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10 YEARS OF OPERATION AT ST. KILDA

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Some of the students involved in the restoration of King Street cable trailer No. 3 pose beside the framework in April, 1984.

KEN McCARTHY

FRONT COVER:

An impressive lineup of AETM trams at the St. Kilda Beach terminus during the Members Day activities on 24 March, 1984.

JOHN RADCLIFFE

BACK PAGE:

Hobart tramcar 141 shares the limelight with a Marshall steam road roller at the Tasmanian Transport Museum's Opening Day festivities on 3 December, 1983.

D. H. JONES

ST. KILDA

10 YEARS OF PUBLIC OPERATION

By C. G. Seymour

March 23, 1984 marked the 10th Anniversary of the official opening of the 2km St. Kilda Tramway. The purpose of this article is to highlight the achievements of the last ten years, and to compare current operations with those of our early years.

The Tram Fleet

Five trams were available for operations on the opening day. Adelaide cars A type 1, E1 type 111 and F1 type 282 were operable with Ballarat cars 21 (ex Adelaide No. 10) and 34. Adelaide H1 type 381 entered passenger service shortly after on 30 June, 1974.

Subsequent additions to the passenger fleet have been G type Birney 303 on 8 August, 1976, Melbourne W2 class 294 on 24 April, 1977. Adelaide D type 192 on 6 May, 1979, and these were joined by H type tram 362 from the Glenelg line on 24 October, 1982.

Melbourne W2 class 354 arrived in February, 1978 to become the Museum's works car. It has been fitted with three additional GE CP27 air compressors to facilitate the operation of pneumatically powered track maintenance equipment. Seats now remain in only one saloon of this tram. Ballarat car 34 had previously been used in works service but this was considered undesirable for an historic passenger car.

Cars 282, 294, 303, 362 and 381 form the basis of the current passenger fleet and are used on most occasions while cars 1, 21, 34, 111 and 192 are used on an interchange basis. Ballarat cars 21 and 34 played a major role in the early years, having been obtained in operating condition only 2½ years prior to the opening. The availability of other trams has enabled them to be used less often as they have yet to be refurbished.

Restoration

Opening day saw the use of three fully restored Adelaide trams in conjunction with the two Ballarat trams. Car 381 was refurbished between January, 1976 and June, 1978. It remained in traffic for most of this period. Restoration commenced in earnest on D type car 192 in June 1974 and the job was completed in May, 1979. Birney 303 was withdrawn from traffic on 17 November, 1977 and its refurbishment was completed in time for the Centenary of Street Transport celebrations in 1978. The Birney's place in the workshop was

immediately taken by W2 294 and the work was finished in time for the Glenelg tramway Golden Jubilee celebrations in December, 1979.

Following the departure of 294, car 42 was moved into the workshop. Major restoration was needed to return this tram to its original B type open crossbench (toastrack) design and, unlike the previous restoration jobs, this required a major rebuild. The tram had been converted to the A2 saloon combination design in 1917 and had not operated since the closure of the Port Adelaide lines in 1935. At St. Kilda the body was placed on an imported Brill 21E truck from Brussels and returned to drivable condition on 2 August, 1980 — the first time in 45 years! A grant from the South Australian History Trust in June 1983 enabled the crossbench seats and other body parts to be constructed.

A type No. 1 (Adelaide's first electric tram) was withdrawn from traffic in February 1980 for refurbishment and the style used shortly after the electric tramways commenced in March 1909 was adopted. No. 1 was the first tram to be restored by the Museum., initial restoration being completed in 1967.



The Hon. A. F. Kneebane declares the St. Kilda tramway open. 23 March, 1974. MAL McAULAY



The Hon. A. F. Kneebane prepares to drive tram No. 1 on the opening run of the St. Kilda tramway, 23 March, 1974.

MAL McAULAY

Repainting of Glenelg tram 362 in its silver and carnation red livery began soon after its arrival at St. Kilda on 5 September, 1982 and the work was completed by June 1983. This tram is on lease from the STA of SA.

April 1983 saw major restoration commence on Adelaide dropcentre tram F1 264. This tram arrived on site on 23 May, 1981 and Melbourne W2 trucks, modified by the STA of SA, were placed under the car in December, 1983. Associated electrical equipment has been received from Melbourne. Car 264 is being restored in conjunction with the STA of SA for limited use on the Glenelg line each year from 1986, South Australia's 150th Anniversary.

