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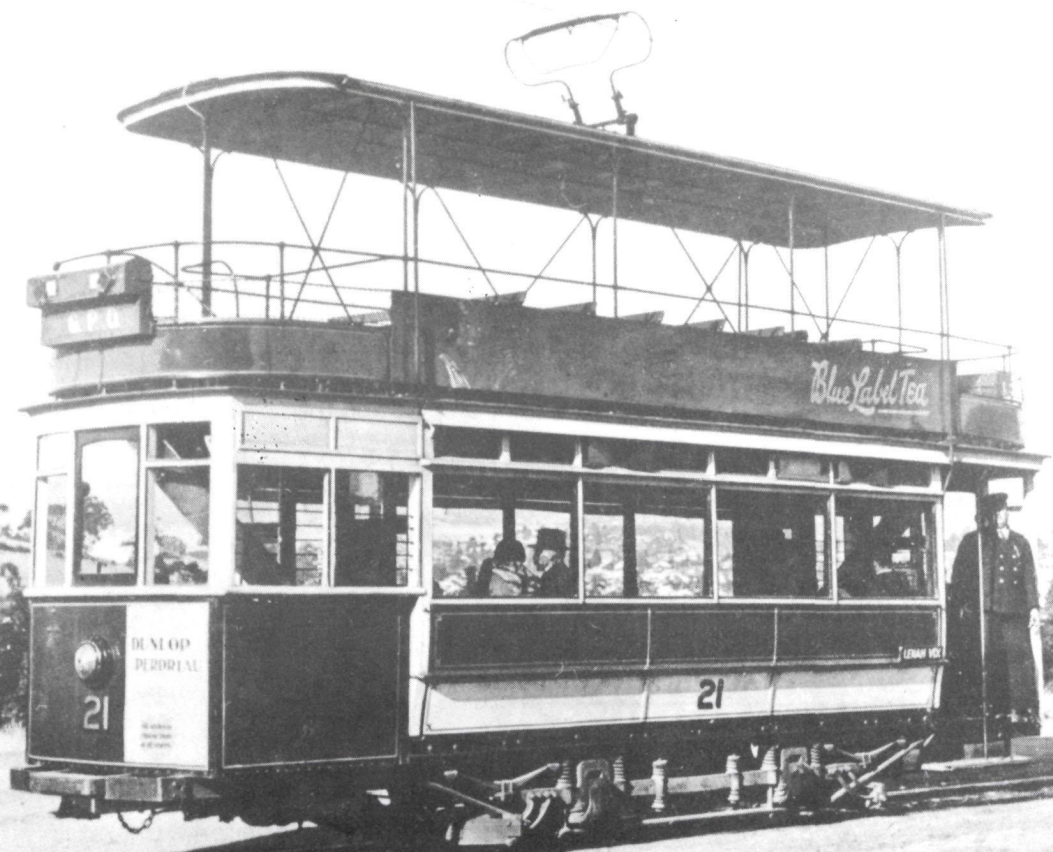
TROLLEY WIRE

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AUSTRALIAN TRAMWAY MUSEUMS

December 1983

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ADELAIDE — 25 YEARS AGO

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A pair of G class cars built by the America Car Co. of St. Louis depart from the Bathurst Street stop and head north into the city along George Street, Sydney. An N class car can be seen in the background.

R. Merchant Collection

FRONT COVER

Hobart double deck car 21 at Lenah Valley terminus. This car was built in 1915 and seated 26 on longitudinal seats in the saloon and 24 on 2 × 2 transverse seats on the upper deck.

The late Mrs. E. King

BACK PAGE

Track relaying at Bondi Junction on 1 July, 1955. The replacement pointwork is ready to be placed in position and the disruption to other road users was obviously considerable.

Courtesy "The Sun"

ADELAIDE — 25 YEARS AGO

Compiled by C. G. Seymour

The 22nd November 1983 marked the 25th Anniversary of the closure of Adelaide's tramway system, except for the Glenelg tram line, which runs for approximately 6 of its 7 mile length on a private right of way. The purpose of this article is to briefly recall those last few years of a tramway which once boasted a maximum fleet of 311 trams (1931) operating over 82.83 route miles (including 6.72 miles at Port Adelaide). Today, in 1983, 23 H type inter-urban trams remain to operate the Glenelg line.

The Beginning of the End

From 1946 tram patronage, held at an artificially high level during the Second World War because of petrol rationing and a shortage of motor vehicles, began to fall. No new rolling stock had been received since 1929 and the older bogie cars were beginning to show their age. (An order of 40 new trams was planned in 1939, but was postponed because of the War). The post war suburban sprawl meant that many tram routes needed to be extended, while much existing track and equipment needed replacing. Wage rates and other costs increased, and within a few years the Municipal Tramways Trust found itself in financial difficulties.

In 1952 the Trust was considering calling the local councils to contribute towards alleviating its deficits, as they were responsible for any deficits under the existing Act. Until this time no payments had ever been required. This action resulted in a Government appointed Committee of Enquiry into the affairs and finances of the Trust. Following the Committee's report, the Government appointed a new board and agreed to contribute towards the Trust's finances.

The Ten Year Plan

The new board took up office on 2 February 1953 and almost immediately embarked on a 10 year plan to 'modernise' the system. The plan, estimated to cost £6,000,000, was drawn up by officers of the Trust, and examined and reported on by De Leuw Cather & Co., transport consultants from USA who supported the recommendations.

The main elements of the plan were:—

- (1) The progressive replacement of trams with fuel buses.
- (2) Erection of new bus servicing and parking depots.
- (3) Modernisation of the workshops.
- (4) Erection of new workshops.
- (5) Conversion of converter stations to take electricity from the Electricity Trust of South Australia.
- (6) Closure of the Trust's own power station.
- (7) Review of all tram and bus services.
- (8) Review of management and operating methods.
- (9) An overall plan for future needs.

1952 — The Initial Closures

Commencement of the delivery of 30 new Sunbeam trolley buses on 8 January 1952 saw the Trust attempt to make better use of its rolling stock by replacing some tram routes with trolley buses. On 24 May 1952 the last trams ran to the Eastern Suburban routes of Burnside, Erindale and Linden Park. A replacement fuel bus service was used until the trolleybus service commenced to Linden Park on 12 October 1952, and Burnside and Erindale on 17 May 1953. (These trolleybus routes were through routed with the Port Road group of services). The older bogie (maximum traction) trams were gradually restricted to peak hour duties, replacing the 'A' type single truckers which were withdrawn completely following Union complaints over hand-brake operation.

The installation of connecting track across King William Street from Grenfell Street to Currie Street enabled the Eastern Suburbs routes of Kensington Gardens and Magill to be through routed with the Western Suburbs routes of Henley Beach and Richmond from 25 May 1952, enabling improved co-ordination of services and reducing congestion at the former King William Street termini.

A fleet "modernisation" program also began this year, which eventually saw the 30 H type Glenelg trams and 50 Drop-centre trams repainted externally in silver and carnation red livery (the same as the new Sunbeam trolleybuses). The varnished



When trams were in their heyday. A Prospect bound drop-centre loads in King William Street during the evening peak in 1947. Courtesy "The Advertiser"

interiors were painted over in Ashbury green and cream.

1953 — Fuel Buses Take Over

19 February 1953 saw the entry into traffic of H1 type tram no. 381 on the Henley North-Kensington Gardens line. Car 381 was painted in the new silver and carnation red livery. Although it represented a radical change in Australian Tramcar design, the remainder of the fleet of 40 trams (projected since 1939) were cancelled. The chassis of car 382 was cut up for scrap, while some of the motors for the cancelled trams were used to re-motor the H type Glenelg trams in 1956. In place of the cancelled trams, the Trust designed a standard fuel bus with three doors for rapid loading (an attempt to match drop-centre trams!), and a crush capacity approaching that of the trams. A roving conductor, used on the trams was to be retained. A total of 310 buses to

this design were eventually built to replace the trams.

At this time members of the Tramway Employees' Association refused to drive the remaining single truck trams (C type nos. 171-190) which were still hand-brake operated. To enable these trams to be withdrawn from their peak hour duties, the Glen Osmond and Findon tram routes were replaced by fuel buses on 18 October 1953. Initially the closures were said to be temporary, but soon became permanent. The bogie trams which operated on these routes were released to other routes (mainly on peak hour workings). Most of the track and overhead remained for a couple of years. As the new three-door buses had not yet been delivered, small one-man operated AEC Regal buses had to be used.



F218 — the last tram at Hyde Park on 12 November, 1955. The destination sign shows the tram terminus and the connecting bus to Westbourne Park. The supplementary sign below the motorman's window was for the connecting bus to Gillies Plains at the opposite terminus — Walkerville North.

J. Radcliffe

1954

The C type trams which had been removed from their limited peak hour service in October 1953, but were retained for emergency use were withdrawn completely on 23 March 1954 following the Royal Visit. The new three-door buses began to appear on the former Glen Osmond and Findon tram routes. Buses replaced trams on Sundays only to Kensington Gardens on 28 February 1954 and on Sundays only to Mitcham, Prospect, Paradise and Springfield from 14 November 1954.

1955

Buses replaced trams to Cheltenham Racecourse (race days only) from 30 April 1955. There were now sufficient new buses to replace trams on the Kingswood route from 10 July 1955. The closure of this route meant that the bogie (maximum

traction) trams were now only used throughout the day on the St. Peters route. Trams to the Wayville Showgrounds were replaced by buses on 8 September 1955. Buses replaced trams on the Walkerville North and Hyde Park routes from 13 November 1955. Closure of these routes enabled integration of the feeder bus service from Walkerville North to Gillies Plains and Northfield, and from Hyde Park to Westbourne Park.

