivery rate of electric trams in Sydney enabled the release of two motors and four trailer cars in January 1902 and the first trial trip on the Broken Hill tramway took place on 8 February. It is doubtful if any of the tramway rolling stock transfers from Sydney were made by sea. Reports of the first delivery do not rule out ship delivery between Sydney and Port Pirie, but later deliveries are documented and these were all carried out by railway flat trucks on the NSW, Victorian and South Australian railways via Albury, Melbourne, Adelaide, Terowie and Petersburg (Peterborough).

The tramway opened for traffic on Saturday morning 15 February, 1902 when motor 91 hauled

cars 29 and 36 between the city terminus at the Oxide and Argent Streets corner and the South Broken Hill terminus in Patton Street at South Street. By this stage three motors, Nos. 7, 18 and 91 and six trailers, Nos. 29, 31, 36, 41, 44 and 45 were housed in the new depot adjacent to Wills Street in Railwaytown.

### Expansion

Due to the fear that any tramway expansion requests in Broken Hill would not be recommended by the Standing Works Committee, all extensions were made in steps costing less than £20,000. As the provision of a power house and the wiring needed for the introduction of electric operation would have exceeded this sum, steam trams served the city for the entire period of street tramway operation.

Extensions continued until 1919 as shown in this table:—

<i>Date</i>	<i>Route Details</i>	<i>Map Reference Miles Chains</i>	
15-2-1902	City Corner—South Street, South Broken Hill	A to B	3 07
24-12-1902	City Corner—Murtion Street, North Broken Hill	A to C	1 45
24-12-1902	South Street—Whittaker Street, South Broken Hill	B to D	0 61
4-1-1903	Deviation Hillside	E to F	
6-5-1903	Chapple Street—Kaolin Street, West Broken Hill	G to H	0 69
17-9-1906	New loop Patton Street, South Broken Hill	I	
7-9-1907	Western Oval—West Broken Hill—Kaolin Street	H to J	0 39
2-12-1907	City Corner triangle	A to K	
14-7-1908	Water siding—Western Oval*	J to L	
10-7-1909	Argent Street duplication	A to M	
28-8-1909	City Corner—Jabez Street, East Broken Hill	K to N	0 75
28-8-1909	Bismuth Street—Western Oval via Burke Ward	O to L	1 32
5-7-1911	Blende Street duplication	M to P	
23-12-1912	Bonanza Street—South Broken Hill Racecourse	Q to R	0 75
26-2-1919	Argent Street—Crystal Street Station	S to T	0 15
Total route distance		10	18

\* Not available for passenger traffic at that stage.

### Water Supply Problem

The supply of water for domestic and industrial use in the arid Broken Hill district was a problem until the pipeline from the Darling River at Menindee was completed in 1952. Broken Hill Water Supply Limited was the supplier from the Stephens Creek Reservoir until 1914 and water from this source cost the tramways 5/- per 1,000 gallons (50¢ per 4,500 litres).

Drought conditions caused the tramway to close in order to conserve water between 21 June and 31 August 1903 and again from 29 February to 23 March, 1926.

By the close of 1914 the tram depot tanks were receiving water from the new Government dam through the Public Works Department

mains from Umberumberka Reservoir at 2/6d (25¢) per 1,000 gallons. At this stage the tramway was consuming 250,000 gallons per month.

### Rolling Stock

Prior to 1906 the motor fleet at Broken Hill consisted of six units numbered 7, 18, 24, 86, 89 and 91, all operated in the two man form. Steam motor 106A arrived from Sydney in July 1906 in the one man operational style and by 1907 all the Broken Hill engines had been converted to this form and the suffix "A" was placed with the fleet numbers.

The maximum number of 13 motors were stationed at Broken Hill Depot between 1909 and 1921. These carried numbers 7A, 18A, 24A, 28A, 38A, 50A, 70A, 86A, 89A, 91A, 93A, 99A and 106A.

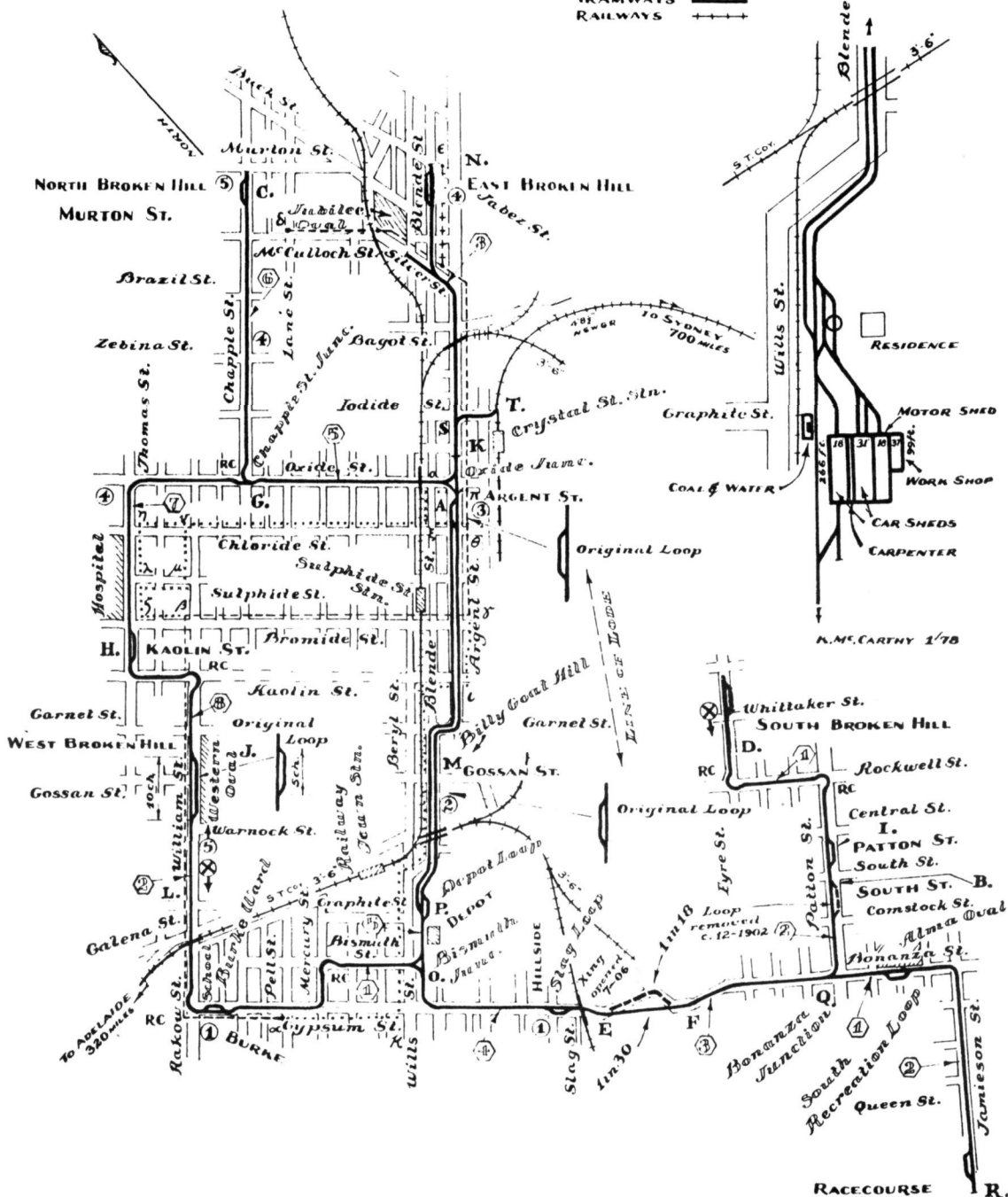
From 1906 the trailer cars carried the "B" suffix with the fleet number. The maximum number of 34 passenger tramcars were attached to Broken Hill between 1914 and 1921. These were numbered 13B, 23B, 29B, 31B, 36B, 41B, 44B, 45B, 48B, 50B, 52B, 58B, 62B, 64B, 65B, 75B, 76B, 79B, 95B, 96B, 105B, 109B, 111B, 116B, 125B, 128B, 129B, 135B, 153B, 160B, 175B, 187B, 189B and 190B.

Due to declining patronage motors 28A, 89A and 99A and trailers 135B, 160B and 187B returned in 1921 to the east coast tramways. Due to a shortage of reliable steam motors unit 120A was received from Newcastle at the end of March 1924 and the roster stood at 11 motors and 31 trailer cars for the rest of the street tramway operational period.

## DUFFY'S BUS ROUTES

 $\alpha\beta\delta\pi\delta$  1922 ROUTE ---- $\alpha\beta\delta\pi\epsilon$  1927 ROUTE + + + + $\alpha\beta\gamma\eta\theta\epsilon\theta\delta\epsilon\kappa\alpha$  1936 ROUTE ..... $\alpha\beta\gamma\lambda\mu\nu\zeta\eta\theta\delta\epsilon\kappa\alpha$  1937 ROUTE .....

## BROKEN HILL

Scale 0  $\frac{1}{4}$   $\frac{1}{2}$   $\frac{3}{4}$  1 MileTRAMWAYS ———  
RAILWAYS + + + +RC = REVERSE CURVE  
① = STAFF SECTION  
② = FARE SECTION

### Declining Patronage

The Broken Hill tramways only produced an operating profit for the financial years ending June 1902, 1905 and 1907. Even though the system served most of the urban area and the main sporting venues by 1912, the financial results would not return profits.

Up to the time of the major strike, which lasted from May 1919 to November 1920, the local mining production was interrupted on many occasions by disputes. At such times the tramway reverted to an emergency timetable frequency which only required three trams in steam working on long headways. The prosperity of the city was bound to the prosperity of the mining industry and on the outbreak of World War I the regular zinc outlets, mainly conducted through Central Power countries, were barred. Not until 1917 did production and sales show signs of recovery. At the outbreak of War in 1914 tram schedules were cut and some traffic staff transferred to the coastal tramways.

Traffic reached a maximum of 3,253,078 passengers for the year ending June 1914 but this had declined rapidly to 1,436,384 by June 1918. The major strike saw figures dip to 1,035,947 for the year ended June 1920 and 1,087,875 by June 1921. The maximum loss of £22,185 was recorded for the year ended June 1921. A return to prosperity by the mid 1920's produced a peak of

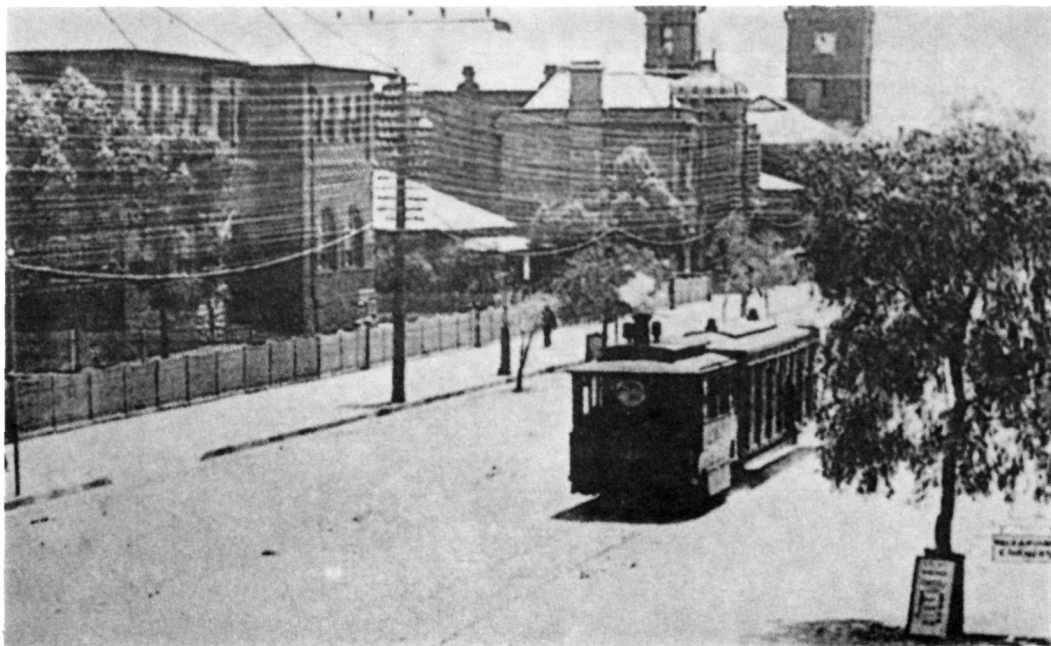
1,414,451 by 30 June 1925, but this proved to be the best year in the post World War I period. This figure had been exceeded after 1904 in the pre War period when only half of the tramway routes were in service.