Other Trams

Glenelg tram 360 arrived on 6 December, 1982 and is operational. A repaint will be required before it can be used in regular passenger traffic. The body of E1 type tram 118 arrived on site on 24 August, 1982 while the body of C type tram 186 was received on 26 May, 1983. Car 186 has been placed on a Brussels 21E truck and will be restored instead of C type 173, which will now be used for spare parts.

Service Requirements

Normal Sunday operations see five trams in use. One single trucker and four bogie cars for the usual roster. The single truck tram is often Birney 303, its enclosed design being ideal in the winter months.

Dropcentre 282, Melbourne 294 and streamliner 381 have seen continuous use. Glenelg 362 is now able to relieve car 381 while the fifth service car is shared equally between the three aging maximum traction trams 34, 111 and 192.

The Museum opens each Sunday at 1pm and the first service tram is often the single truck car which leaves for St. Kilda Beach about 1.20pm. Thereafter the days' selected trams are used on an alternating basis to enable visitors to ride more than one type of tram. The use of the single truck car depends on passenger loadings and on very busy days an additional bogie tram may be used instead of the four-wheeler. The last service car leaves for the Beach at approximately 4.45pm.

Service frequency is dependent on the number of visitors. On busy days up to 25 trips may be run, while on a quiet day only 7 or 8 trips may operate. Initially only one tram operates the service. As loadings increase during the afternoon additional trams enter service. Cars then leave simultaneously from the Museum for the beach, crossing at Mangrove Loop. Each return trip takes about 25 minutes. Very busy days have seen the use of four trams at the one time travelling in convoys of two. Of course, sufficient crews have to be available; usually only two crews are rostered each Sunday.

Manpower

The duty roster for normal operations requires a minimum of six members:— an Officer-in-Charge, a ticket/book seller, two motormen and two con-



Trams pass on the Mangrove Street loop at St. Kilda in 1974.

JOHN RADCLIFFE



Four Birney cars, all ex Adelaide, are seen together for the last time in Bendigo on 26 July, 1976 prior to 303 returning to Adelaide and delivery to St. Kilda. WARREN BURT

ductors. Additional members are rostered for days of expected increased traffic. The Officer-in-Charge is responsible for despatching trams from both termini and for safe working on the single track line. On arrival at the beach the motorman uses the Museum's lineside telephone to confirm his operating instructions with the despatcher. The despatcher can activate a gong at the terminus to indicate departure time for the tram. The gong is operated from the inspector's cabin at the Museum and allows trams to depart simultaneously from each end of the line. A member on each roster is also allocated fiscal duties.

There is no roster for Saturday work activities. The tasks of maintaining the Museum and restoring the trams are left to the faithful few. Work parties usually vary between six and ten members. Many of these workers continue their tasks on Sundays. Membership of the Museum has remained fairly static over the past ten years. Current membership stands at 70 while approximately 40 members are actively involved with traffic duties and work parties.

Depots and Facilities

In 1974 the trams and trolleybuses were housed in the four-track depot of 105ft x 50ft and the adjoining two-track 105ft x 30ft workshop. Road 1 in the workshop was a short length of dual gauge track on which stood the BHP Iron Knob 3ft-6in gauge electric locomotive No.E1 and the standard gauge horse car No. 18. Road 2 extended from the



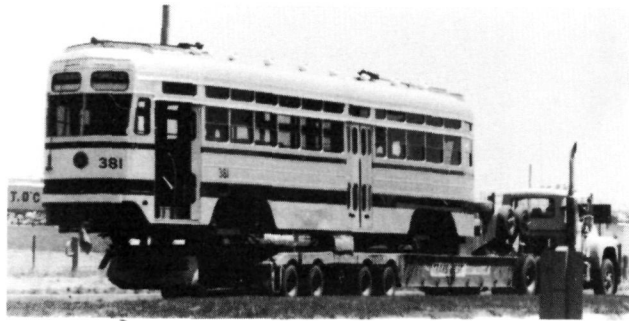
John Bannon, now Premier of South Australia, drives D type car 192 on its inaugural run to St. Kilda on 6 May, 1979. JOHN RADCLIFFE

rear of the workshop to the welding/truck shop and included a pit. Attached to the southern side of the depot was the small "member's Lounge" — the original workshop. A substation and an operations room/bookshop are also on site. Among the items of tramway furniture are the signal cabin from the corner of Hanson and Wakefield Streets and the inspector's cabin from Victoria Square.