1956

The only closure this year was the single track line to Morialta which branched off the Magill route at St. Bernards Road, Magill on 18 March 1956. The replacement bus service travelled a different route (parallel to the Magill route).

By now it was obvious that the whole tramway system would be closed within a few years. The program to repaint the drop-centre trams was terminated. Following the AETA Easter Convention in Adelaide, the MTT was approached about the possibility of tramcar preservation and the availability of, D192, F1 264, H380, and H1 381 for eventual preservation. John Radcliffe and Mac Alexander were then appointed to investigate the possibility of a tramway museum in Adelaide. Although the trams that were even-



D 127 and F 228 are among the trams at the Adelaide Oval standing road on football Grand Final day, 1 October, 1955.

J. Radcliffe



H1 381, the last tram built for Adelaide, travelling along Rundle Street East, Kent Town, bound for Kensington Gardens shortly before the line closed on 2 February, 1957.

J. Radcliffe



F1 272 is the last tram at Wayville West terminus on 7 December, 1957. The brightness of the lights has blotted out the destination sign in this time exposure by John Radcliffe.

tually received by the AETM Adelaide varied slightly, it is interesting to note that F1 264 finally did arrive at St. Kilda – in 1981!

1957

The decline of the tramway system became very noticeable when on 3 February 1957 the East-West routes using Grenfell and Currie Streets were replaced by buses. This action saw the closure of the Kensington Gardens – Henley North and the Magill – Richmond routes.

A special passenger on car 381 on the last trip to Kensington was former Inspector S. H. Waldron, who drove the last horse tram on the route in January 1909. (The route to Kensington was Adelaide's first electric tram route and opened on 9 March 1909). Some of the H type trams which had operated on the Kensington Gardens – Henley North route were then used on the Cheltenham-Wayville West line.

A press editorial at the time said:—

“The passing of trams from Grenfell and Currie Streets after 47 years is one of the biggest transport changes Adelaide has experienced since the old Glenelg trams started to clang their way through King William Street South. And as in that earlier change the vanishing of a familiar institution will be regretted by many.

However the more manoeuvrable buses will give greater flexibility to our public transport system. For the private and commercial



Track being lifted from the former Glen Osmond line by the firm of J.H. Leverington, who subsequently removed most disused tramway trackage from Adelaide streets.

J. Radcliffe



Tram crew pose with F 248, the last regular service tram to be despatched from Hackney Depot, 18 July, 1958.

J. Radcliffe

motorist too, the absence of the trams from busy thoroughfares will be a boon. There is added convenience and safety for the passenger, who boards his vehicle at the kerb instead of having to walk to the middle of the street. The city's appearance, to which increasing attention has been given in recent years will be improved by the removal of standards and overhead wires. The reduction in traffic noise as quieter buses replace the steel-shod trams will be one of the biggest advantages of all".

On 8 December 1957 buses replaced trams on the Enfield-Colonel Light Gardens route. The Enfield bus route was extended to Gepps Cross. As over half of the Colonel Light Gardens route ran on a separate right of way (the section from King William Street to Goodwood Road ran on a separate right of way parallel to the Glenelg tram line while the section from Cross Road to the terminus ran on a side of the road reservation) the closure actually threw more vehicles onto public roads. The Wayville West tram route also ceased on this date, most of the route being incorporated in the new Colonel Light Gardens bus route. By now nearly all of the 74 'D' and 'E' type maximum traction trams had been withdrawn. H1 tram 381 was also withdrawn during December 1957 because its different braking characteristics made it unpopular with tram crews.



The last tram to Paradise. Motorman and Conductor with F 235 at the terminus on 19 July, 1958.

J. Radcliffe



Some of the large crowd farewelling the last tram to St. Peters on 19 July 1958.

Courtesy "The Advertiser"

1958 — The Final Closures

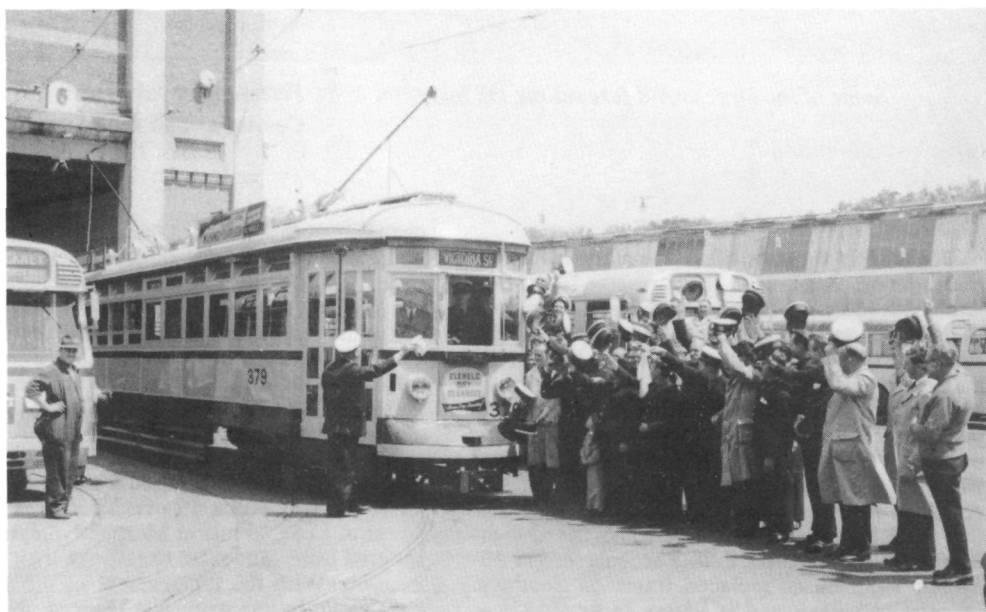
Due to the demolition of portion of the Hackney tram depot, 3 cars to be preserved by the A.E.T.M. (S.A.), Numbers 1, 111 and 192 were transferred to the Morphetville Racecourse sidings on the Glenelg line on 3 January 1958. The maximum traction trams were last used on 5 March 1958 when 20 were taken from storage for peak hour service. This action was necessary because 40 Glenelg and Drop-centre type trams were used to ferry school children between the Adelaide Railway Station and George Street on the old Kingswood line to welcome the Queen Mother at the Victoria Park Racecourse. On 20 March 1958 buses replaced trams on Sundays only to Cheltenham and St. Peters. In April 1958 a drop-centre tram towed car 42 to Morphetville to join the other museum cars. At this stage 6 tram routes remained. However in the biggest single

change over to buses, 5 of these tram routes closed on 19 July 1958. Buses replaced trams to Prospect (route extended to Blair Athol replacing a private bus service), St. Peters, Paradise, Springfield and Mitcham. Only the long north-western line to Cheltenham remained now. The tram signal cabins at Victoria Square, North Terrace and Hanson Street (now Pulteney Street) were also closed down on this date. (The Hanson Street signal cabin is now on display at St. Kilda). From 8 August 1958 the four museum trams were transferred to the St. Kilda site over a period of 6 days at a cost of £145. While at Morphetville, the trams suffered from vandalism because of their exposed location. With the replacement of the Hackney tram depot by the extensive Hackney North bus park almost complete, the last tram left Hackney for City Depot on 13 November 1958 — one week before the closure of the street tramway system.



The 'last' tram at Springfield terminus, F1 266 poses with its crew on 19 July, 1958. Five days later cars 263 and 351 made an unexpected test run on the line.

J. Radcliffe



H 379, the last tram to leave Hackney Depot for City Depot, is farewelled by employees on 13 November, 1958.

S.T.A. of S.A.



F1 269 is surrounded by crowds at the Cheltenham terminus.

J Radcliffe

The Last Tram

The end of the street trams finally came on 22 November 1958 when the Cheltenham line closed. The trams on the last evening had been very crowded, and by the time the last tram was ready to leave, large crowds had gathered. About 200 passengers boarded the last tram, drop-centre 269 in a festive mood. They leaned out of windows, stood on seats, waved streamers and balloons and blew whistles.

At 11.40 p.m. the inspector's whistle blew and tram no.269 left Victoria Square for the last run to Cheltenham. All the buses waited giving the tram pride of place down King William Street. The tram was followed by about 50 motor cars blaring their horns. At street corners crowds gathered to cheer and wave. At each stop the tram had to push through crowds of excited people, many of whom tried, but were unable to board it. After several delays 269 arrived at Cheltenham at 12.28 a.m. to be greeted by about 2000 people with streamers stretched across the track.

At 12.35, the tram began its journey back to the city with three police cars clearing a path for it. On the return trip the tram was delayed 15 minutes after someone removed switchboard fuses from the rear motorman's cabin. After police were called by the inspector, the missing fuses were found on the ground alongside the tram. The tram continued its journey with an inspector closely watching the

fuses. At Finsbury loop, two of the four motors had to be cut out, and there were no lights working. Families stood in their pyjamas at their front gates and waved as the last tram went past. The tram struggled successfully over Bowden Bridge, up Hill Street and finally the Government House hill. Car 269 arrived at Victoria Square at 1.35 a.m. where 300 people watched her crawl into the City depot.

Buses took over the next day, the new bus service being combined with the former feeder bus routes via Hanson Road to Woodville North and via Addison Road to Rosewater and continuing on to Port Adelaide. These services were then through routed with the Anzac Highway routes to Somerton and Graymore.