Various economies were practised in the 1920's. From February 1921 regular services were reduced to a Friday evening working on the East Broken Hill and Burke Ward routes while between January 1921 and October 1922 no Sunday services were provided on any part of the system.

The limited Friday evening runs to East Broken Hill and Burke Ward were withdrawn altogether from October 1923, although special services continued to operate to football matches at Jubilee Oval at East Broken Hill and to Western Oval from South Broken Hill via Burke Ward on Saturdays. A limited afternoon circular service was provided on Sundays during the mid 1920's around the Burke Ward and Western Oval route to serve the cemetery and hospital while the last tram to Western Oval from City Corner each evening returned to the depot via Burke Ward to keep the tracks clear.

### Future of Tramway Operation Investigated

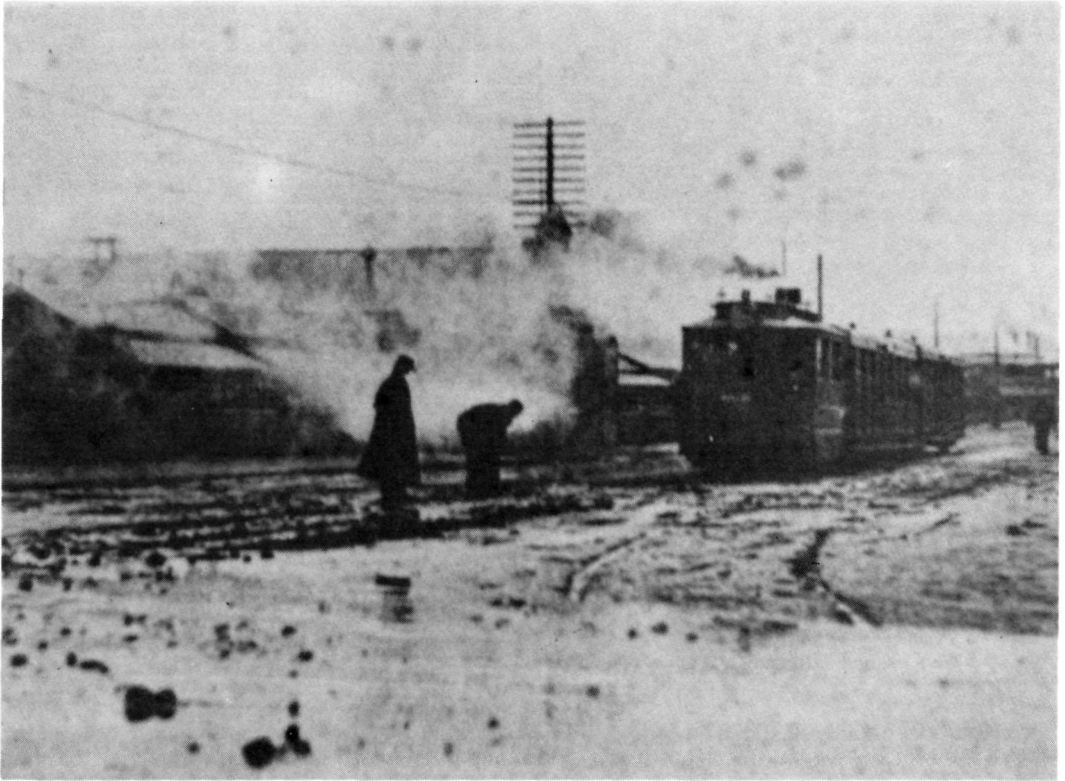
In January 1926 the Sydney tramway office called for traffic reports from Broken Hill to determine if the tramway should be closed or reduced to a limited service operated only during



*Motor 24 approaches the Sulphide Street stop in Argent Street circa 1905.*

K. McCarthy Collection





*The West Broken Hill tram steams slowly westwards along Oxide Street as mud and loose road metal is cleared from the tracks. This view looks eastwards from Mica Street after the downpour which broke a long drought on 14 January, 1910.*

C. Thomas Collection

the morning and evening business hours. By this stage the tramway staff which had reached 88 in 1913 had been reduced to 62 men. The report gave details of operational costs compared with the coastal tramways and owing to the isolated nature of the city from other centres of population, running costs were high due to expensive delivery charges added to fuel and other supplies. All staff received an additional climatic allowance of 1/- (10¢) per day over the normal coastal pay rates.

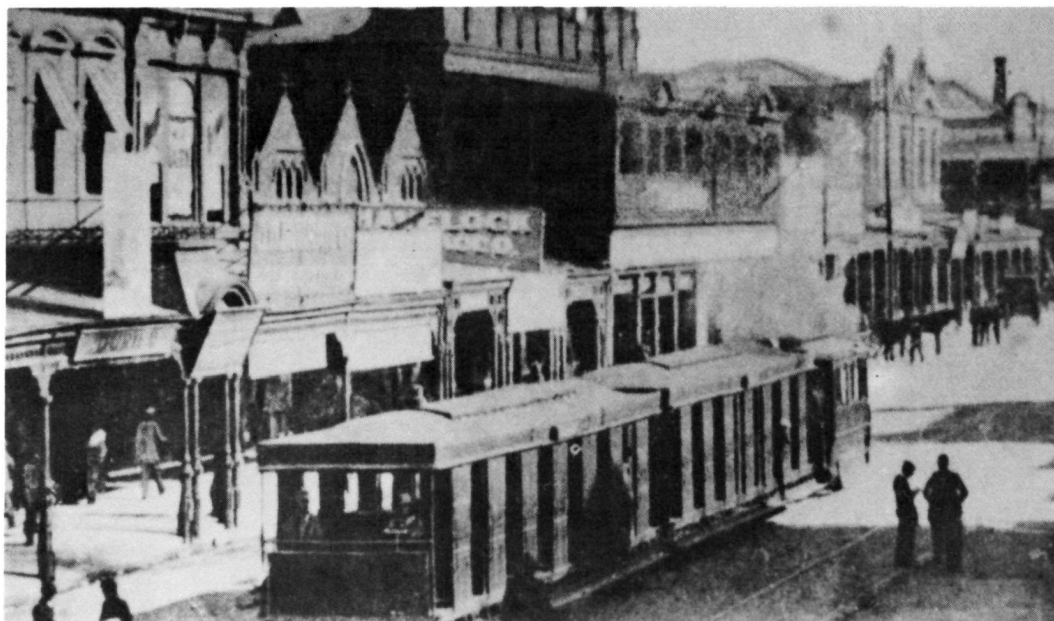
As a result of the investigation the authorities decided to continue Broken Hill tramway operation for the time being but its future would be reviewed from time to time. By this stage 4 motors were needed to operate the Monday to Thursday and Saturday services, 5 on Fridays and 2 on Saturdays. In 1912 6 motors were required Mondays to Thursdays, 8 on Fridays and Saturdays and 4 on Sundays.

### Tramway Closure

The financial results for June 1926 revealed a loss of £20,309 and a decline to 1,341, 005 passengers. Railway Commissioner Fraser released the decision on 8 December, 1926 that the Broken Hill tramways would close at the end of services on Friday, 31 December.

In spite of local protests and the fact that inadequate private buses were available in the city to take over the tramway services, the tramways closed on New Year's Eve.

This move caused two major problems. The first was the unco-ordinated and inadequate replacement bus services. The council seemed powerless to regulate the working of the bus routes. Operators tried to provide half hour frequencies during business hours, but would not issue timetables as "pirate" operators would then run an opposition service ahead of the scheduled vehicle. Rationalisation did not occur until 1935



*Tramway employees chat while departure time is awaited at the City terminus. The view dates from around 1910 and the tram is bound for either South Broken Hill or Burke Ward.*

C. Thomas Collection

when a number of individual taxi bus proprietors formed the Murton (Street) Bus Syndicate.

The other problem was a social one. At the end of 1926 65 men were employed on the tramways of which 55 were transferred to Sydney. These were instructed to exhaust their accrued leave and report to the Sydney office within four days of the end of their leave period. Many had to move ahead of their wives and children leaving the womenfolk to sell up their belongings and then make the long trip via Adelaide and Melbourne with the family. Many had been born and raised in Broken Hill and were transferred 700 miles away from their home environment. Other problems were faced on the coast. The only remaining steam tram operations were at West Wallsend and Speers Point in Newcastle and Sutherland and Kogarah in Sydney. Drivers on these routes with less seniority than the former Broken Hill men were disrated out of their positions to make way for the forced transfers.

The ten men retained in Broken Hill were needed as per way workers on the Menindee Railway.

### **Disposal of Materials**

Broken Hill Council considered the idea of retaining the tram tracks on which buses could operate as rail motors, but finally decided against the scheme. Two steam motors were fired up on

11 May, 1927 to haul road fill material from the mine dumps for track lifting and track restoration. Only one bogie ballast truck was attached to Broken Hill, number 68V, so passenger trailer car 36B was cut down to a flat truck in April 1927 for the carriage of road base material and retrieved rails.

Track lifting commenced on 19 May, 1927 and by 16 August only a single track remained from the Railwaytown tram depot along Argent Street to the Crystal Street railway yards so that parts requiring repairs and maintenance from the rolling stock on the Broken Hill to Menindee railway could be still taken to the tramway workshops in Wills Street.

In October 1927 a start was made on dismantling the tramway sheds and the last of the rollingstock left the depot by June 1930. The tramway motors were transferred to the locomotive sidings near the British Mine, east of Crystal Street Station, and were dismantled between 1930 and 1936. A recent report suggests that 7A, 24A, 86A and 120A were not finally dismantled until March 1940!

Ballast trailer 68V returned to Sydney in 1930, but the passenger trailers were either sold for use as sheds or broken up at Broken Hill. 109B still stands near the railway line at Darnick, two further cars stand on a farming property south of Broken Hill (two of numbers 111B, 13B, 52B)

while several trailers still exist on a property north of the city (of the batch 31B, 23B, 96B, 190B, 50B, 95B, 65B and 125B).

### Local Railways

Local political pressure forced the NSW Government to purchase the Tarrawingee Tramway in 1899 for £15,000. After the completion of the essential repairs the Silverton Tramway Company worked the line for the NSW Government Railways with a return trip each Thursday.