A tramway waiting shed was erected at St. Kilda terminus during 1974 and another was erected at the Museum in 1979. A stores shed was completed in 1975. The large trolleybus shed 108ft x 30ft was erected by a contractor in 1976 and was constructed with sufficient height to accept double deck AEC trolleybus 417. A ramp was constructed at the rear of the tram depot in 1978 to facilitate the transfer of trams to and from the Glenelg line. Roads 1 to 6 were renumbered in reverse order at this time to allow for projected depot expansion to the south. This eventuated in 1980 when a contractor erected a second tram depot. The new building was 125ft x 30ft and contained two roads, Nos. 7 and 8.

Other Exhibits

Other exhibits in 1974 included Adelaide & Suburban Tramway Co. horse tram 18 of 1878, a horsebox trailer of 1930, Iron Knob electric locomotive E1, experimental trolleybus 216 of 1932, AEC doubledeck trolleybus 417 and Sunbeam trolleybus 526. A diesel bus, AEC Regal Mark IV 623 was stored off site. A critical bus shortage following the take-over of private bus services in Adelaide in 1975 saw 623 returned to service from the Elizabeth depot of the STA. It remained in



Museum trams were transferred to the Glenelg line for special celebrations in 1978 and 1979.

JOHN RADCLIFFE

traffic until 1979 and is once again stored off site at Hackney Bus Depot.

Canton trolleybus 488 was donated to the Museum in 1974. It was restored by the STA at Hackney Workshops in 1978 and transported to the Museum.

Destination Displays

Almost all passenger trips made on the tramway have been between the Museum and the beachfront, so short working signs have rarely been needed. Never-the-less the signs carried by cars in 1974 were "Hotel-Mangrove St", "St. Kilda Beach", "Museum" and "Samphire Rd" in the lettering and layout appropriate to the system, car type and era.

The "Hotel" sign was used for one of two workings in April 1975 while a derailed tram



*Right:
Adelaide No. 1
made a special run
to Glenelg for
Museum members
on 25 June, 1978.*

JOHN RADCLIFFE

*Left:
A variety of trams
from the St. Kilda
Museum lined up
in Victoria Square
for the Adelaide
Street Passenger
Transport
Centenary in
June, 1978.*

JOHN RADCLIFFE



Birney car 303, the first four-wheel car to operate in passenger traffic on the Glenelg line, provided a striking contrast with the big H type cars which operate the regular service.

I. HAMMOND

blocked the curve leading into Shell Street, but no passenger runs to Samphire Road have been worked. Most recent signs have therefore carried only the first three names, with "Depot", "Special" and "Training Tram" being added to most Adelaide cars in recent times. A "Last Tram" plate was carried as required.

In early 1983 most Adelaide trams which had formerly carried wooden "Special Fare" blocks had these reinstated. The block faces were lettered to display "Charter", "Last Tram" or "Not Carrying Passengers", with the fourth face being black for normal display. Car 381, which has an extra roll display space, carries these signs on its destination rolls.

Car No. 1, which has been refurbished to the mid-1910 appearance, has coloured symbol rolls in its end boxes. Two previous versions of the Museum signs have been used, but newly printed ones show "Hotel-Mangy St" below three black "Echo" beer bottles on white; "Museum" below a white trolley wheel on green; "St. Kilda Beach", which can be shown either below a blue crab on white or above the words "Last Tram" in white on red; "Depot", which can be shown either below the "Last Tram" sign or above a black space; "Special", which can be shown either below a black space or above a "Not Carrying Passengers" sign (black letters on white), and "Training Tram" which also couples with the "Not Carrying Passengers" sign.

Tickets

Four different tickets were in use in 1974. These were Adult admission to the Museum and one tram ride 50 cents; Adult ticket for extra tram ride 20





Big crowds witnessed the entry of Museum trams into Moseley Square, Glenelg as part of the Golden Jubilee of the line on Sunday, 16 December, 1979.