After The Closure

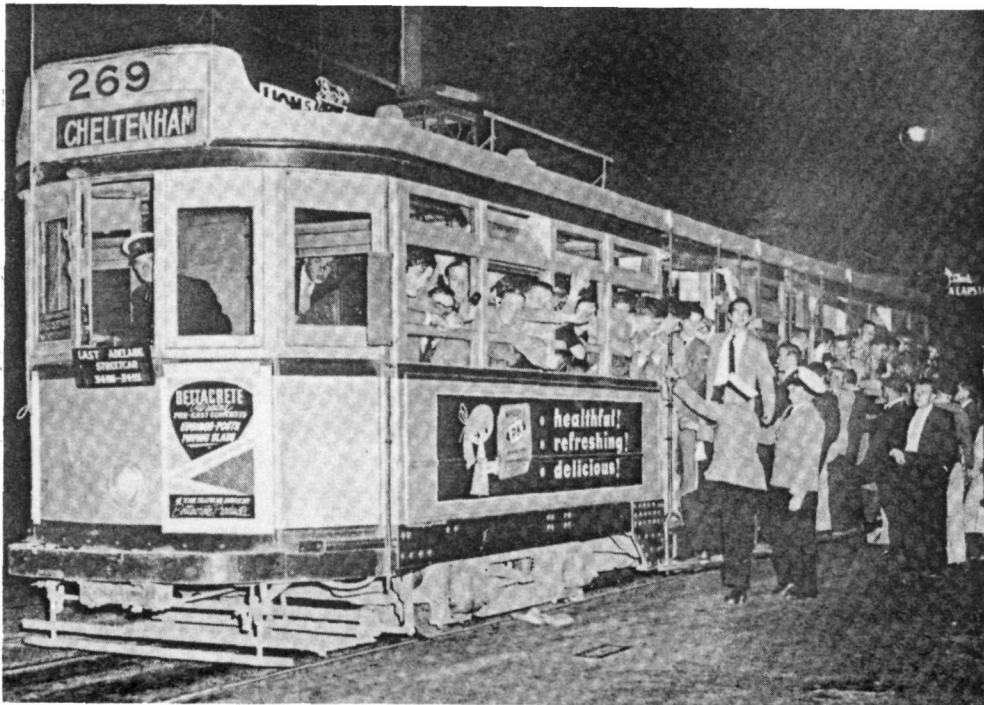
Museum tram, drop-centre 282 ran under its own power to Glenelg on 28 February 1959, on the first stage of its journey to the St. Kilda Museum site. H type car 352 was scrapped after a collision in 1958, while No. 380 was stored along with H1 tram 381 at Maylands per way depot from 4 May 1959, until it was sold in June 1965. Car 381 was then donated to the A.E.T.M. Original numbered cars 366 and 377 were scrapped in May 1968. 362 was transferred to St. Kilda on 15 September 1982, 360 arrived on 6 December 1982 and 356 was stored at Hackney bus depot from 8 December 1982.

Conclusion

Although many of us regret the passing of the Adelaide street trams in 1958, and believe that the decisions of the day were wrong, we must now look to the present (and the future). Through the tireless efforts of a small group of tramway enthusiasts, we can now boast a fleet of 13 Adelaide trams, 10 of them operational and most of them in a much better condition than when the system closed in 1958, so that South Australian families are still able to enjoy that special magic of a tram ride. 23 Glenelg trams of course, continue to carry commuters daily between the City and Glenelg.

Right: Passing the Ash tree in Angus Street, F1 269 is about to enter City Depot for the last time. 1.40 a.m., 23 November, 1958.

J. Radcliffe



Inspectors push riders inside the last Adelaide streetcar, F1 269 at 11.35 p.m. on Saturday, 22 November, 1958.

Courtesy "The News"

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The following sources of information were used in compiling this article:-

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"*Development of Street Transport in Adelaide 1907-1972*", Official History of the Municipal Tramways Trust.

"*Destination Paradise*", "*Adelaide on the Move 1878-1978*" and "*The Burnside Lines*", publications of the A.E.T.A.

Trolley Wire, April 1972, August 1978 and December 1979.

The Advertiser Newspaper, 4 February, 1957 and 24 November, 1958.

STATE TRANSPORT AUTHORITY, ADELAIDE

Composition of Bus fleet as at 31.4.83

Standard Type

Make	Type	Fleet No's or Series	Remarks	Active Stock	Stored
DAIMLER	Roadliner	201- 235	—	—	1
AEC Swift	Bee Line	1- 7	—	7	—
—	City Loop	8- 14	—	7	—
—	Silver Fleet	401- 692	—	156	58
AEC Swift	760	701- 766	—	66	—
LEYLAND Mk.11	Prototype	270	—	—	1
—	Silver Fleet	905,8411	—	1	1
MERCEDES 0305	Prototype	7000	—	1	—
—	—	1501	Busway — on test	1	—
—	Articulated	1502	Busway — on test	1	—
VOLVO B59	Circle Line	294- 307	—	14	—
—	Silver Fleet	1001-1293	—	293	—
VOLVO B58	Articulated	1351-1385	—	35	—
—	Hills	1401-1420	—	20	—
—	Express	1451-1495	—	45	—
VOLVO B10M	Articulated	1386-1390	—	5	—
—	Express	1436-1450	—	15	—
MAN SG192	Articulated	1391	—	1	—
MAN SL200	Gas	8451-8452	On Loan	2	—
MAN SL200	—	1801-1940	—	92	—
TOTAL				762	61

Private Type

Depot 4 — Morphettville (inc. Club Bus)
— s.t.a. charter
Depot 6 — Elizabeth
Ex Private Buses Stored at Regency Park

	2	1
	19	4
	—	1
	—	25
TOTAL	21	31
SUB-TOTALS	783	92
GRAND TOTAL	875	

Composition of Tram Fleet as at 31.7.83

		Active	Stored
City Depot			
H Type	Red	351, 357, 358, 363-376, 379, 380	—
	Silver	361, 378	355
	Gold	377	—
Hackney Depot			
H Type	Silver	—	356
St. Kilda Museum			
H Type	Silver	362	360
TOTAL — 23 Active, 3 Stored			

HERE AND THERE

NEWS ITEMS OF INTEREST FROM ALL OVER

MELBOURNE AND METROPOLITAN TRAMWAYS BOARD

Allocation of Tramcars as at 5.5.83

Class of Tram	BRUNSWICK	CAMBERWELL	EAST PRESTON	ESSENDON	GLENHUNTLY	KEW	MALVERN	SOUTH MELBOURNE	WORKSHOPS	IN RESERVE	APPROVED DISPOSAL	TRAINING TRAMS	TOURIST TRAMS	SPECIAL PURPOSE	TOTAL
W2	4	—	6	6	19	19	19	14	—	30	12	5	—	4	138
SW4	—	—	1	1	1	1	2	—	—	—	—	—	—	—	6
W5	13	—	12	17	23	20	22	14	—	—	—	—	—	—	121
SW5	—	—	—	2	—	6	4	—	—	—	—	—	—	—	12
W6	1	—	2	3	8	6	6	4	—	—	—	—	—	—	30
Sw6	9	—	3	8	23	22	38	17	—	—	—	—	—	—	120
W7	—	—	23	—	9	—	5	3	—	—	—	—	—	—	40
Z1	17	24	24	35	—	—	—	—	—	—	—	—	—	—	100
Z2	—	—	15	—	—	—	—	—	—	—	—	—	—	—	15
Z3	17	31	26	25	—	—	—	—	—	—	—	—	—	—	99
X2	—	—	—	—	—	—	—	—	—	—	—	—	1	—	1
L	—	—	—	—	—	—	—	—	—	2	—	—	—	—	2
Y	—	—	—	—	—	—	—	—	—	—	—	1	—	—	1
Y1	—	—	—	—	—	—	—	—	—	2	—	2	—	—	4
V	—	—	—	—	—	—	—	—	—	—	—	—	1	—	1
PCC	—	—	—	—	—	—	—	—	1	—	—	—	—	—	1
Total	61	55	112	97	83	74	96	52	1	34	12	8	2	4	691

Notes: The Z1 class includes the ZC.

There are 15 W2 class painted in Pop-art livery.

There is one SW6 and two W7 decorated for advertising.



METROPOLITAN TRANSIT

New Look for W5 Trams

Since their appearance in 1935, the W5 series tramcar has proved to be one of the most reliable vehicles in the Melbourne fleet. But passenger needs have changed over the past 50 years and the modern commuter demands more comfort, greater safety and increased efficiency.

The W5 class tram is characterised by three open entrances either side of the tram, the off side of which was always closed to the rider by a drawn blind. While this successfully deterred people from entering or leaving the car via the closed entrance, the blind had little effect in keeping out the wind and cold.

Other features of the old design were the wooden floor slats that proved troublesome to high heeled shoes and the wooden bench seats that were far from comfortable.

During the next five years the W5 fleet will be modernised at a total cost in excess of \$5 million.

At a simple ceremony on Wednesday 28 September, attended by the Minister for Transport, Mr Crabb, MTA Chairman and Managing Director, Mr Strouse and Preston Workshops Manager, Mr H Smith, the first of the refurbished trams, No 731, was presented to the media.

Features of the new tram include:

- * Sliding doors
- * New Treadmaster floors
- * New seating layout
- * Aluminium doors and window frames
- * New fireproof upholstery

Part of the upgrading programme also includes the repainting of the tram in the new MTA colours and logo. The result is a bright, modern tramcar, retaining much of the character of the 1930's but with the features that passengers expect today.

Fare Changes in Melbourne

From 13 November, Melbourne introduced a new flat fare system, the only totally multi-modal metropolitan wide flat fare concept in the world.

Following a successful pilot study in the Caulfield-Moorabbin-Sandringham area since November 1982, in which patronage increased by 13%, the concept has been extended throughout the Melbourne metropolitan area.