Although a direct railway link between Broken Hill and Sydney was recommended by the Standing Works Committee in 1895, the Broken Hill to Condobolin Railway Act was not passed until December 1912. Although work commenced at both Condobolin and Broken Hill during December 1914, the final link was not completed at Menindee until November 1927.

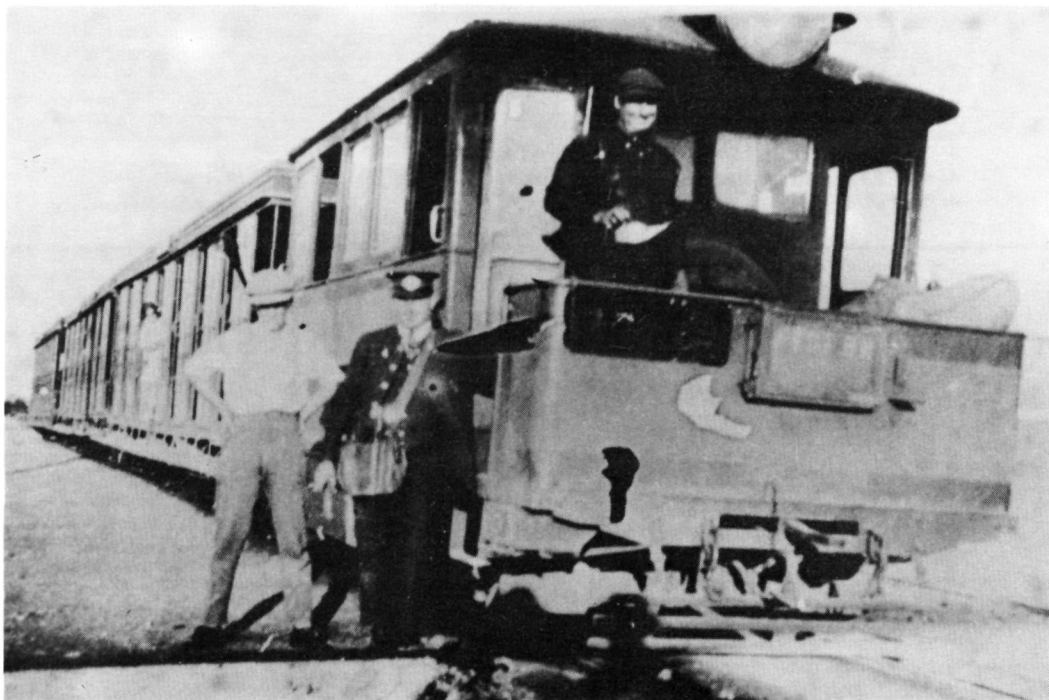
The NSW Government Railway took over the isolated Broken Hill to Menindee railway from the Construction Branch of the Public Works Department on 16 July, 1919. Until the railway was linked with the main State system in 1927 both the Tarrawingee Tramway and Menindee

Railway were under the control of the Broken Hill Street Tramways Superintendent.

During the isolated period NSWGR locomotives 294, 297 and 298 of the K294 class and 139 of the J131 class worked the services. The completion of the through connection to Sydney in 1927 removed the need for the continuation of the workshop facilities at the former Broken Hill tramway depot.

The Tarrawingee Tramway closed to regular service at the end of 1928 although trains again ventured out to the quarry in 1930 to obtain foundation material for the Central Power Station then being constructed at South Broken Hill.

Although the street tramways and the Menindee Railway were built to the standard 4ft 8½in gauge and a physical track connection existed at Crystal Street Station, there is no record of the tram motors being used as haulage engines on the Menindee railway construction work. Locomotive 298 was delivered to Broken Hill in January 1916 and made its trail run on 8 March, 1916 when only 1½ miles of track had been laid. This locomotive of the K294 class was therefore available for work right from the initial stage of railway construction.



*The crew pose with steam motor and three trailers in William Street, West Broken Hill in the 1920's.*

C. Thomas Collection

*Notes:* Details of the early Broken Hill railways were taken from two excellent articles prepared recently by Mr. Ralph Wallace of the Broken Hill Historical Society:

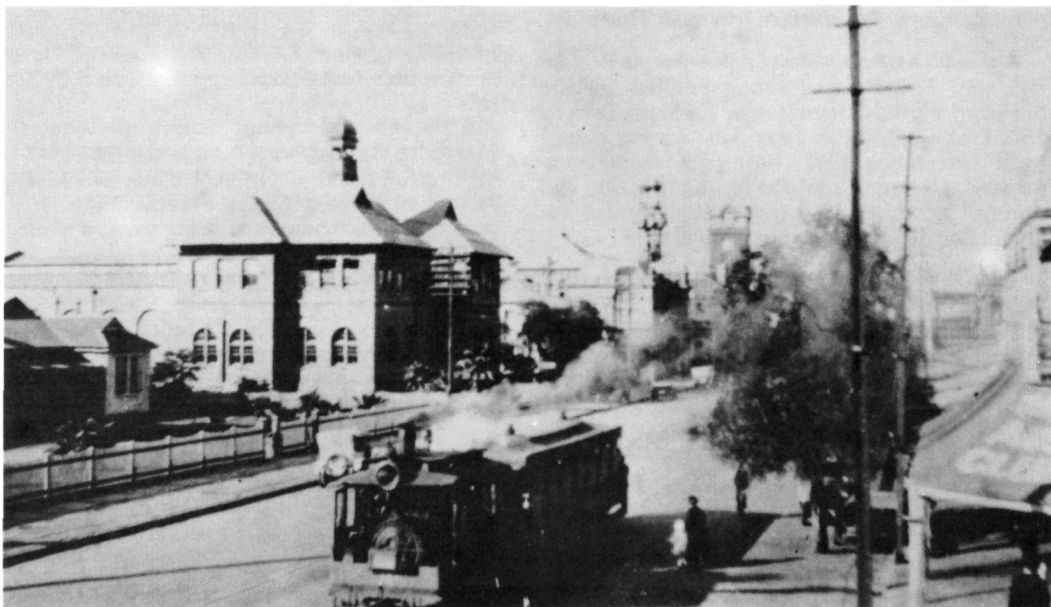
- "Ghost Trains of The Railways That Might Have Been" p 30, "Journal and Proceedings" Vol. 16, December 1980
- "The Menindie and Broken Hill Railway Company" p 16, "Journal and Proceedings" Vol. 17, December 1981.
- Menindee was known as "Menindie" until circa 1919.

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### *"Steaming Down Argent Street"*

This article is a very condensed version of the material contained in the book dealing with the Broken Hill Tramways which was written by Ken McCarthy and recently released by the Publishing Section of the Sydney Tramway Museum.

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*Motor 18A bound for South Broken Hill pulling into the Sulphide Street stop in Argent Street in the 1920's.*

K. Magor Collection

**Due late  
November**

## **"STEAMING DOWN ARGENT STREET"** by Ken McCarthy

PUBLISHED AS A CONTRIBUTION TO THE BROKEN HILL CENETARY CELEBRATIONS THIS BOOK DESCRIBES THE PROBLEMS OF OPERATING AN ISOLATED STEAM TRAMWAY IN THE FAR WEST OF NEW SOUTH WALES.

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## OBITUARY

### Twentyman, Alfred Edward, 1901 — 1983

It is with great sadness that we have to report the death in July of Alf Twentyman. Alfred Edward Twentyman was born in 1901 and lived his life at the family property in the Melbourne suburb of Northcote.

Alf was educated at Clifton Hill and East Melbourne which meant travel by cable tram. This stimulated his interest in these vehicles from an early age. He cycled many kilometres over the various routes to increase his knowledge of the system.

Alf obtained a position with the National Bank, initially at suburban branches and later at Head Office. He travelled to work on the grip car (dummy) to enable ready recognition of the passing trams' numbers. Upon arrival at work he used to write a list of all the trams he had seen. Those lists have proved invaluable in later years, but the memory training proved even more useful. Alf's ability to recollect details remained crystal clear until the end.

In 1924, Alf first travelled overseas. Further trips were made between 1960 and 1973. He married in 1927, and Mrs Twentyman has been a pillar of strength throughout their 56 years together. They were both active in charity work with their home and garden being used on many occasions for various functions. Alf was treasurer and a warden of his local church for 25 years, and a member of the Anglican synod for 20 years. In addition, Alf was a Life Member of the Tramway Museum Society of Victoria and one of the first members of the Puffing Billy Preservation Society, with whom he was an active mid-week worker from 1964 to 1979.

In the late 1920's, the replacement of the cable trams resulted in his making the decision to preserve a cable set. Trailer car 290 arrived at his home on 6 January, 1930. The dummy was purchased in 1935, followed by a second trailer in 1941. These vehicles were housed under cover in the garden and were carefully maintained. During 1976-77, Alf reconstructed grip car 28 for the Tramway Museum Society of Victoria. Subsequently trailer 299 was also fully restored.

Alf was featured in the media many times, usually with his beloved cable cars in the immediate background. He was always happy to talk with visitors, sharing his knowledge and recollections. Alf was the acknowledged pioneer of tramway preservation, and an expert on the Melbourne cable tram system. He is survived by his wife, son and daughter, to whom we extend our heart-felt sympathy. We must be ever grateful to Alfred Edward Twentyman for his contribution to recording and preserving the cable tramway history of Melbourne.

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### The Twentyman Bequest

The Tramway Museum Society of Victoria has been advised by Mrs Twentyman that her husband's three preserved cable trams, sundry tramway items, books, papers and photo collection are to be handed to them for preservation. It is proposed that they be known as "The A E Twentyman Collection"; a fitting tribute to the acknowledged leading expert on Melbourne's cable trams, Australia's pioneer tramcar preservationist, and a man who devoted approximately 75 of his 82½ years of life to cable trams.

# HERE AND THERE

## NEWS ITEMS OF INTEREST FROM ALL OVER



*The end of car D 4023 showing the exhaust pipe from the diesel alternator which is mounted between the bogie and the lower deck well.*

R Merchant

### Double Deckers in Wollongong

Improvements to Wollongong suburban rail services took place on 11 April, 1983 when the introduction of ten former Sydney suburban double deck driving trailers enabled ageing R and L type wooden bodied stock to be retired.

The double deck cars have been converted for locomotive-hauled operation and the conversion involved the installation of "Dunlite" diesel alternator sets to operate lighting, power doors and air suspension. Emergency batteries have also been installed and the driving equipment removed.

The cars concerned are Comeng built D 4011-14, and D 4021-26 with guards compartments.

The cars are marshalled as two-car sets in two four-car and one two-car trains, and operate between Scarborough and Port Kembla. The platforms between these points have been cut back to accept these wide gauge cars.

Two cars were sent to the Illawarra on 28 March with the remainder being transferred from Mortdale Car Sheds to Wollongong hauled by an 80 class diesel electric locomotive on 8 April, 1983. The transfer required wrong road working between Helensburgh and Otford to provide clearance under the bridge carrying the Metropolitan Colliery branch over the main Illawarra line and the air suspension was let down to allow sufficient clearance through the single track Coal Cliff — Scarborough tunnel.