IAN HAMMOND



A triple set of silver cars (360-361-362) and a triple set of red cars (368-369-370) brought up the rear of the Golden Jubilee procession. Cars 360 and 362 were later transferred to St. Kilda.

IAN HAMMOND



Interstate visitors savoured the operation of former Melbourne W2 class car 294 from St. Kilda on the Glenelg line in December, 1979.

JOHN RADCLIFFE

cents; Concession admission and one tram ride 20 cents, and Concession ticket for extra tram ride 10 cents.

The system of Admission and Unlimited rides for a basic fare was introduced in June, 1975. Extra ride tickets continued to be issued on each return trip for statistical purposes. Current admission is \$2.00 for adults and \$1.00 concession.

Operations on the Glenelg Line

Perhaps one of the most remarkable achievements of the last ten years was the use of the Museum's trams on the Glenelg line in 1978. Horse car 18, which is on loan from the National Trust, was loaded onto a STA truck on 7 February, 1978 to be refurbished for the Centenary of Street Transport celebrations to be held in June of that year.

AETM trams 1, 282, 303 and 381 were transported to the Glenelg line between 16 and 19 May, 1978 for use in the celebrations. Ramps were constructed at the Museum and at Morphetville by the STA to facilitate the transfers and all the cars were on the line in time to take part in the Centenary procession on 11 June, 1978. Whilst on the line the Museum's trams operated a total of 99 return passenger trips between the City and Glenelg. Birney 303, originally from the isolated Port Adelaide tramway, had not previously operated over

any part of the main system. The trams were returned to St. Kilda between 30 August and 1 September, 1978.

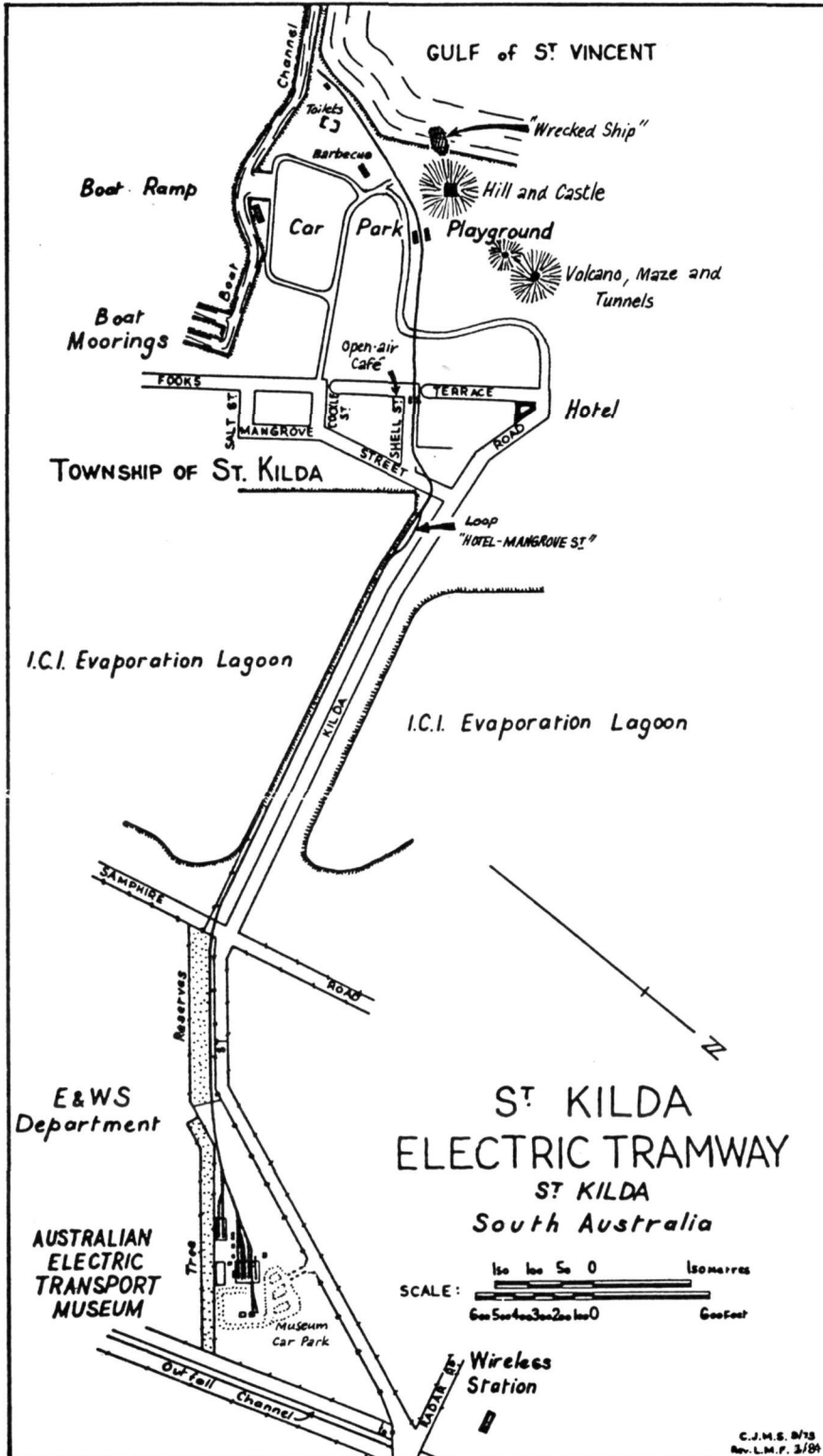
The success of the celebrations led to the use of Museum trams again on the Glenelg line in 1979 for the Glenelg Tramway Golden Jubilee celebrations. Cars 282, 294 and 381 were transported to the line on 26/27 November, 1979. The Jubilee procession took place on 16 December and once again horse car 18 was included. Melbourne W2 294 became the first tram in "foreign" colours to operate in Adelaide. After running on the line for several weekends the trams were returned to St. Kilda on 6/7 February, 1980.