The major fare zone or "neighbourhood," called "INNER", embraces most of the tramway network and is completely surrounded by six other neighbourhoods. Towards the eastern suburbs

there are three more neighbourhoods, bringing the total to ten.

A neighbourhood ticket, at a flat fare varying between 60¢ and \$1.00 depending on the area, allows unlimited travel for at least two hours using any combination of train, tram and bus. A neighbourhood ticket is also available for travel in more than one neighbourhood at an aggregate fare.

As an added bonus, all neighbourhood tickets purchased after 7.00 p.m. can be used until the last service that night.

The TravelCard, first introduced in October 1981, allowing total multi-modal travel for one full day, has been very popular and is retained in the new fare structure. The fares for TravelCards vary from \$2.40 to \$5.00.

Weekly TravelCards are also available from railway stations and tram depots at five times the daily TravelCard and entitles the holder to free unlimited travel for the whole family at weekends as well.

In the Inner Neighbourhood, short trip tickets for tram or bus sections are available at 60¢. Advan-



The new logo and name as it appears on the side of a Z class tramcar.

P. Hallen

tage can also be made of the Central Area Card, which offers 10 trips for \$4.00 within the Central Business District and the immediate area around it.

For Rail Only passengers, the TravelCard Off Peak available after 9.30 a.m. at railway stations, and the Rail Weekly, have been retained.

And finally, all concessions are based on a 50% discount. Half fare means half fare.

During the introduction discounts of up to 36% are being offered to encourage the use of the Metropolitan Transit system.

Tram Priority

During October new road traffic regulations were introduced in Victoria enabling trams in Melbourne to be given improved priority with regard to other traffic.

This means that a fairer and more economical use of existing road space will be achieved through the exclusive use of parts of the track area by trams on a part-time or full-time basis. In other locations the track area will be shared by other road users, but motor vehicles will be required to move out of the way of trams where possible. On the approaches to most signalled intersections the tram track will be shared with motor vehicles on a first come, first served basis.

The implementation of priority will be assisted by modernising the traffic signal system using equipment which will allow trams to be detected as they approach signals. Cars on the tram tracks will therefore be clear of the tram before it reaches the intersection.

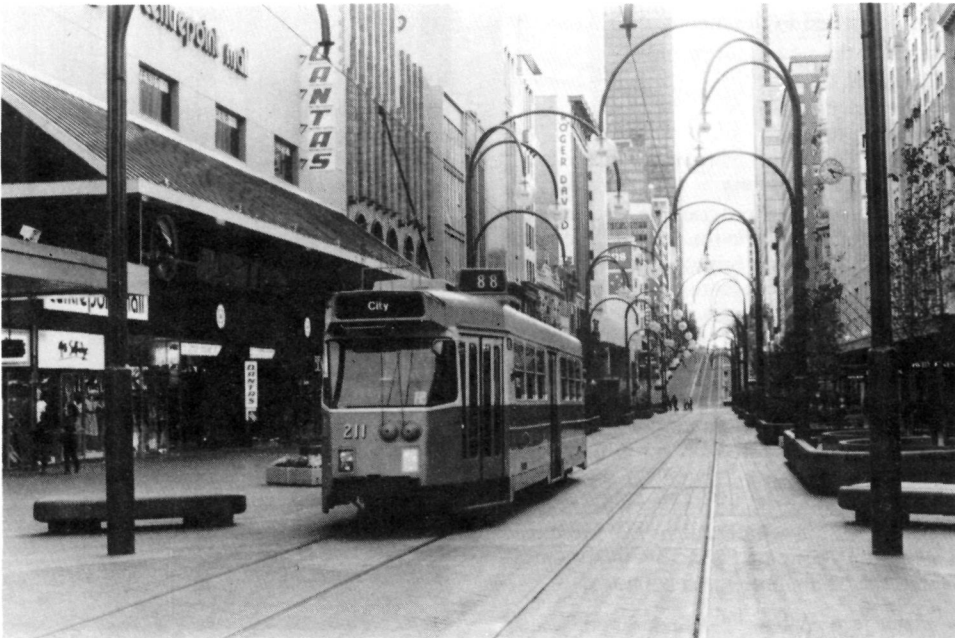
These measures have been introduced as part of a total traffic management package which includes traffic signal co-ordination. The final effect will be a substantial reduction in tram travel times without decreasing car speed and will enable traffic to flow more easily.

Bundoora Extension

The Federal Minister of Transport, Mr Morris, and the Victorian Minister of Transport, Mr Crabb, recently announced that \$13.4 million has been made available from the Bicentennial Road Fund for stages 2 and 3 of the Bundoora Extension.

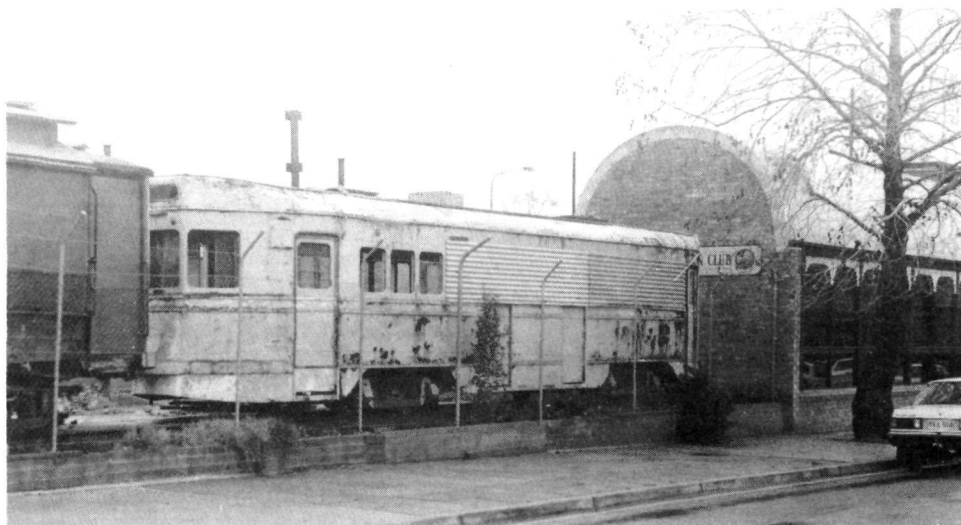
The design of stage 2 is already advanced and construction of the section from Boldrewood Parade to Kingsbury Drive was expected to start last month. Like the East Burwood Extension, the tramway will be built in a separate median.

Stage 2 will add another 2.05 km of line to the 1.23 km of Stage 1, at an anticipated cost of \$6.9 million. Stage 3, which is currently under design, will extend the service by a further 2.9 km.



Z 211 glides along an almost deserted Bourke Street Mall on Saturday afternoon, 20 August 1983.

P. Hallen



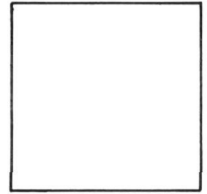
Former Brisbane Tramways "Four Motor Car" No. 499 at the Tradesmen's Union Club at Dickson, ACT on 5 September 1983. W2 car 447 is housed in the arch roofed building to the right. When the building extensions are completed the Brisbane car and Adelaide D class car 156 (below) will be housed in line with the Melbourne tram. Both cars have been mounted on former Melbourne W2 type bogies.

K. McCarthy



WHITEMAN PARK . . .

Perth Electric Tramway Society



Following the construction of roads 1 and 2 in the carbarn and for a distance of 20 metres beyond the front doors, ballasting to railhead with a first grade road base was undertaken. This work was completed by the first week in August and was followed in the second week with the transfer of the trams from Castledare Boys' Home.

The tram removal was undertaken by Brambles Transport on a favourable costing basis and completed over two days. The first day saw W4 674 and Fremantle 29 removed. Both cars were slung complete with bogies (Fremantle 29 being on her temporary W3 trucks) on to two multi-wheeled low loaders and the transfer completed without untoward event.

The following day saw the transfer of the three single truckers — Ballarat 31, bodies of Perth 46 and 78 and body of Perth bogie 63 (imported from New York in 1913). Apart from a few manouvering difficulties at the Whiteman Park end, the transfer was trouble free.

Storage in the car barn is: No 1 road — 674 and 29; No 2 road — 31 and 46; Outside storage — 63 and 78.

Roads 3 and 4 have now been constructed and work is progressing on connecting 1, 2 and 3 roads with sets of turnouts. Road 4 can only be connected to the fan upon availability of a left-hand turnout from MTA (Melbourne).