*Locomotive 4898 heads a four car set of double deck cars bound for Port Kembla near Coniston on the first day of service, Monday, 11 April, 1983.*

L Rudd



*8006 approaches Loftus Station with the train of double deck cars bound for Wollongong on 8 April, 1983.*

A. Zarb

*A ventilated panel replaces the driver's window in car D 4013. The driver's compartment now houses emergency supply batteries.*

R Merchant



### New Ferry in Service

The new \$9.5 million Manly ferry "Queenscliff" slipped quietly into Sydney Harbour on Saturday, 2 July, 1983 without the fanfare which last year greeted its sister ship, the "Freshwater".

The commissioning ceremony, originally set down for 25 June, had been postponed to allow for additional trials in Newcastle and the Urban Transit Authority is hoping the ferry will have none of the new technology problems which plagued the "Freshwater" during its first months of service.

The "Queenscliff" set out from the State Dockyard at Newcastle at 10 am on 2 July and arrived in Sydney waters four hours later.

It docked in Sydney a few days earlier than expected as weather conditions were favourable and the UTA wanted to give the ferry as much trial time on the harbour as possible. The preparations included docking practice at Manly and skippers familiarising themselves with the ferry's operation.

The commissioning ceremony, held on Saturday, 9 July, was not without incident. The "Queenscliff" left Circular Quay at 1.15 pm on its inaugural trip with 400 guests on board and Skipper Ron Hart at the helm. The ferry was due to be commissioned by the Minister for Transport, Mr Peter Cox, at Manly Wharf at 1.50 pm. The vessel arrived on schedule but heavy seas pounding through the Heads caused so much swell in Manly Cove that a mooring rope snapped. The ceremony was finally conducted at 2 pm in calmer waters off Bradley's Head.



*North Terrace, Adelaide circa 1926 showing a bogie tram, 'C' class tram 188 and a Garford bus. The new railway station is still under construction, while the Morphet Street bridge can be seen in the background.*

STA of SA



*The same street 57 years later, a few metres further east, showing Garford 208 passing the railway station on 25 May, 1983.*

I Hammond



## Garford Bus No. 208

Restoration of Garford Double Deck bus 208 of 1926 vintage to operating condition was recently completed by the State Transport Authority of South Australia. Readers may recall that the body of this bus was restored in time for display at the "Centenary of Public Transport in Adelaide" celebrations in June 1978. (A photo of the bus appears in the June 1978, Trolley Wire.) However it has only recently proved possible to restore the bus to operating condition.

The "new" 208 is actually a combination of four old Garford buses. The body is from the original 208 and was retrieved from a house at Aldgate in February 1978. The chassis is from 204 which had resided at Callington until 1978. The tail shaft and differential come from 216, the "Green Goddess" which is part of the AETM trolleybus collection at St. Kilda. (216 was converted to an experimental trolleybus by the MTT in 1932). Parts from an unknown Garford, which was situated at Cambrai, were also used.

The engine and gear box come from one of the ex-private bus Bedfords taken over by the STA in 1974. Braking equipment is 1982 vintage — the cam which operates the air bottle on the brakes is identical to those used on the AEC Swift buses currently in service. Garford 208 is to be used for promotional purposes and for special events.

Number 208 is one of 28 open-top double-deck petrol buses which were built by the South Australian Railways in 1925/26 to compete with the private buses which were taking passengers away from the Glenelg railway lines. Seating capacity was 33 passengers on the lower and 23 upstairs. Length was 26ft, width 8ft and weight 5.5 tons. These buses received an American chassis and engine. Some of the bodies were built by the SAR at Islington workshops while others were constructed in the Adelaide railways yards. No. 208 was originally Railways bus No. 24 and was built in 1926. It was acquired along with the others by the MTT in 1927 and renumbered. It was sold in 1935.



*Fully restored Garford double-deck bus 208 at the opening of the new STA rail car depot in the Adelaide yards on 25 May 1983. Two 'Red Hen' railcars can be seen in the background.*

I Hammond

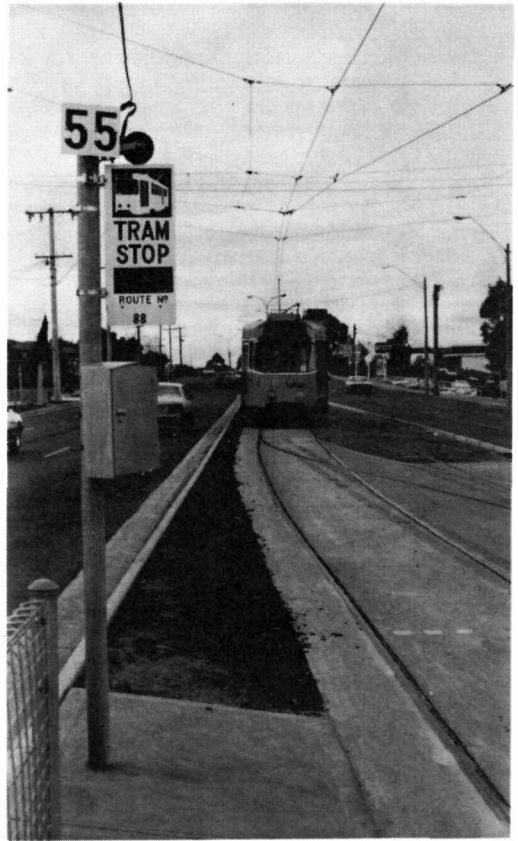
### East Preston Line Extended

On 18 May, 1983 the Premier of Victoria, Mr John Cain, opened the first stage of the extension of tram route 88 from East Preston along Plenty Road to Bundoora. The first stage, from the former terminus at Tyler Street to Bolderwood Parade, cost \$1.7 million for the distance of 1.2 km. Mr Cain drove Z3 class car 202 to the new terminus following a ribbon cutting ceremony at Tyler Street.

Stage 2, a 2.1 km link from Bolderwood Parade to Dunne Street/Kingsbury Drive will terminate adjacent to La Trobe University. It is planned to have this stage open by June, 1984 at a cost of \$5.7 million.

Stage 3 will take the line a further 2.8 km to Bundoora shopping centre and will cost \$6.5 million. Work will start on this stage during the 1984-85 financial year.

The stage 2 and stage 3 extensions will involve building the tram tracks on a right-of-way separated from vehicular traffic, bridge works and road widening.



*Right: Z3 186 shunts at the new terminus at Bolderwood Parade on 20 August, 1983.*

*Below: After crossing to the Up track 186 prepares to return to the city.*

Both: P. Hallen



## Changes in Victoria

From 1 July, 1983 the Melbourne & Metropolitan Tramways Board and the Victorian Railways Board no longer officially existed.

The Victorian Parliament passed the new Transport Act 1983 in the autumn session of Parliament. This legislation removed more than one hundred statutes relating to the old transport authorities and boards, and set up four new authorities.

The new authorities are: The Metropolitan Transit Authority, the State Transport Authority, the Road Construction Authority and the Road Traffic Authority.

The Metropolitan Transit Authority will co-ordinate the services of Melbourne's suburban rail system, the tramway system and tramway buses, and eventually private bus lines which will operate public transport services under Government contract.

The State Transport Authority has overall responsibility for all railway operations in the state, and will operate the suburban rail network under contract to the MTA.

The RTA combines the former Transport Regulation Board and the Road Safety & Traffic Authority, while the RCA takes over from the old Country Roads Board.



*W6 978 sports the new livery in Swanston Street on 20 August, 1983.*

P Hallan

The Metropolitan Transport Authority is going to become the most visual of all the Authorities. A new livery of Olympic Green and gold is being introduced on all trams, buses (both private and Government) and suburban trains. A new green uniform is already appearing around the suburban rail network. It is expected that over the next three to five years every tram, train and bus in the system will appear in the new livery, although it is understood that Tait and Harris trains will be exempt. (The Tait's are due for withdrawal by the end of 1985 and the Harris trains beginning in 1986).

The new logo is a stylised circle with rail lines linking into the circle. The words 'Metropolitan Transit' appear below the logo.

Mr Lynn Strouse has been chosen as Chief Executive of the MTA. Mr Strouse was formerly Managing Director of Hertz Australia. He spent almost twenty years with the Hertz organisation in the United States and Europe as well as the last three years in Australia.

Mr Dudley Snell has been appointed General Manager, Tram and Bus Transport. Mr Snell was Chairman of the former Melbourne and Metropolitan Tramways Board.



*Z1 91 in the Metropolitan Transit Authority's new livery at Preston Workshops on 20 August, 1983.*

P Hallan



*Z cars at Preston Workshops carrying the new green and gold livery. From left to right: car 22, the last to be painted in the orange scheme; car 223 the first car to be factory painted in the new colours and at this stage not carrying the gold side stripe; car 100 and car 92.*

P Hallan



### It's those Gremlins! . . .

April, 1983 Issue

A number of copies of this issue were sent out with defective pages. It is thought that most of the defective copies went to Victoria, although a few may have gone further afield. Any reader possessing a copy of the April issue with repeated or missing pages should return the magazine to us so that it can be replaced by a correctly assembled copy.

20

June, 1983 Issue

The second last paragraph of our Tribute on page 15 was cut short. The last sentence in this paragraph should read:

"The following year thoughts were given to establishing a separate Association constituted as a transport museum. This finally lead to the formation of the Tasmanian Transport Museum Society in July 1962."



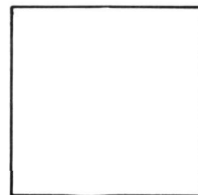


*The Museum of Applied Arts and Sciences AEC trolleybus No. 1 inside the body workshop of Pressed Metal Bus Division at Revesby. Complete restoration work has been carried out and only interior trim and vinyl work has to be completed. 22 July, 1983.*

D O'Brien

## WHITEMAN PARK . . .

### Perth Electric Tramway Society



#### News from the "Rattler"

##### July Issue —

It is pleasing to report that work on the tram depot is continuing. The service road in the yard at the rear of the depot has been completed and No. 2 road into the depot has been laid and is ready for ballasting.

Some development work has been carried out on the fan in front of the depot, sand being moved there to raise the surface level in preparation for the trackbed.

Two sets of turnouts have been purchased from Westrail for use in the depot area.

It is anticipated that the transfer of vehicles and other equipment from Castledare to

Whiteman Park will take place in the first half of August.

##### September Issue —

Things are really going ahead at Whiteman Park. Four trams have been transferred from Castledare: the two operable cars from Melbourne and Ballarat, and two bodies which have been placed on temporary trucks. Sunbeam trolleybus No. 84 was towed up from Castledare, as were the three tower wagons.

Work is being done on laying roads 3 and 4 in the shed. No. 3 road has just been completed while No. 4 is in the process of being laid.

There are exciting prospects ahead for the trams at Whiteman Park!

# BYLANDS . . .



## Tramway Museum Society of Victoria

### Bylands Commissioning

The time was 9 am on Saturday, 30 April, 1983. The location Bylands. Many of the Directors making last minute preparations at the Museum were beginning to doubt the wisdom of holding a commissioning ceremony just one month before winter. The fog was so thick that you could barely see your hand in front of your face.

Fortunately the sun broke through shortly after and happily the day turned out to be extremely pleasant.

The fruits of several days work could now be seen. Following the removal of several trailer loads of rubbish, the site presented quite a tidy appearance. Filling had been spread around both the tram shed and the bus shed — enabling visitors to inspect both buildings without tripping over obstacles.

Shortly after lunch, our members and guests started to arrive at the site. By 2.30 pm some one hundred people had assembled around the south-

ern end of the depot awaiting the commencement of formalities.

Tony Sell opened the proceedings by introducing our Chairman, Hamish Haugh. Hamish briefly described the development of the Society and invited Mr F D Snell, Chairman of the Melbourne and Metropolitan Tramways Board, to step forward.