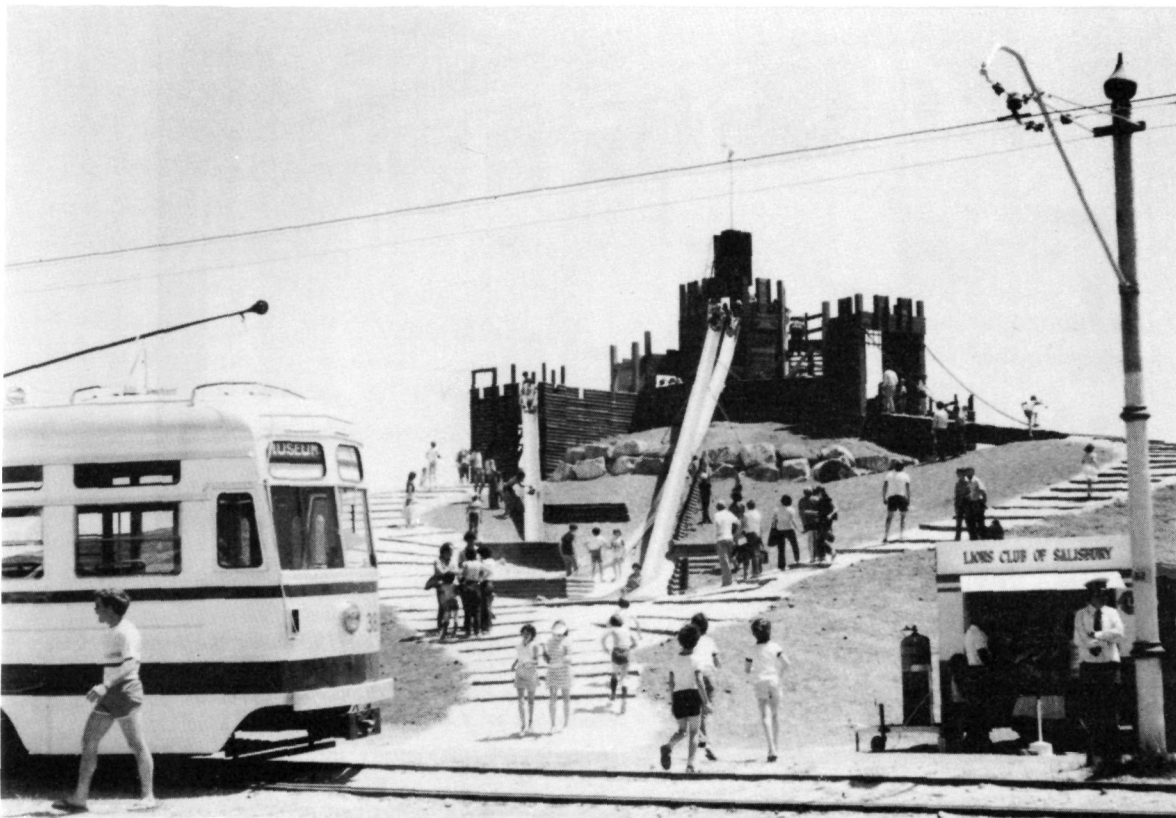
Car 294 returned again to the line between 1 September and 6 October, 1982 for a Melbourne Tourist Authority promotion.