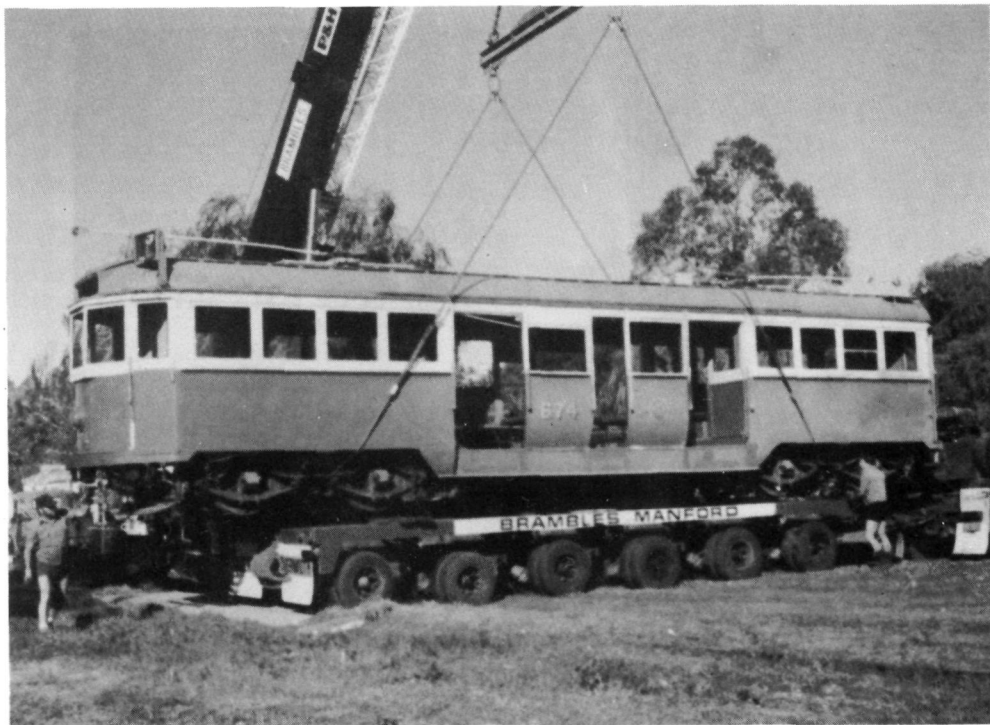
Road 3 has been constructed in dual gauge (1067mm and 1435mm) in the event that any narrow gauge rolling stock becomes available to us. Representations have been made to the ARHS (W.A. Division) to this effect for Perth bogie No 66 which was the last car to run in the streets of Perth in July 1958 and which is still on her original Brill 32E trucks.

Sunbeam trolley bus No 84, together with the three 1942 Chevrolet tower wagons have been towed to the new site. No 84 will be housed in the carbarn after after road basing of roads 3 and 4.

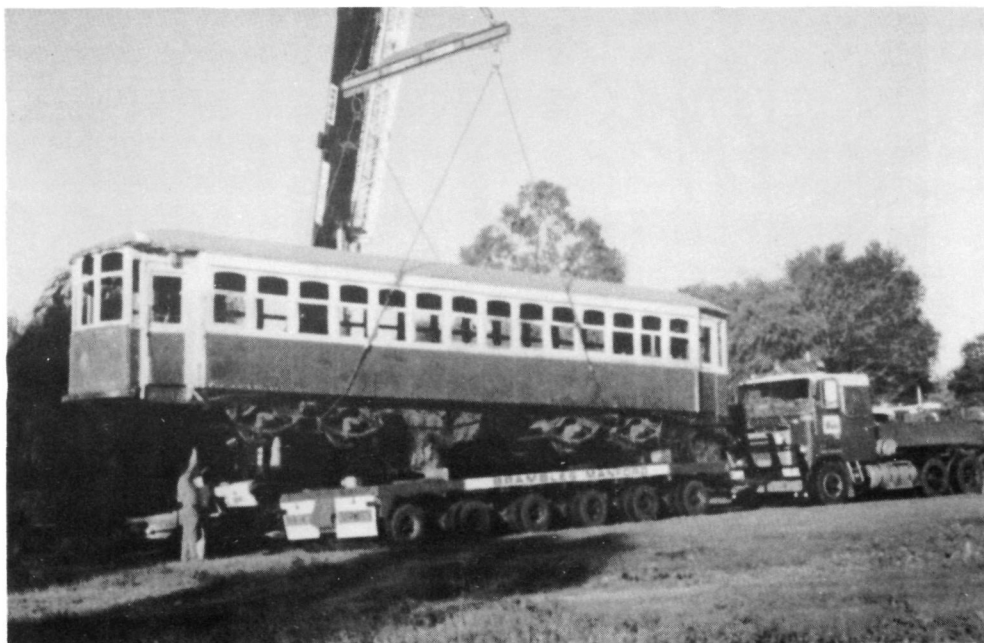
The Park authority has been successful in obtaining funds under the State's Community Work Employment Scheme and 8 people employed for 9 months. Labour is being made available to us for main line track construction and tram body restoration.



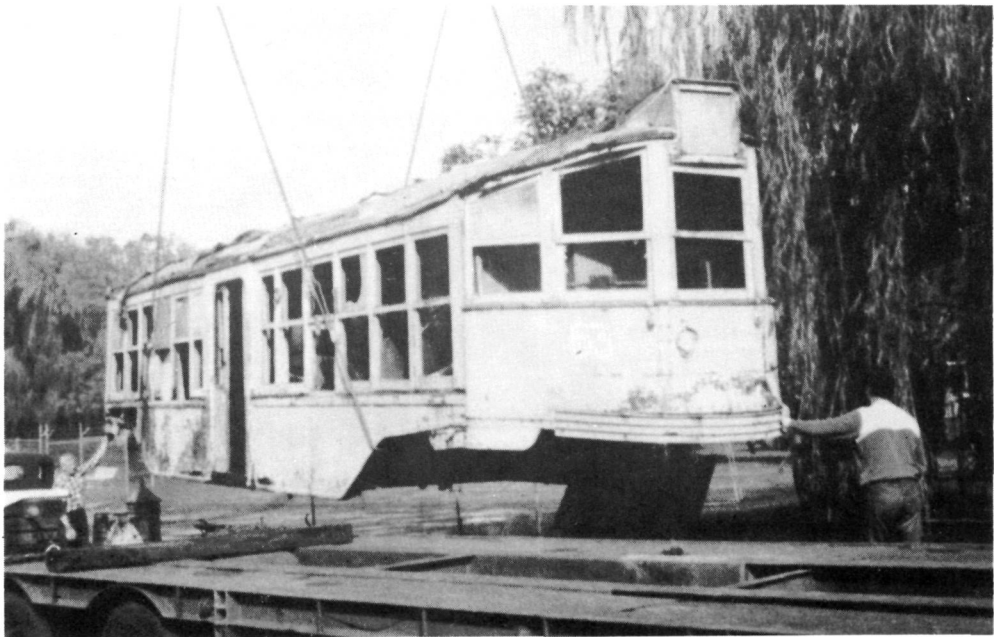
Perth 46, a single truck car built by Westralia Ironworks in 1907, being lowered onto the trailer at Castledare on 12 August, 1983.



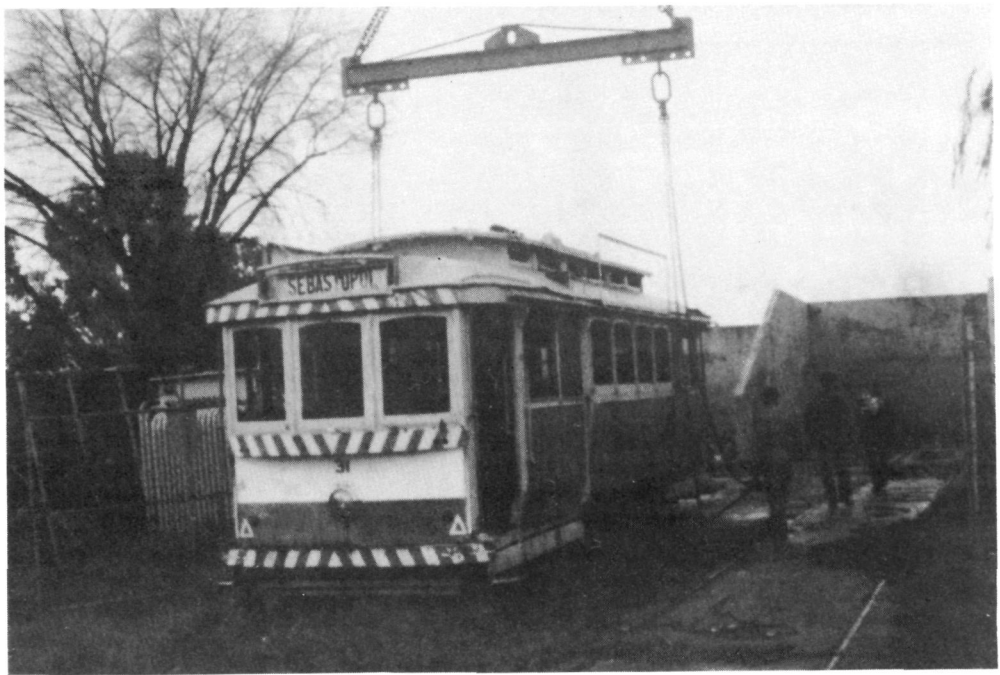
Melbourne W4 674 being lowered onto the trailer for movement by road to Whiteman Park on 11 August, 1983.