Mr Snell named the new tram shed after the late Bern Hurren whose generosity made it possible. Mr Snell then 'cut a notch' on X1 class tram 467 to commission the tramway.

After travelling to the northern end of the line, the convoy of five trams returned to the depot junction. All present were invited to walk across to the new bus shed.

Shortly afterwards, Mr Snell named the Keith Kings bus shed. After a short speech, our guests were invited to proceed to the Bern Hurren shed where afternoon tea was served.

All present then spent the afternoon riding the trams, inspecting our exhibits and enjoying a well-prepared afternoon tea.

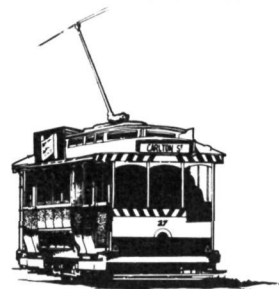


*X1 467 about to lead the opening official run with MMTB Chairman, Mr F D Snell at the controls. Bylands, Saturday, 30 April, 1983.*

K S Kings

# BALLARAT . . .

## Ballarat Tramway Preservation Society



### Trackwork

Over the weekend of 16 and 17 July, our work party was hard at work inside the depot and on the depot fan. Rail was laid to complete No. 6 road inside the shed. Part of the No. 6 road has been used for some months to store car 39 at the rear of the shed. Track has yet to be laid on No. 7 road.

The curve into the fan for roads 4 and 5 was also relaid. This curve was previously so sharp that it was risky moving the two maximum traction bogie cars, 38 and 40, around it. The curve was straightened out slightly, so hopefully it won't give further trouble.

### Rolling Stock

Work on the rebuilding of No. 40's maximum traction trucks continues. The MTA's Preston Workshops has completed retyring the driving wheels and a local Ballarat foundry is working on the axle boxes. It is hoped that work on No. 40 will be completed by the end of the year.

Mechanical work on No. 18 is nearly complete. Exterior painting is well advanced and work on the interior is underway. New window frames should soon be delivered from a local joinery.

W4 671 has had its roof and floor repainted. Graham Hordan has installed the blinds in the side destination boxes on this car. These boxes had been sealed off by the Melbourne Tramways Board many years prior to its withdrawal from service.

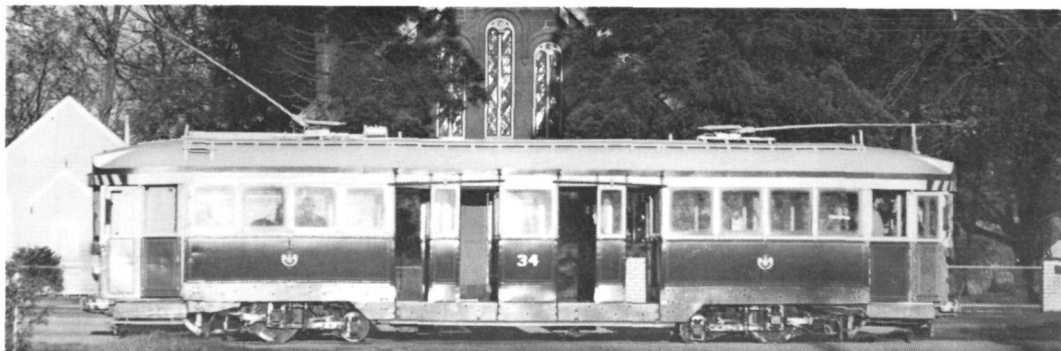
Dave Macartney has been sanding the window frames on Melbourne car 661 and the final appearance of this tram will be excellent.

No. 14 has had worn parts of the brake gear reconditioned while conversion of No. 26 to an open California combination car is a continuing project. Peter Allen is still working on the car and recently the Tramway Museum Society made a wooden crossbench seatback available as a pattern for us to get a similar one made. We thank them for this loan which has made our task somewhat easier.

### Tram No. 13

It gives the greatest of pleasure for the Society to announce that it has been successful in negotiations with the Lake Goldsmith Steam Preservation Co-Operative Limited to have former SEC single truck tram No. 13 returned to Ballarat for operation on our tramway. The tram will remain the property of the Lake Goldsmith Society and will be made available to our Society on a lease basis.

The tram is virtually operable but needs some engineering work on the truck frame. The body is in excellent shape as the tram has been under cover since its placement at the steam rally site in 1971. On the weekend of 10/11 September a group of our members went to the storage site to prepare the tram for removal to Ballarat. It is hoped to move it on Melbourne Cup day, 1 November.

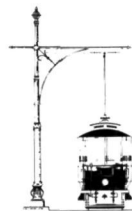


*Ballarat 34 on last day of service, 19 September, 1971.*

R. Merchant

# LOFTUS . . .

## South Pacific Electric Railway



### New Site

On the Major Works Day held on 13 August, the concrete for the third and, for the moment, final slab on which the new depot special work is to be positioned, was poured, taking a total of three truckloads and \$1,000. This is possibly the largest amount of concrete poured by members at one time.

This is the slab on which the points leading from the ladder track to both Road 4 and the triangle to the tramway street will be laid.

The three concrete slabs now in position will enable all of the special work for Roads 1 to 4 to be installed as the various components are prepared and assembled. It is intended that the remaining shed roads will be connected by a traverser and therefore, there are no plans as yet to connect these roads.

Work has now settled down to cleaning the accumulated dirt and barnacle like ballast from

the three way point, two right hand points and the left hand point which are to be laid by our work force, plus the installation of wiring throughout the shed, for lighting and power.

### Old Site

Some re-sleepering has recently taken place on the main line as part of our renewed track maintenance programme. The extent of this programme will be governed by the tracklaying progress at the new site.

The Major Works Day on 10 September was held at the old site, just for a change and the purpose of this was to move some of the trams around to provide room for the eventual arrival of our W2, which will go into revenue service as soon as possible.

The end result of the tramcar shuffle was the transfer of O Breakdown Car 141s to A Road, O 957 to open storage, once again, on the East Branch and R1 1971 given under cover storage



*Pouring concrete for the special pointwork slab at the new site.*

R. Hall



*R1 2044 being unloaded at the new Loftus depot on 9 July, 1983. It is being lowered onto former Melbourne W3 Bogies.*

R Hall

inside the shed to enable a start to be made on its conversion to a temporary mobile bookshop.

### **Green Thumbs Day**

The Green Thumbs Day, or tree planting day, was held on Saturday, 17 September, resulting in a number of additional trees being planted alongside the Railway boundary fence and the Highway side fence. This is being carried out to meet the requirements of the Sutherland Shire Council. The trees being planted are all of the type native to the area.

### **Resignation Tendered**

It is with regret that we announce the resignation of Bill Parkinson from the Board of Directors. As our working members will be aware, Bill has spent more time than most of our members in attending Saturday work days and this, as well as his attending Board Meetings and various Committee meetings, has left him little time to devote to his growing family.

Being a Director is an extremely thankless task and Bill has now decided to step down and take a long deserved rest, after five years service and his fellow Directors extend to him their thanks for his past efforts.

### **Trolley Bus Report**

Denis O'Brien and Richard Clarke were privileged to be given the opportunity to inspect progress on Trolley Bus 19, which is undergoing restoration at the S.R.A./U.T.A. Apprentice Training College.

Their visit took place on Friday, 16 September and Dennis has reported that under the careful guidance of Messrs. Sid Cooper, Fred Graham and Kevin Acres, our Trolley Bus is beginning to look like a bus again, rather than the skeleton which was resurrected from an obscure property at Catherine Fields back in 1978.

The work carried out so far is as follows:—

- \* Top deck removed and useful parts recovered — remainder scrapped
- \* All structural members of the framework repaired or replaced on the lower deck.
- \* All woodwork associated with the framework replaced.
- \* Body cross members replaced and re-manufactured.
- \* Front staircase removed and repaired.
- \* Rear staircase re-manufactured.
- \* Left and right side rear mudguards rebuilt.





*Sydney Tramway Museum's Leyland half cab TS7 motor bus M/O 1275 in Pressed Metal Bus Division's workshop on 22 July, 1983. Repairs carried out include trim and body work and it is the first time in over 30 years that the vehicle has seen the inside of a workshop. D O'Brien*

- \* Left side inner and outer mudguards rebuilt.
- \* Right side inner mudguards rebuilt.
- \* Rear Platform completely rebuilt.
- \* Brackets and hardware manufactured for fitment of top deck.
- \* Part of top deck floor removed for examination of cross ribs "metal and wood construction" similar to lower deck crossbearers.

When the latter was removed it was found to be in excellent condition.

One of the top decks previously obtained by the Society elsewhere and supplied to the college will be brought into the workshop to be de-skinned and frame sections repaired prior to being refitted to lower section.

Mr. Cooper is hopeful that he will be able to carry out this operation prior to the Christmas break.

The last items required for the complete restoration of the bus to operating condition have been located, after several years of painstaking searching and much disappointment and most of these parts will be supplied to the college.

The remainder will be required to be fitted by the Society after the bus has been returned to us.

### Travel Section

Following in the footsteps of David Wilson who visited the scrapyard of E.H. Way & Sons at Cardiff, Wales a short time ago, Dick Clarke visited the East dock establishment and returned home after placing an order for two air compressors, one air compressor governor, one dash board assembly, one hand brake across shaft and one set of pedals (brake and controller). It is expected that these parts will arrive by the end of this year.

Way & Sons' yard is the final resting place for a number of trolley buses which formerly operated services in Cardiff and we were fortunate in being able to obtain the rear bogie assembly from one of these buses as a result of David Wilson's previous visit.

On behalf of the members of the Society, we offer our thanks to Richard for taking the time out of his overseas visit to obtain these much needed items, which had eluded us in our searches throughout Australia.

### Members' Open Day/Children's Christmas Party

Once again, we will be holding our annual Members' Day and Children's Christmas Party at the old site on Saturday, 10 December, with a visit from Santa being arranged.

### Getting Around

The Museum has participated in the Annual A.M.R.A. Model Railway Exhibition at the Sydney Showground on 1, 2 and 3 October. We will also be participating in the Centenary celebrations on Orange Grove Public School (Leichhardt), Loftus Community Fete and Engadine Show.