St. Kilda Foreshore Reserve

Prior to the opening of the tramway the foreshore reserve was a rubbish dump. The line itself was laid on the substantial foundation of the former cell wall. This shell grit and clay embankment was dredged from the beach six years previously to protect the land fill from the sea. The northern part of the dump remained until 1977.

Although some landscaping and shrub planting has occurred, major improvements to the foreshore did not begin until 1982. The St. Kilda Castle and





The completion of the 'Castle' at the St. Kilda playground is a recent new development at St. Kilda.

JOHN RADCLIFFE

Adventure Playgrounds were opened in October of that year. This required the introduction of a new tram stop while tea rooms established in a house at Fooks Terrace in 1983 saw an experimental stop introduced at that location. The playground is being expanded to include a wrecked ship, a "mountainous" volcano with slippery slides, and a maze.

Passengers

Since 1974, 402,742 single ride passengers have been carried on 14,654 single trips — an average of 27.5 passengers per tram trip as at 29 February, 1984.

The Next Ten Years

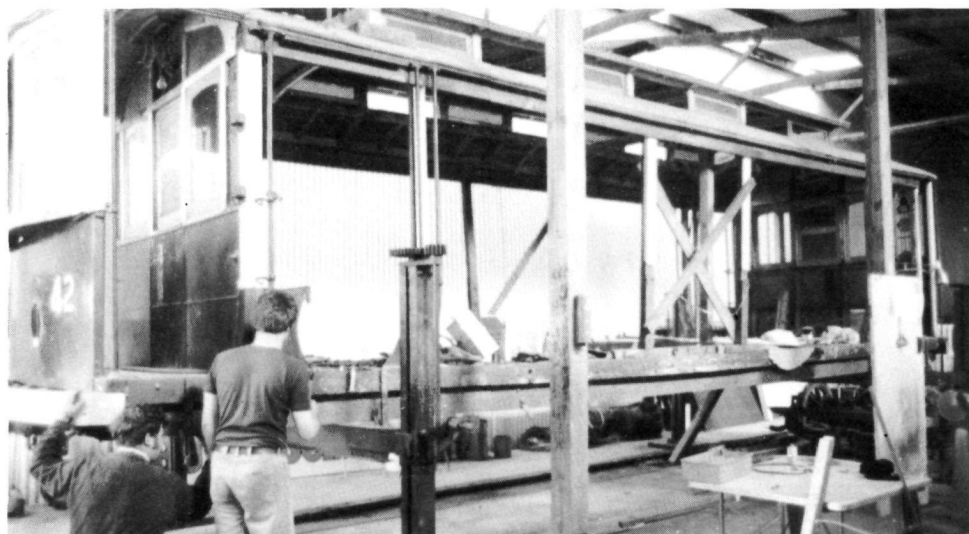
It is always hard to predict the future. Although there have been many achievements over the past ten years, there is still much that remains to be done.

Car 42, the toastrack tram, should be completed within the next 18 months. It will be closely followed by dropcentre 264 which must be ready by 1986 — the State's 150th Birthday. Ballarat trams 21 and 34 need refurbishing while C186 and E118 are still to be restored. Trams 111 and 282 have seen ten years continuous service and will ultimately require major overhauls.

Maintenance and restoration facilities need to be expanded and improved. Visitor amenities must be updated. There is a need for storage facilities for archival material and a trolleybus circuit still remains a possibility.