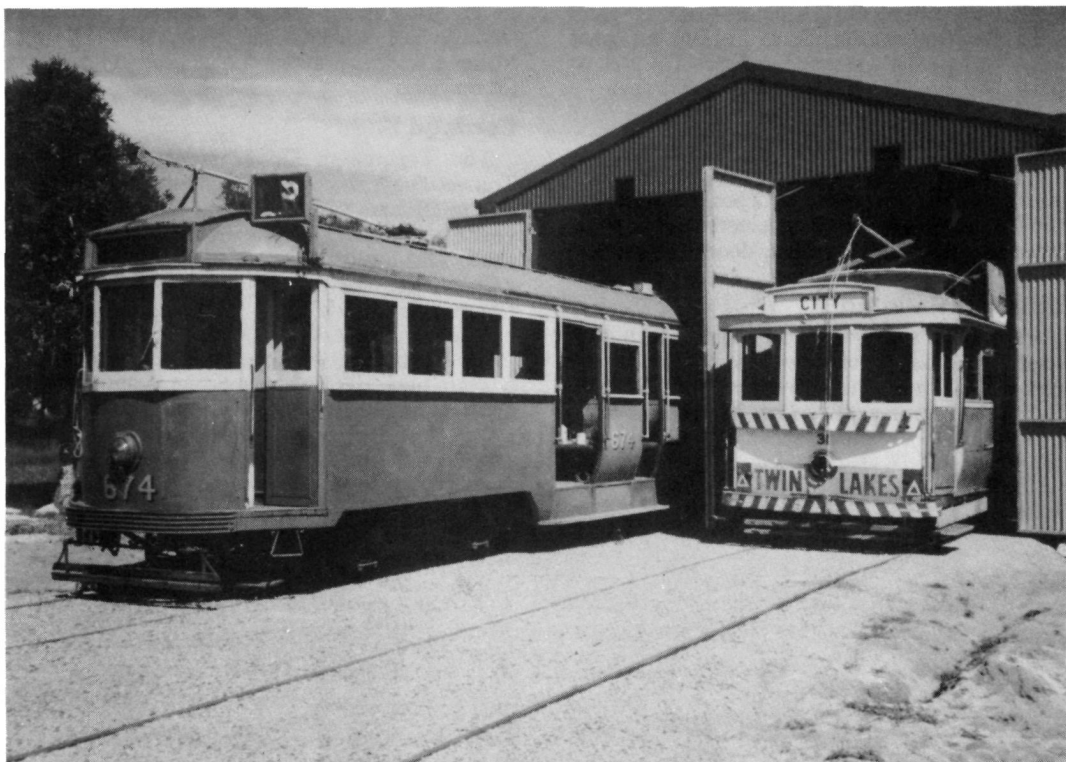
Fremantle Municipal Tramways 29 being lifted at Castledare. It was built by the Western Australian Government Railways in 1921.



Perth 63, the only narrow gauge "New York" stepless car built, being lifted onto the road trailer at Castledare on 12 August, 1983.



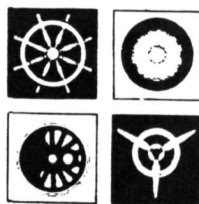
Ballarat 31 about to be raised from its resting place at Castledare on 12 August, 1983.



Melbourne W4 674 and Ballarat 31 at their new home at Whiteman Park Depot on 9 October, 1983.

GLENORCHY . . .

Tasmanian Transport Museum Society



Museum Opening

Many years of planning and hard work will culminate on Saturday 3 December 1983 when the Museum will be officially opened. Like all similar projects the museum will be far from complete but development is sufficiently advanced to open for public inspection. By opening, the Railway Station and Electric Traction building will be complete, most rail tracks will be in position and the Steam Technology building nearing completion.

Locomotive C22

The Museum's first operating steam locomotive recently passed inspection and received its operating certificate. The 81 year old locomotive (Beyer

Peacock, 1902 B/No 4414) was steamed after a lapse of 23 years and has performed well on 'shunting duties around the museum.

The project has been a major achievement for all those members who have been involved with its restoration such as Graeme Jones and more recently Lester Jones and Wally Mounster who have been granted interim engine drivers certificates.

Carriage Restoration

It is planned to restore three century old former Tasmanian Main Line Railway carriages for use with C22 and hopefully offer visitors to the Museum a short rail journey. One of the carriages was last used on the now closed Bellerive to Sorell railway

and its body, after lying in a suburban backyard for about fifty years was donated to the Museum. It has now been externally restored and recently lifted on to a newly modified four wheeled underframe.

Steam Technology Building

The concrete block walls have been completed and the steel roof trusses fixed in position. The next step will be to fix the roofing material, fix the windows and hang two steel roller doors.

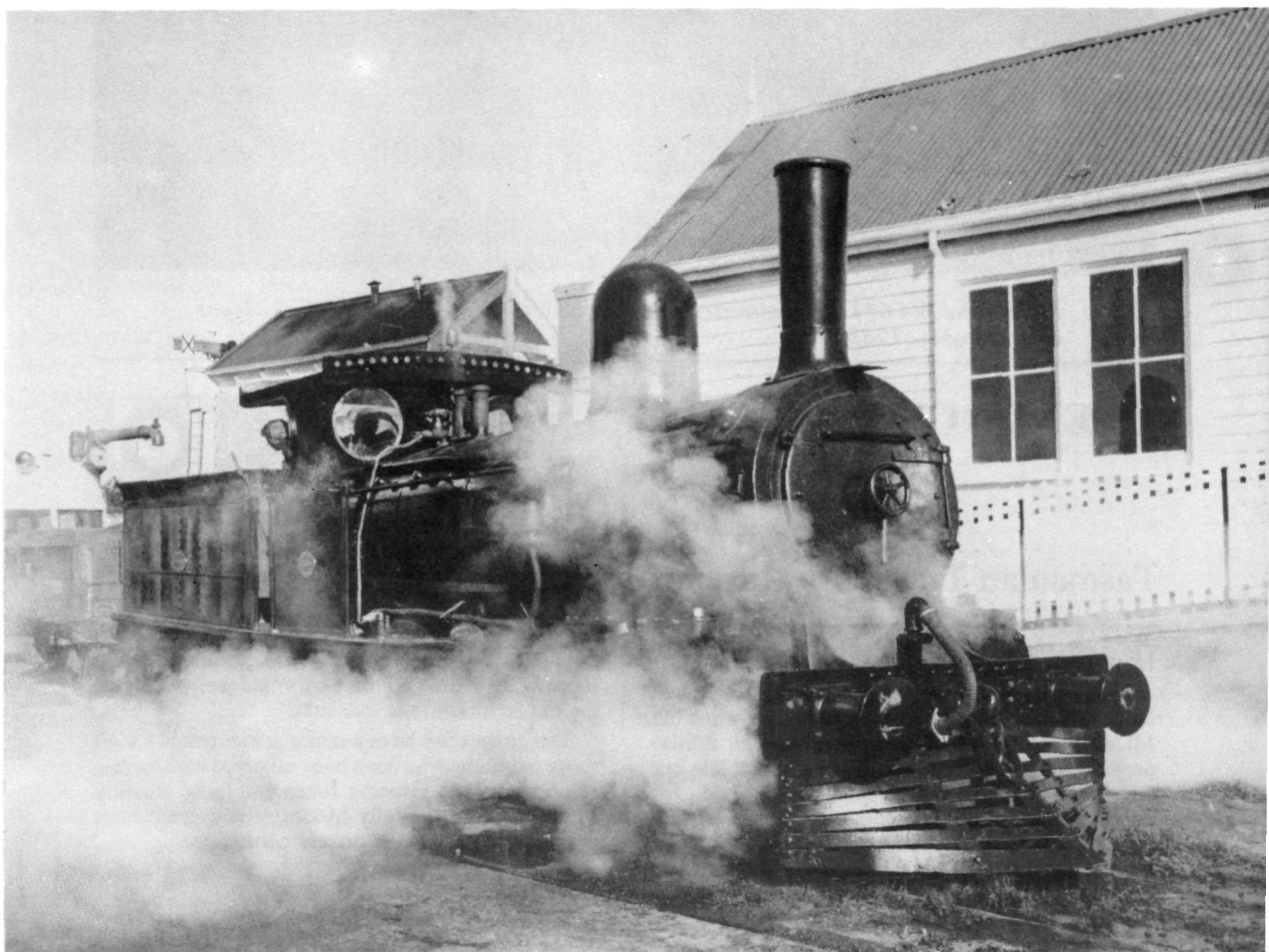
Entrance Building

A small six sided wooded building which once stood at the corner of Elizabeth and Macquarie Streets, Hobart and used by tramway officers to control public transport services has been donated

to the Museum for use as an entrance and sales facility. The building has been moved to the Museum and renovations commenced in readiness for opening.

Carriage Shed

The Tasmanian Government, through the Tourist Department have indicated their intention to allocate \$25,000 in the current financial year for site surfacing and erection of a carriage shed. This building is urgently required to provide shelter for wooden bodied railway carriages one of which is 114 years old. The building will be erected on land recently leased from Australian National Railways and will contain two rail tracks providing standing room for five carriages.



Former Tasmanian Government Railways locomotive C22 (Beyer Peacock, 1902) in steam at the Tasmanian Transport Museum.

D. H. Jones

PARRAMATTA . . .



Steam Tram & Railway Preservation Society

New Members

The Society is pleased to welcome into membership the following:

*Paul Kwiatowski,
David Jehan,
David Nicholas,
Vic Solomons,
Keith Fien*

We sincerely hope that their association with us will be a long and happy one.

Loco Maintenance

Locomotive 1022 has been out of service since last May. Since then, three boiler tubes have been replaced. A close examination reveals that a further four will need attention in the not too distant future. 1022 should be back in steam shortly, which should be of much satisfaction to the many patrons who constantly ask "but does that one run?".

Restoration of KA778

Work on this car ceased for the year in August. Progress has been made in a number of areas including the laying of a new floor, inside bulk heads installed and lining to window sill level completed. The ribs which support the roof timbers have been replaced after cleaning back. Work is expected to recommence in February 1984.

Passenger Down-turn

Figures in the 1982/83 Annual Report reveal a 20% fall in patronage on the trams for the year. A total of 5,200 persons were carried, including 400 pre-paid children's fares for a special hiring. There are of course several reasons one can attribute for the down-turn, however, one that cannot be overlooked is the fact that the leisure dollar is harder to come by with the national economic situation as it stands.