*Ex D class car 102 (scrubber 134s) passes over Searl Road on its approach to Cronulla. The stabled double deck suburban cars are not in use due to a rail strike, 15 July, 1983.*

N Sorrensen

*The Sydney Tramway Museum's scrubber 134s passes over Merton Street, Sutherland on 15 July with its generator trailer in tow.*

N Sorrensen

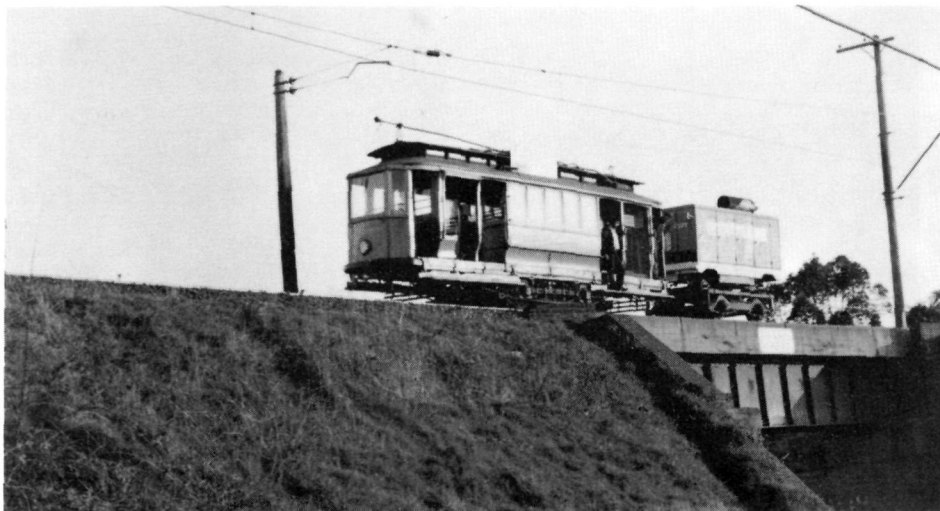
### From the Traffic Manager — News

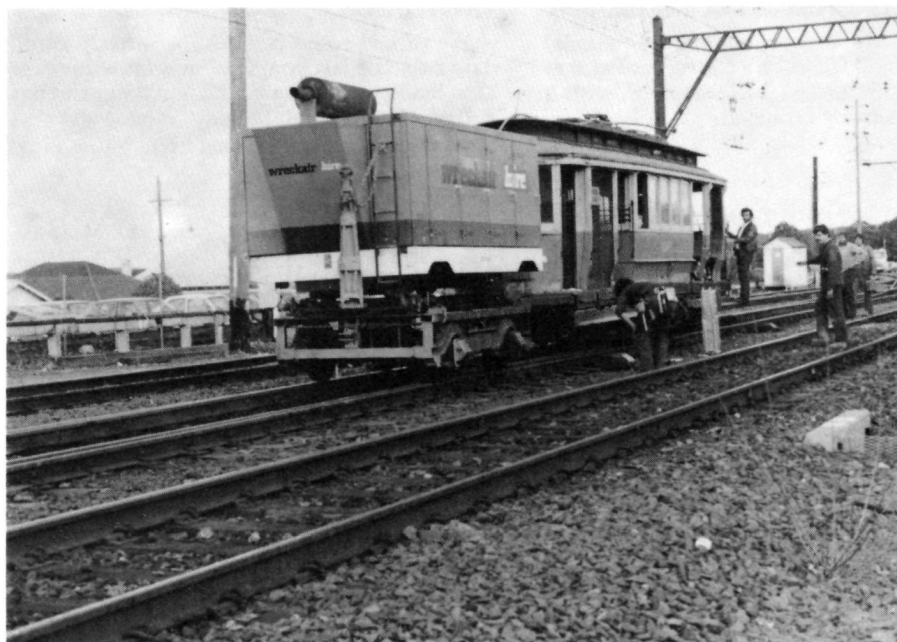
We've had some beautiful weather on traffic days over the last couple of months with reasonable loadings, averaging around 330 passengers a day. The school holiday Wednesdays also proved fairly good following upon our issuing of our usual special leaflet.

The figures are:

JULY 1983 — 1615 passengers, 94 trips, 5 Sundays;

AUGUST 1983 — 1766 passengers, 89 trips, 4 Sundays, 1 Wednesday.



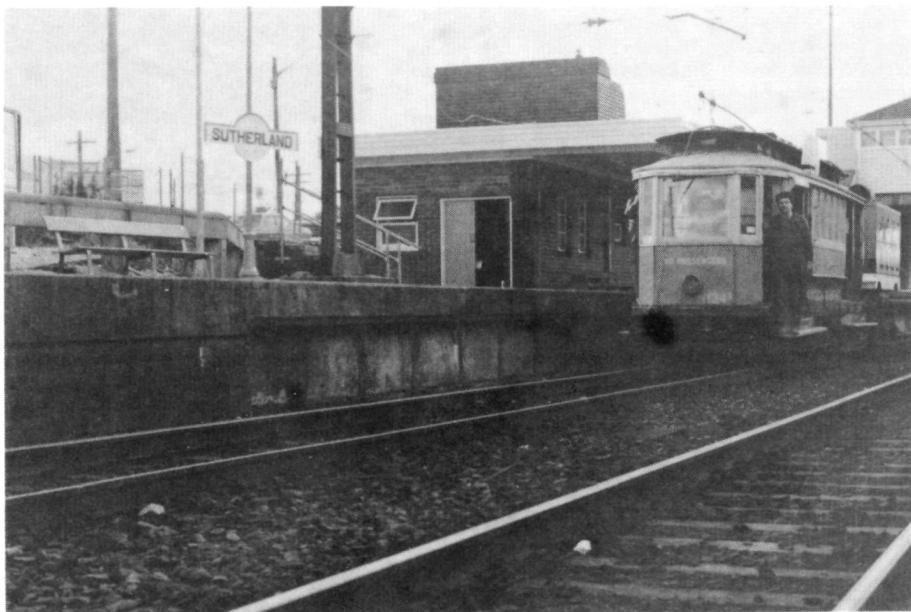


*Special plates were used to negotiate the wide flangeways of railway pointwork. Here 134s crosses to the Cronulla line at Sutherland with its generator trailer in tow.*

N. Sorrensen

*134s stands at Sutherland station on 15 July, 1983.*

N. Sorrensen



# ST. KILDA . . .

## Australian Electric Transport Museum



### Workshop Activities

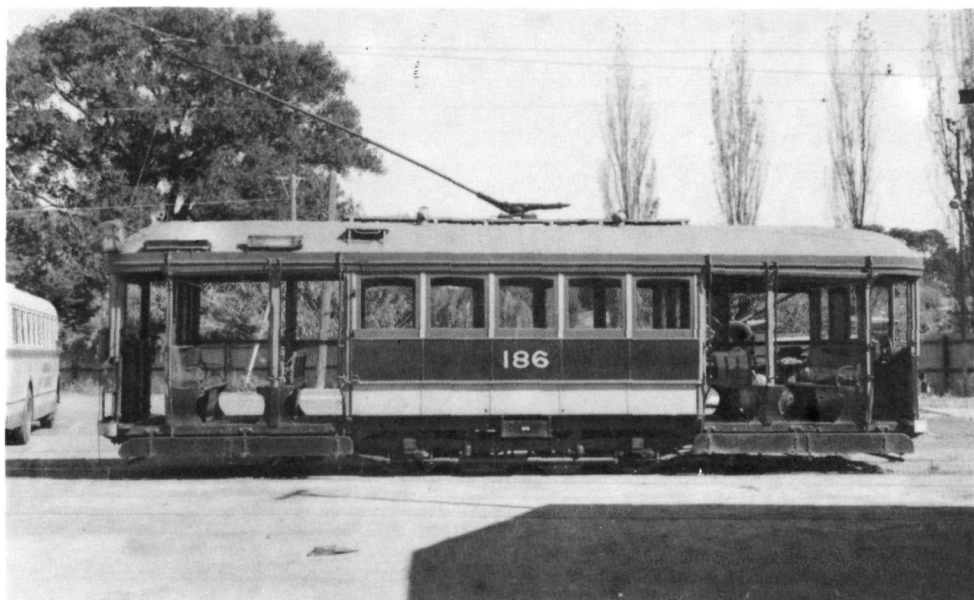
The workshop area has seen much activity over the past few months with restoration or refurbishment being carried out on four trams simultaneously. Cars 1, 42, 264 and 362 have all received major attention. In fact due to lack of workshop space, only cars 1 and 42 are currently housed on the workshop track (road 2). Space permits one other single trucker (Birney 303) to be housed on this track too. Work on cars 264 and 362 has had to be carried out in the new depot, which is not yet opened to the public.

Car 1 — The Municipal Tramways Trust inscriptions on the side rocker panels are now complete. New motorman's cab windows have been constructed and installed at both ends. New ceiling veneers have also been installed. Some final trim work and brass polishing remains to be done. It is hoped to have the tram completed for the 75th anniversary of its first

trial run on 30 November, 1908, and definitely for the 75th anniversary of the inauguration of the Adelaide electric tramway system on 9 March 1909.

Car 42 — Testing of the running gear is continuing. Final wiring is almost complete, the resistance boxes have been mounted and the controllers (modified GE K36JJ ex 'W2') have been installed. An original 'B' type toastrack crossbench seat, which was purchased by a member at an auction several years ago is being used as a pattern for the construction of the crossbench seats.

Car 264 — New trolley planking and bases are being installed. The trolley pole bases are W2 type (US 15 converted). An electric blow lamp has been used successfully with chisels to remove paint from metal and wood sections. The roof canvas is generally in good condition and has been sealed in some places. The guttering



*Recently acquired 'C' type car 186 in the Southern Annex at Hackney Depot just prior to being withdrawn from service in 1954.*

STA of SA

however, has rust. The timber around the destination boxes is being replaced.

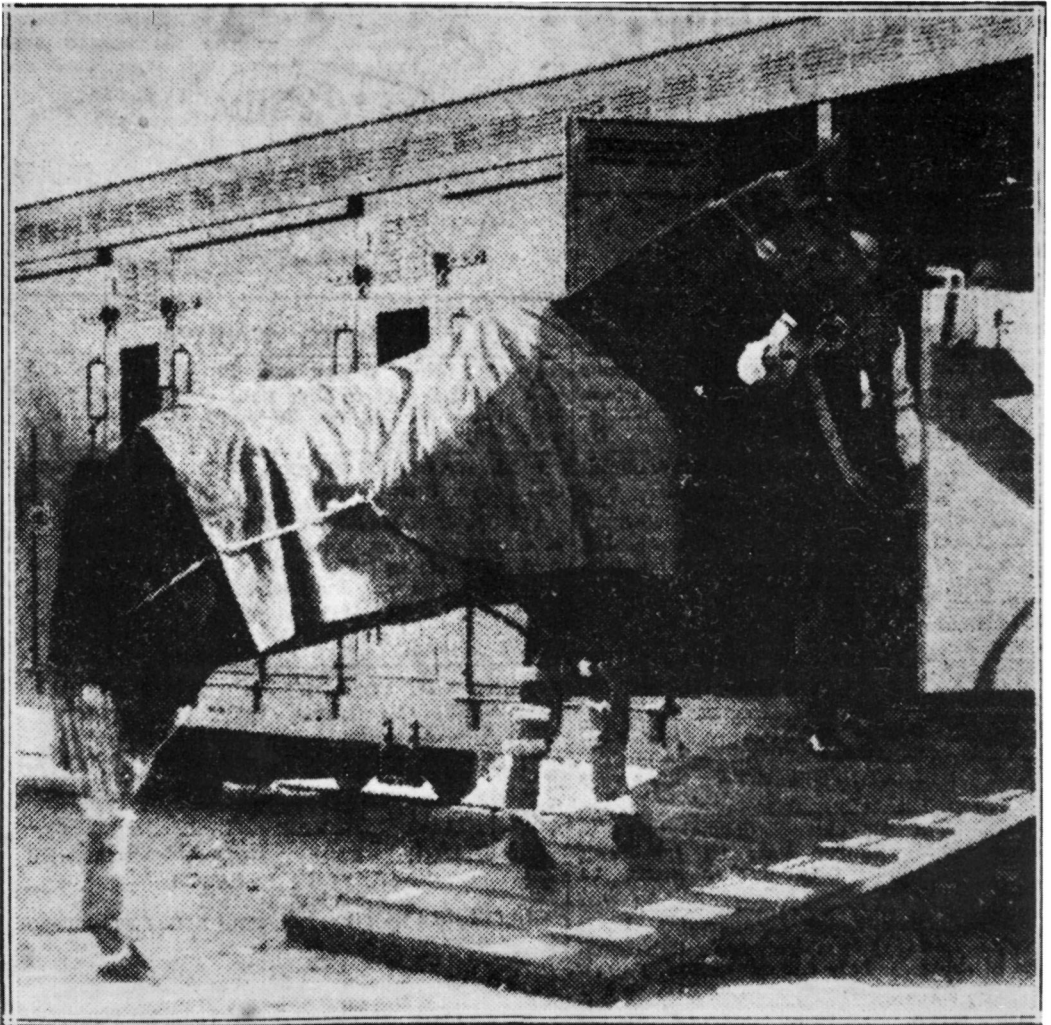
Car 362 — The refurbishment programme on this Glenelg tram has now been completed. Although car 362 saw brief public service after its arrival in September 1982, it has not been in service since. Initially the tram was withdrawn because of its refurbishment programme, but has not been returned to service because of the lack of overhead wiring over road 7 in the new depot where the tram is housed. Regular movement with the aid of a wandering lead is considered undesirable.

Completion of the restoration of car 1 will

enable F1 type 264 to be moved from road 8 in the new depot to the workshop road for major work to be carried out.

### Phar Lap

The AETM received publicity on page 2 of the Adelaide Advertiser on 18 August in conjunction with promotions for the premier of the movie "Phar Lap" about Australia's legendary race horse. Under the heading "Phar Lap's ride to victory — by tram" the writer stated "it's pretty difficult to come up with something new about the great animal . . . But how about this?" Phar Lap travelled by tram to Morphettville



*Phar Lap boarding one of the horsebox tram trailers on 20 May, 1930.*

STA of SA



Racecourse on 20 May 1930 when the MTT introduced its two horse box trailers. The two trailers were towed by F1 type cars 274 and 275 until the service was discontinued after 1 April 1936. The horse box on display at St. Kilda was used as a store room and office at a used truck allotment until being acquired by the AETM in 1969. Mention was made in "Trolley Wire", (April 1983 issue) about a recent discovery regarding its horse carrying capacity. Member Roger Wheaton supplied the advertiser with the information and a photo.

### Overhead

Road 7, in the new depot will shortly receive trolley wire enabling car 362 to be used in passenger service. Plans call for the erection of two poles outside the new depot to enable the wire to be connected to the existing overhead. Caissons (cement piping) donated by a local firm

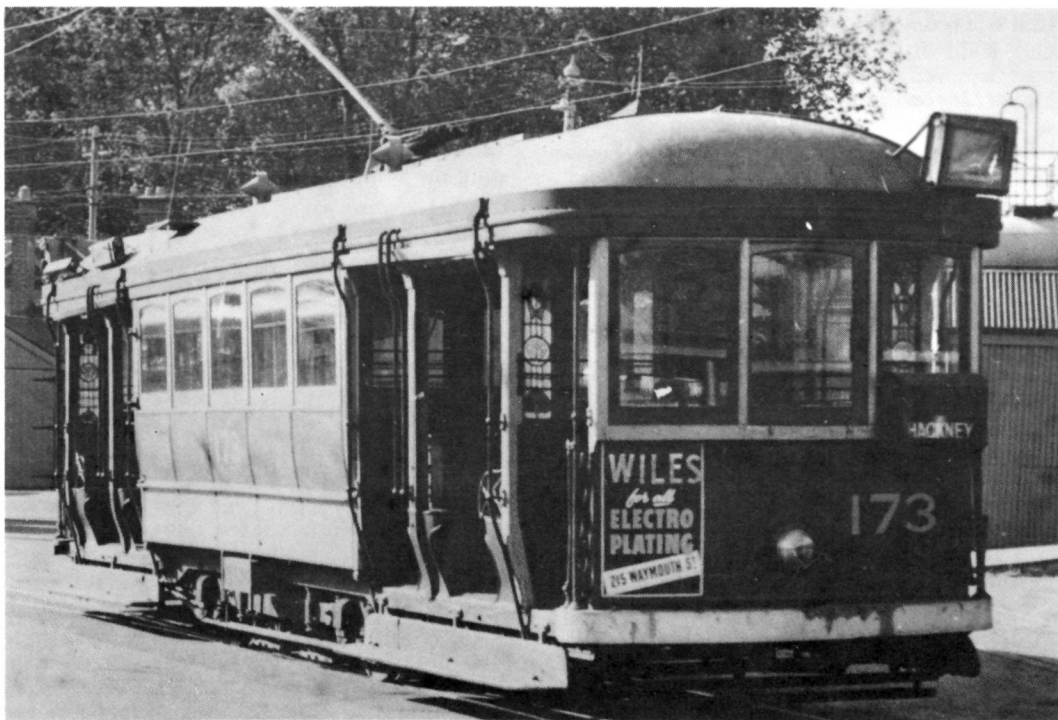
will be placed in two holes to be drilled, enabling poles to be placed in them.

### Other News

Car 21, the Ballarat single trucker has recently had its compressor valves repaired.

The body of car 173 which was recently relegated to the rear depot yard has had sheets of corrugated iron (ex depot roof) attached to its sides to keep the weather out, thereby reducing further body deterioration. Sheets of malthoid have also been placed over the curved roof ends to protect the bare timbers which were visible. The body will be temporarily used for storage.

The increasing number of visitors to the museum and the St. Kilda Castle over the past 12 months has meant that motormen must be constantly on the alert for children crossing the line in the vicinity of the playground.



*The other 'C' type tram at St. Kilda, No. 173 is seen outside Hackney Depot, ready for one of its last runs in 1954.*

D Coulquhoun

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## COTMA CONFERENCE

*The 1984 Bi-Annual Conference of the Council of Tramway Museums of Australia is to be hosted by the Museum of Transport and Technology in Auckland, New Zealand and will be held on Saturday, Sunday and Monday, 2, 3 and 4 June, 1984. Contact your Museum for details.*

# WARABROOK . . .

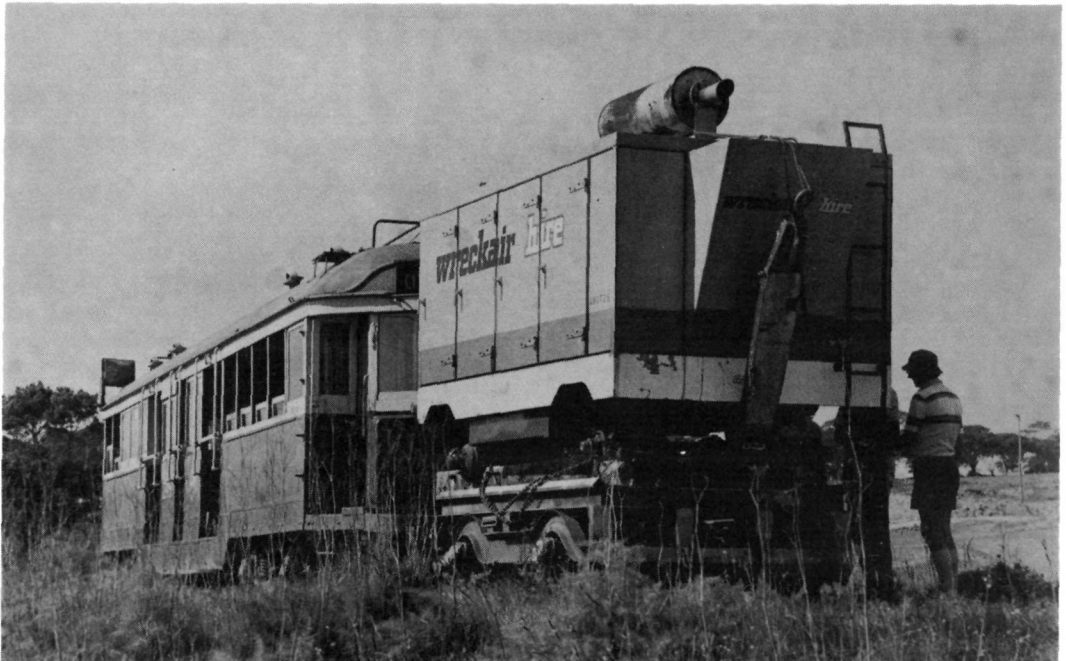
## Newcastle Tramway Museum

After an interval of just over 33 years the public was again able to travel by electric tram in Newcastle on the Labour Day Weekend of 1-3 October, 1983.

The Kern Corporation, the firm developing the former large Newcastle abattoir site at Mayfield West into a joint residential, regional shopping centre and light industrial site, used the Labour Day weekend to launch its initial land sale promotion. A circus, fun fair and service club stalls attracted large crowds to the area now known as Warabrook, while the Lord Mayor, Joyce Cummings and people associated with the project were entertained to a champagne breakfast in a large marquee on the Sunday morning.

During the weekend the Newcastle Tramway Museum operated W2 245 along the former abattoir branch railway, a distance of approximately 1 km. The former Melbourne tramcar was coupled to a Sydney R type tram bogie on which was mounted a diesel generator set hired from "Wreckair". The unit provided adequate power at 560v DC through a solid state rectifier to the tramcar.

To promote the weekend activities a street parade was held in Newcastle on Saturday 1st. October and W2 tram 244 was mounted on a large semi trailer in this procession. During the three day weekend period over 3,000 people took rides on the tram. On the Saturday night the crowds wanting rides could only just squeeze onto the vehicle!



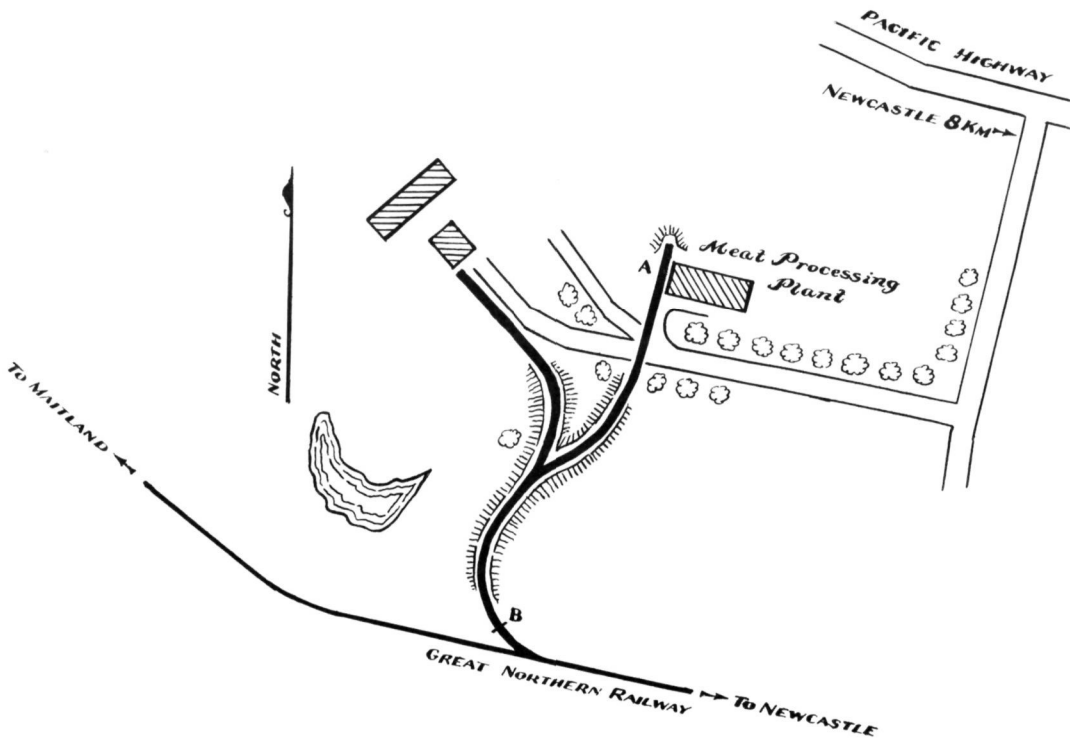
*W2 245 at the lower end terminus of the abattoir siding, Warabrook on 1 October, 1983. The large diesel generator set is mounted on a former Sydney R class tramcar bogie.*

K. McCarthy



W2 car 245 passes sister car 244 on a semi-trailer at the upper end of the abattoir branch railway on 2 October, 1983.