Tramway Redevelopment

The end of September saw the public release of the much awaited-for Parramatta Park Plan of Management. This was released by the Department of Lands and is now in the process of publication. The Society is more than pleased

with the proposals for the tramway in the Park which in effect, will be relocated to the western sector of the Park in the form of an oval loop with a reversing triangle. The release of this plan in effect brings to an end, the freeze on development situation which has existed since 1975. The Department of Lands has been most pleased with the Society's co-operation during the formulation of the plan. A full survey of the proposed new tramway, prepared under commission from the Society, has been completed together with gradient diagram and tendered to the Department for their consideration. It will form a basis for co-ordination between ourselves and other park activities such as cycle riding and walking tracks.



Steam Motor 103A and B class trailer on a typical Sunday afternoon trip on the Parramatta Park Line.

R. Hall

ST. KILDA . . .

Australian Electric Transport Museum



Grit Blasting

On 22 October the AETM hired the services of a grit blasting firm to clean the rust and paint from the steel parts of the F1 type body of car 264. Special blasting machinery was used to clean the tram. The relevant parts were then protectively spray painted. Impressive results were achieved with the equipment. A task which normally would have taken museum members at least five hours was undertaken in only 20 minutes!

The services of the firm were also used to clean and paint the corrosion from four former MTT poles to be used to support the overhead into the new depot and for a short extension of Road 2.

Overhead

A crane was used to place the two poles for the new depot overhead in the caissons on 29 October. A further two poles were then placed in position by Track 2 (the workshop track) at the back of the workshop. This will enable the overhead to be extended approximately one tram length outside

the rear of the depot on Track 2. This short extension will enable trams to be driven out the back of the workshop, facilitating servicing of the trams. Track already exists at this location. Cement fill was poured the following weekend to secure the poles. A further pour will be required to create a dome effect for drainage purposes at the base of the poles.

New Depot

On the same weekend concrete was poured in the second to last stage of the construction of depot roads 7 and 8. The last stage in the construction of the new depot will see a concrete pour to finish off the tracks outside the depot.

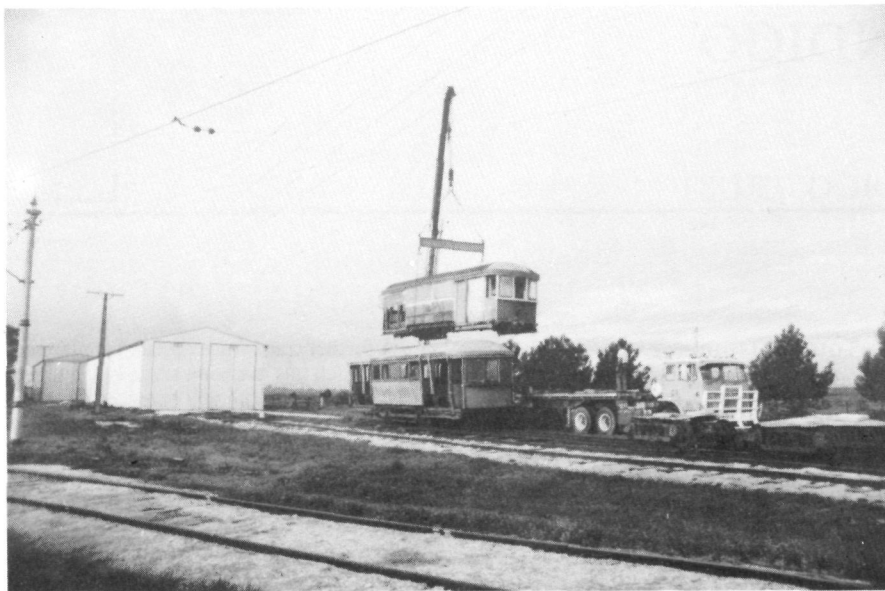
Publicity

Once again the AETM has received publicity in the local press. This time following the publishing of a "mystery" photograph in The Advertiser on 20 September. The photograph was taken from North Terrace looking north along King William



Side panels have been removed for the restoration of F1 264. C 186 and H 362 can also be seen.

P. Shillabeer



No, tram 173 is not about to be dropped on top of car 186! The crane is lifting 173 to a position at the rear of the depot following the arrival of 186 in May, 1983.

P. Shillabeer

Road in the early years of the century, and showed a tram and a large crowd travelling along King William Road. This prompted the columnist to ask if any readers knew where the crowd was coming from. Among those responding on 22 September was AETM member Tom Wilson. (Who is also Senior Traffic Planner with the State Transport Authority.). Tom suggested that the crowd was returning from the 1911 annual football match between St Peter's and Prince Alfred College at Adelaide Oval. He discovered a print from STA files, which showed the same class of tram (type E), the same fashions and the same prevalence of straw boater hats. The STA photograph, however, was taken outside the oval gates looking towards North Terrace. Tom believes that the photograph may have been taken by a tramways photographer, perhaps to show the need for more trams on special days.

In the same column our Publicity Officer, Bev Whetter took the opportunity to point out that tram 111 featured in the "mystery" photo can still be ridden at St Kilda on most Sundays.

Charters

Special charter work continues to be a growing side line to normal operations. In the period March-October 1983 there have been 23 special days. (i.e. days when the museum is not opened for public operations.). Sometimes there has been more than one group charter on the same day. 28

group charters were catered for during this period. This does not include groups which visit on normal operating days. Common days for group charters are Mondays and Tuesdays with a few Saturdays and some Wednesdays and Thursdays. Weekday charters are usually looked after by Max Fenner and Bev Whetter. Charter admission is \$1.00 per head (adults and children) compared with normal admission of \$2.00 for adults and \$1.00 for children (unlimited rides). Tours last approximately 1½-2 hours. Many of the charters are run in conjunction with half day coach tours, mainly for elderly people. The remainder are made up of school groups and on some occasions, scout groups and vintage car clubs.

Other News

Quotes are currently being received for the construction of upright pillars and crossbench seats for car 42. The special timbers to be used include American Oak and Blackwood.

An enterprising ice-cream vendor has reached an agreement with the AETM to sell ice-creams at the museum each weekend. The van is strategically placed each time outside the operations building, where people enter or leave the museum. Already, there appears to be quite a good demand (not only from members of the public, either!).

The Corporation of the City of Salisbury has commenced delivering tons of rubble to St Kilda for the extensions to the Adventure Playground.

BENDIGO

BENDIGO TRUST

Bendigo Tourist Tramway

Eleven years have now passed since the Central Deborah Mine to North Bendigo Joss House tram route reopened for tourists. On 9 December 1972 this 3 km portion of the former North Bendigo to Golden Square tramway was declared open by the then Premier of Victoria, Hon R J Hamer, for a trial period of fifteen months.

The operation by the Bendigo Trust proved so successful that continued tramway operation in Bendigo was guaranteed and since that time considerable parts of the tram tracks, which are located in public roads for the entire distance, have been relaid and much of the preserved tram fleet overhauled and restored.

The Bendigo Trust is a community body consisting of local business people, society groups and City Council representation which has developed the gold age city as a living tourist centre. In contrast to some cities, which have transferred and restored buildings and other historical artifacts into "folk villages", the Bendigo Trust has encouraged the retention of historical buildings and industrial relics on their original locations and the tramway carries tourists to these historic sites.

Due to the current economic recession many of the reconstructed heritage villages are experiencing some financial difficulties. This has been a particular problem to those undertakings which require a large work force to supervise the exhibits and re-enact historic tableaux.

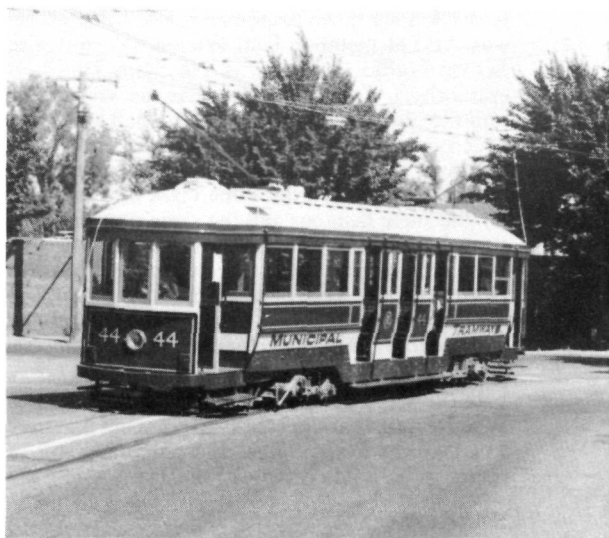
Bendigo has avoided this problem as the "Historic Village" is the living city itself. During January 1983 the Bendigo Tramways experienced the best financial month in its ten years of operation. In fact the takings for January 1983 were better than six months earning period in the previous financial year!

Accounts have appeared in these pages over the last decade of Bendigo developments. During that time not only have many trams been returned to traffic in historic guise but Birney Safety Car No 27 was retrieved from a farm and restored as Adelaide 303 and several other old Bendigo tram bodies have been collected from their role as sheds and stored for future restoration.

A further tramway extension is planned, along an area which has not been served by a tramway in the past. The new route will enter the Gas Works property at Calendon Street, North Bendigo, where a tramway workshop will be established. The line will continue through the works into the Lake Weeroona Reserve and after skirting the western shore of the lake the outward track will be rejoined in Nolan Street, forming a balloon loop of almost 1 km.

The Tramways intend to house 15 operating cars at the existing Hargreaves Street Depot, which is presently open for inspection, and 10 at the new Weeroona Avenue Depot.

Acknowledgements: "The Tramway Record" September 1982 and March 1983, Official Organ of the Australian Tramway and Motor Omnibus Employees Association, Victorian Branch; Mr Robert Lilburn of East Kew.

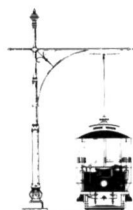


Bendigo bogie car 17 has been restored by the Bendigo Trust as Prahran & Malvern Tramways Trust 44 in chocolate and cream livery. It is seen in Weeroona Street at Calendon Street on 27 January, 1983.

R. Merchant

LOFTUS . . .

South Pacific Electric Railway



New Site

Due to the heavy expenditure throughout the year on plant hire and concrete in association with construction work at the new site, the money supply has been exhausted temporarily and no further major works have been undertaken since that reported in October. This has meant that we have been confined to work associated with the assembly and cleaning of the special work for Roads 1 to 3 and the ladder track, plus any other work which can be carried out manually. It is expected that further major work will recommence early in 1984, when the membership renewals roll in.

The many pieces of special work which comprise the abovementioned trackwork have been reassembled on the concrete slabs and welded together and are a credit to the regular members of our workforce as the completed unit is most impressive.

The installation of wiring, for lighting and power, is progressing well and is well in hand.

Old Site

Trevor Glenn's track maintenance crew has been making steady progress, carrying out some long overdue maintenance work on various sections of the main line and in the Depot Yard. visitors to the new and old sites will notice Trevor's

growing fleet of ex-railway Gangers' tricycles and trolleys in various stages of completion. These vehicles will prove to be very useful in transporting materials when the main line at the new site is constructed.

Tramcar maintenance continues on Tuesday nights and Saturdays and some work has been carried out on P 1497, with the replacement of some of the badly worn and rotted canvas in the concertina doors.

Off Site Activities

The Society has taken part in a number of Fetes, Exhibitions and Celebrations in recent months.

In August, buses 1275, 1615 and 2619 formed part of the display of buses at Chullora Bus Workshops to mark the 25th anniversary of the opening of the workshops.

The buses subsequently participated in the Orange Grove (Leichhardt) School Centenary celebrations, Engadine Show and the Loftus Community Fete.

Once again, the Society participated in the Model Railway Exhibition at the Showground on the Labor Day long weekend, 1-3 October, operating a sales stand and display. Our thanks are extended to those members who gave up their weekend to assist in this venture.



Sydney Tramway Museum buses 1275 (at left), 2619 and red liveried 1615 form part of the display to mark the 25th anniversary of the opening of Chullora Bus Workshops in August, 1983.

R. Hall

BALLARAT . . .

Ballarat Tramway Preservation Society



Annual General Meeting

The AGM was held at the depot on Sunday 2 October. the election resulted in an "as you were" Board, with the six ordinary Board members being returned, and the five position holders returned unopposed. Afterwards W3 661 made its first run for some time, and took members for a few trips along Wendouree Parade. It was sporting its new coat of 1920's MMTB chocolate and cream, and bore the number "44" (as the highest number used in the SEC Ballarat fleet was "43".) Presently "No. 44" is back in the workshop receiving a final chocolate coat, after which will come lining, monograms, and numbers (661, not 44!)

No. 26

This tram requires crossbench seats for both dropends. Quotes have been obtained from a Melbourne joinery for seatbacks. the TMSV have kindly loaned the Society a Tipover seat casting taken from an old Melbourne single trucker. Patterns will be made from this casting.

No. 18

New saloon window and windscreen frames have arrived at the depot. Windscreen frames have been fitted at the no. 1 end, and the other window frames are presently being painted.



A year after its transfer from Victory Park, Sebastopol to the BTPS depot, No 18 has been repainted, with new windscreen frames in place awaiting painting and windscreen glass.

A. Bradley



Tram No. 44 (W3 661), resplendant in its new livery of chocolate and cream, waits at the Gardens loop for No. 33 to pass before continuing its journey to the northern terminus at St. Aidans Drive on 2 October 1983.

W.F. Scott

No. 13

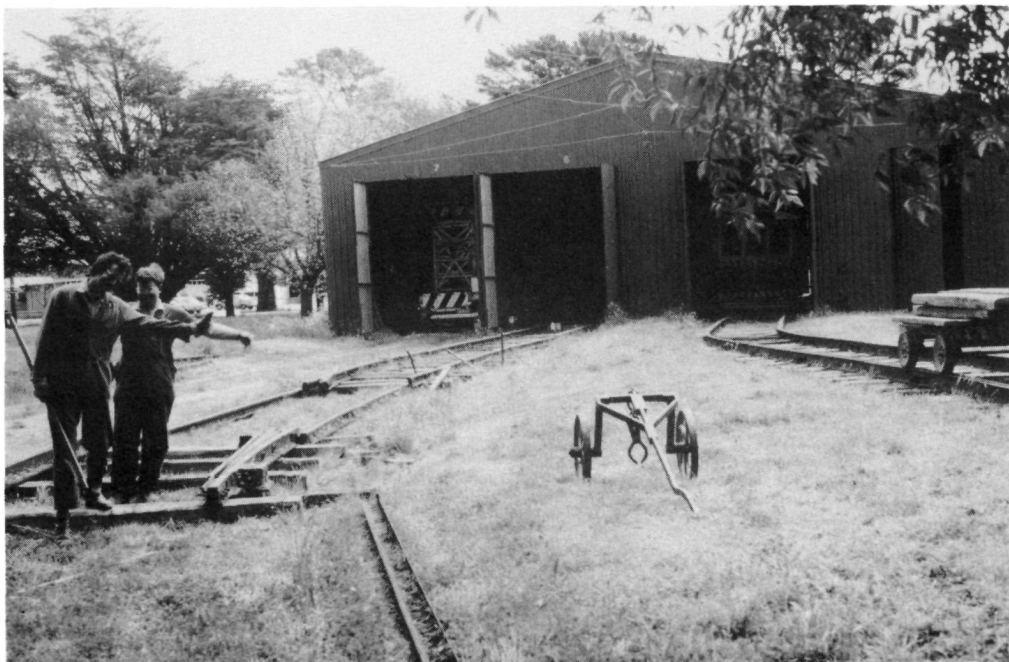
This tram was to have been moved from Lake Goldsmith to Ballarat on Melbourne Cup Day, 1 November. However, the parkland surrounding the depot was too damp to allow safe passage of heavy vehicles, so the move has been postponed until early December.

Trackwork

Presently no. 6 road is being built along the length of the depot fan. The points for no. 7 road are included in this work. Recently 54 new sleepers were purchased from the Bellarine Peninsula Railway, and some of these sleepers have already been used.

70th Birthdays

Two of the Society's trams, nos. 40 and 18, have turned 70! No. 40 entered service for the Prahran & Malvern Tramways Trust on 7 June 1913, whilst No. 18 made its debut, also for the PMTT, on 2 November 1913. Neither car was in regular service on their anniversary, as No. 40 was on jacks awaiting the return of its bogies, and No. 18 was minus windows. Nevertheless, a great milestone for both cars, and a tribute to the workmanship of the builders.



Warren Doubleday, left, and Peter Allen working on the depot fan approach to No. 6 road. The pointwork for No. 7 road can also be seen

A. Bradley

WARABROOK . . .



Newcastle Tramway Museum

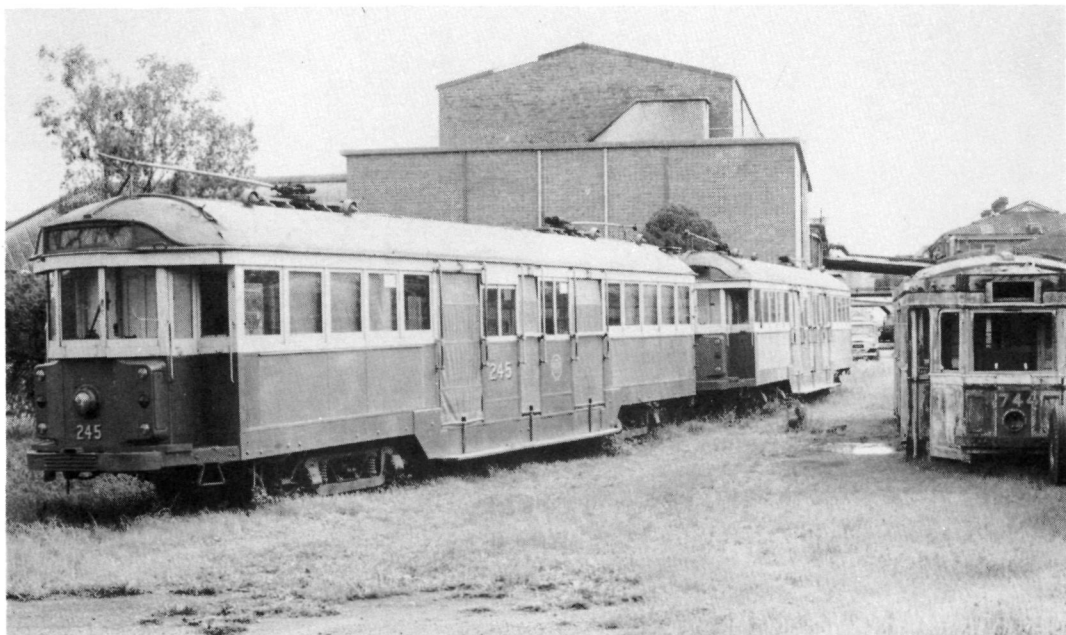
Late News

The Newcastle Tramway Museum has purchased the W3 previously owned by the Newcastle Historic Vehicles Association. It was delivered to Warabrook on 4 December 1983.



W2 245 at the lower end of the abattoir branch on 2 October 1983.

K McCarthy



W2 245 and W2 244 with R 1744 at the Waratah Estate after arrival from Melbourne on 29 March 1983

R. Phemister

W2 244 and 245 stand on the railway siding into the abattoir. Sydney cars at left are R class cars 1892, 1804 and 1744.

R. Phemister