K McCarthy



The first trial run was made on Friday evening 30 September with Museum President Russell Phemister at the controller. The first passenger carrying trip at 7-25am on Saturday 1 October departed with Vice President Stan Shorte driving and the last trip, of a most successful weekend, operated at 4-45pm on Monday 3 October under the care of Secretary Stephen Cornish.

It would be almost 50 years since a tramway was used in N.S.W. to promote land sales. Exactly 60 years ago the finishing touches were being made to the electrification of the Mayfield steam tramway route in Newcastle. This was the first route converted in that city.

The N.S.W. Railway Commissioners approved the electrification on 9 January 1923. By 29 September 1923 overhead wires had been erected in the city between Telford and Perkins Street along Scott Street and from Perkins Street to Hannell Street in Hunter Street. In the suburbs the wires were in position from Mayfield terminus to Albert Street Wickham. The gap at that stage included the deviated tracks which were to cross the Great Northern Railway on the realigned Maitland Road overbridge at Wickham.

By July 1923 the feeder wires from Carrington sub station had been connected to the Mayfield tracks and overhead enabling track joint welding

to be conducted with power from the energised trolley wire.

The task of realigning the Maitland Road overbridge commenced in June 1923. Steam trams were diverted from the Albert Street tracks in Wickham onto the reconstructed bridge on Thursday 13 December and the new electric trams made their official inaugural run on Saturday afternoon 15 December and took up regular operation on Monday 17th.

The overhead wire on the driver training tracks at Hamilton Depot were energised for the first time on 10 October 1923 and former car breakdown vehicle 119S made the first electric run on that day. The first two electric passenger tramcars transferred to Newcastle were LP types 274 and 704 and these arrived from Sydney on Sunday 30 September 1923. These were used to train drivers under the direction of instructor James Picken . . .

The Kern Engineers were due to survey and peg out the permanent tramway alignment during mid October and it was intended to start laying the permanent track on 1 November at Warabrook. The former abattoir branch is to be lifted and almost 1 mile of track will then be provided for relocation on the permanent route.

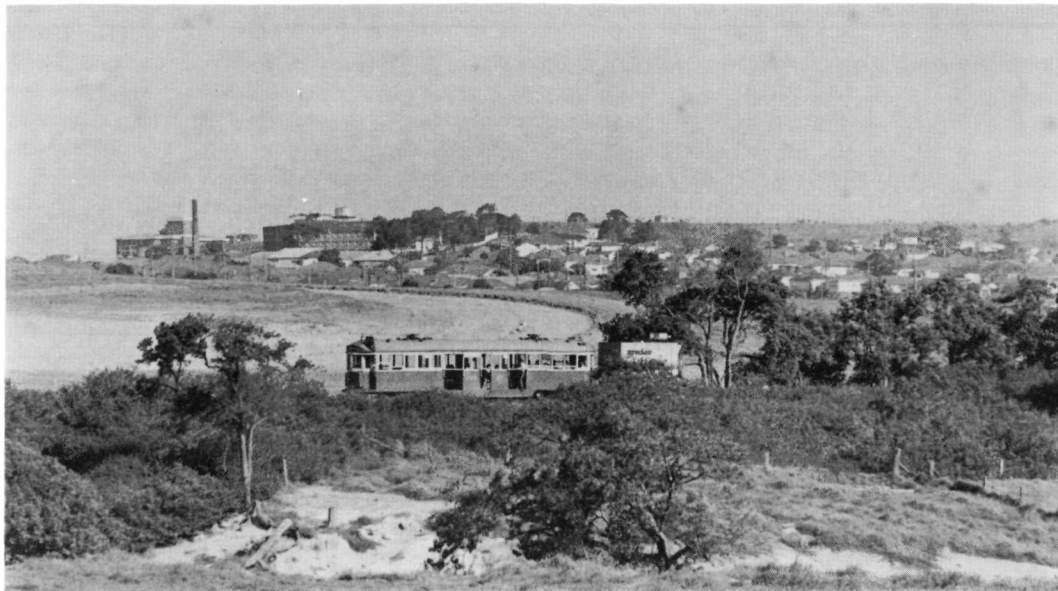


W2 245 at the meat processing plant platform at the upper end of the abattoir branch railway. Car 244 can be seen behind 245, mounted on a semi-trailer for the street procession. 2 October, 1983.

K. McCarthy

The Newcastle Tramway Museum members thank those visitors from kindred museums who helped make the weekend such a nostalgic and successful event and it is hoped that readers can soon be welcomed to the Warabrook electric tramway on permanent right of way. At least

four tram buffs rode on W2 245 who were on the last electric tram journey in Newcastle during the early hours of 11 June 1950 when LP 147 made the last trip from Waratah . . . it was certainly a nostalgic occasion.



*Melbourne W2 Car 245 climbing the grade on the former abattoir branch line on 1 October, 1983.*

K. McCarthy



*Passengers were taken on at the upper end of the abattoir line near the old packing plant. 1 October, 1983.*

K. McCarthy



# FERNY GROVE . . .

Brisbane Tramway Museum Society



*Phoenix four motor car 554 standing at the existing terminus near the entrance gate at Ferny Grove.*

P Hallan



*Dropcentre car 277 outside No. 1 Depot at Ferny Grove.*

P. Hallen



*Dropcentre 277 rounds the curve leading to depot No. 1. The track on this curve has been laid in concrete.*

P Hallan



*Visitors inspect the exhibits at Ferny Grove. Car 277 is outside Depot 1 while Phoenix car 554 is on the lead to Depot 2.*

P. Hallen

# ALBION PARK . . .



Illawarra Light Railway Museum Society



*End view of former Melbourne cable tram trailer 430 at the Illawarra Light Railway Museum at Albion Park. The end platform aprons have yet to be fitted.*

K McCarthy



*Etched glass logo of the Melbourne Tramway and Omnibus Coy. as seen on the sliding end saloon doors of cable trailer No. 430.*

K McCarthy



*Cable trailer 430 on the ILRMS museum railway at Albion Park in August, 1983. The car is being hauled by the petrol engine Leyland-Krauss locomotive.*

K McCarthy

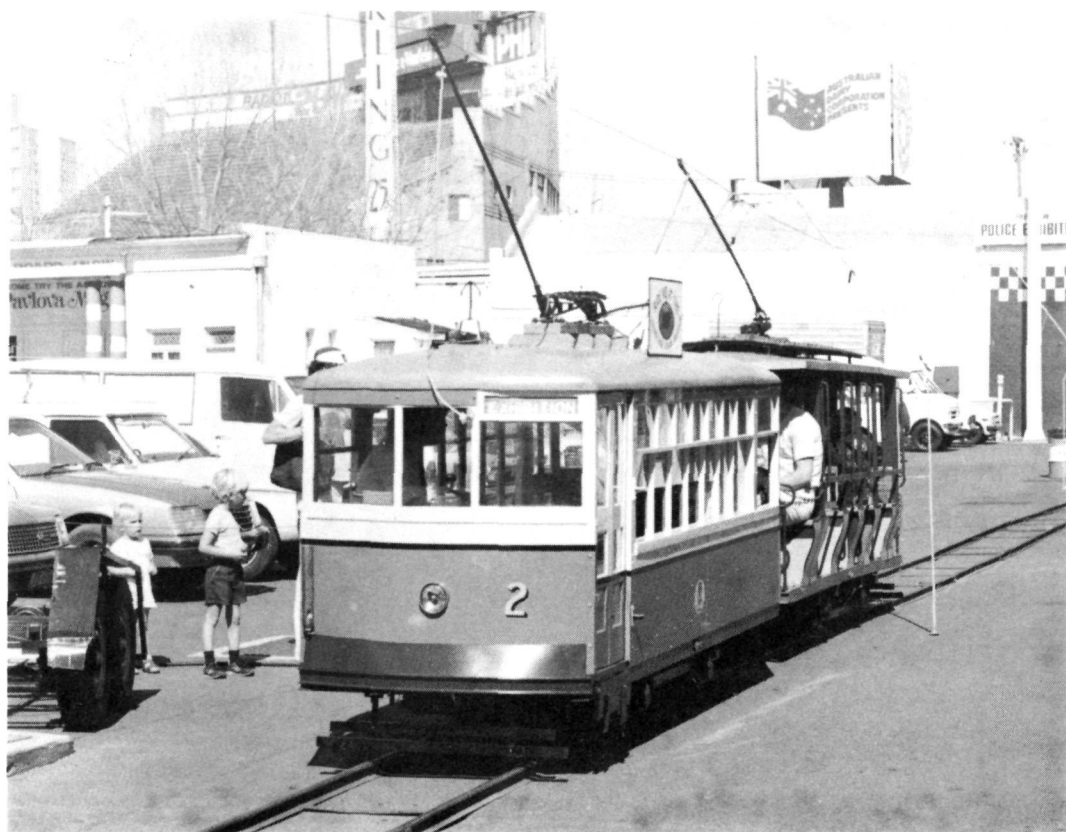
## WHERE THE TRAMS WERE RUNNING ON THE WEEKEND OF 1 – 2 October 1983.

In spite of the bureaucrats and the furtive forces which resulted in the closure of many tramway systems in Australia during the 1940's-60's the public were able to ride in trams at twelve locations during the first weekend in October, 1983.

In addition to the large Melbourne system and the operation at Warabrook in Newcastle, horse trams operated at Kilmore in Victoria while street electric operation was provided at Ballarat and Bendigo. The museum tramways at Ferny Grove in Brisbane, Loftus in Sydney, St. Kilda near Adelaide and Bylands north of Melbourne provided electric services while Launceston

California car No. 16, now powered with a diesel engine, carried passengers on the tramway at the Penny Royal complex in Tasmania.

The majestic electric cars operated as usual between Adelaide and Glenelg while the two half size electric trams, Birney No. 2 and open toastrack No. 3 which usually operated at Albion Park near Wollongong on the second Sunday of each month, worked along a 200 metre 2ft gauge track at the Sydney Showground during the period of the model railway exhibition. Unfortunately the Parramatta Park steam tram services did not operate on that weekend, but it has been thirty years since the tram enthusiast has had such a diverse choice of tramway locations in Australia.



*Half scale. 2ft gauge birney car No. 2 and open toastrack No. 3 work in multiple unit control as a two car set on the tramway at the Model Railway Exhibition organised by the NSW Branch of the Australian Model Railway Association at the Sydney Showground over the weekend of 1, 2 and 3 October, 1983.*

K. McCarthy





CITY RUSSELL ST

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