Conclusion

Upon reviewing the first ten years of public operation, members of the AETM can feel proud of their achievements. A continued commitment will be required from all members to ensure that the next ten years are as successful.



Distances travelled by ATEM trams
since 1974 (in kilometres):

Tram No.	Passenger Traffic	Non- Revenue	Total
1	2059	613	2672
21	2962	632	3594
34	2581	1281	3862
42	—	46	46
111	3014	686	3700
192	1371	440	1811
282	4715	981	5696
294	3235	865	4100
303	2556	674	3230
354	—	1383	1383
360	—	35	35
362	202	206	408
381	4843	801	5644
Total	27538	8643	36181

Above: A major project in 1981 was the transferring of A2 type car 42 onto an ex-Brussels Brill 21E pattern truck and the commencement of its restoration as a B type toastrack car.

Opposite upper: Visitors inspect some of the displays in the trolleybus shed at St. Kilda.

Opposite lower: A roomy new two-track car shed was completed at the Museum in 1983.

ALL: JOHN RADCLIFFE

Museum Tram Fleet

Tram No.	Date Built	
1	1908	Type A single truck California combination
21	1909	Ballarat single truck improved California combination ex Adelaide A 10
34	1917	Ballarat maximum traction dropcentre, built in Adelaide
42	1909	Type B single truck open crossbench
111	1910	Type E1 maximum traction saloon, rebuilt 1936 from E
118	1910	Type E, to be restored to original open combination
186	1918	Type C single truck California combination
192	1912	Type D maximum traction enclosed combination
264	1928	Type F1 dropcentre using W2 running gear
282	1928	Type F1 dropcentre, equal wheel bogies
294	1924	Melbourne class W2 dropcentre, built in Adelaide
303	1924	Type G Birney safety, single truck
354	1927	Melbourne class W2 dropcentre, converted to works car
360	1929	Type H bogie saloon, Glenelg interurban
362	1929	Type H bogie saloon, Glenelg interurban
381	1953	Type H1 streamlined bogie saloon, prototype



ROCKHAMPTON TRAMWAYS

75 YEARS OF COUNCIL TRANSPORT

By K. McCarthy

On 8 June a Grand Ball was staged in Rockhampton to celebrate 75 years of municipal street transport in that Queensland city. On 5 June, 1909 the Premier of Queensland, the Hon. W. Kidson, drove the first tram under a ceremonial archway in William Street near Bolsover Street and declared the undertaking open in time to handle traffic during the Rockhamptom Carnival Week.

So the Rockhampton Council became involved in street transportation operation, a service which continues to the present day.

The story of this interesting steam tramway undertaking has been related by John Knowles in the Australian Railway Historical Society *Bulletin* editions of June, August and September 1974 and

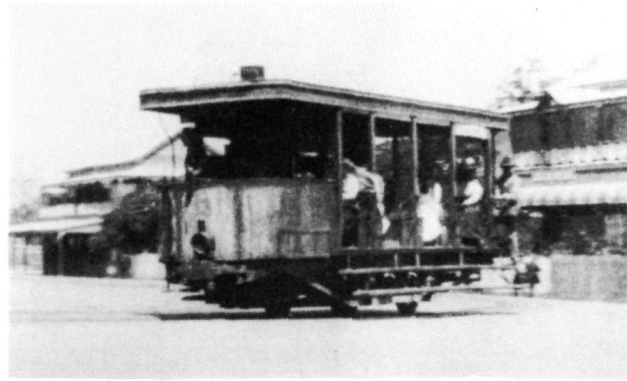
October 1976 while other information on the subject has appeared in this magazine during February and October 1967, June, August and December 1972, February and August 1973, April and August 1976. In addition, this magazine has published translated material written by Dr. J. Brenot of Bordeaux on the products of the Purrey factory in the August of 1978 and August 1983 editions. The Rockhampton trams were the products of the Purrey plant in Bordeaux, France.

The Rockhampton tramways were built to the Queensland railway gauge of 3ft-6in and the initial system of almost six route miles consisted of a belt or circular route around the main city area with branches to Gardens, Showgrounds and Dawson



Queensland Premier W. Kidson opening the Rockhampton Tramways at the corner of Bolsover and William Streets on 5 June, 1909.

C. THOMAS COLLECTION

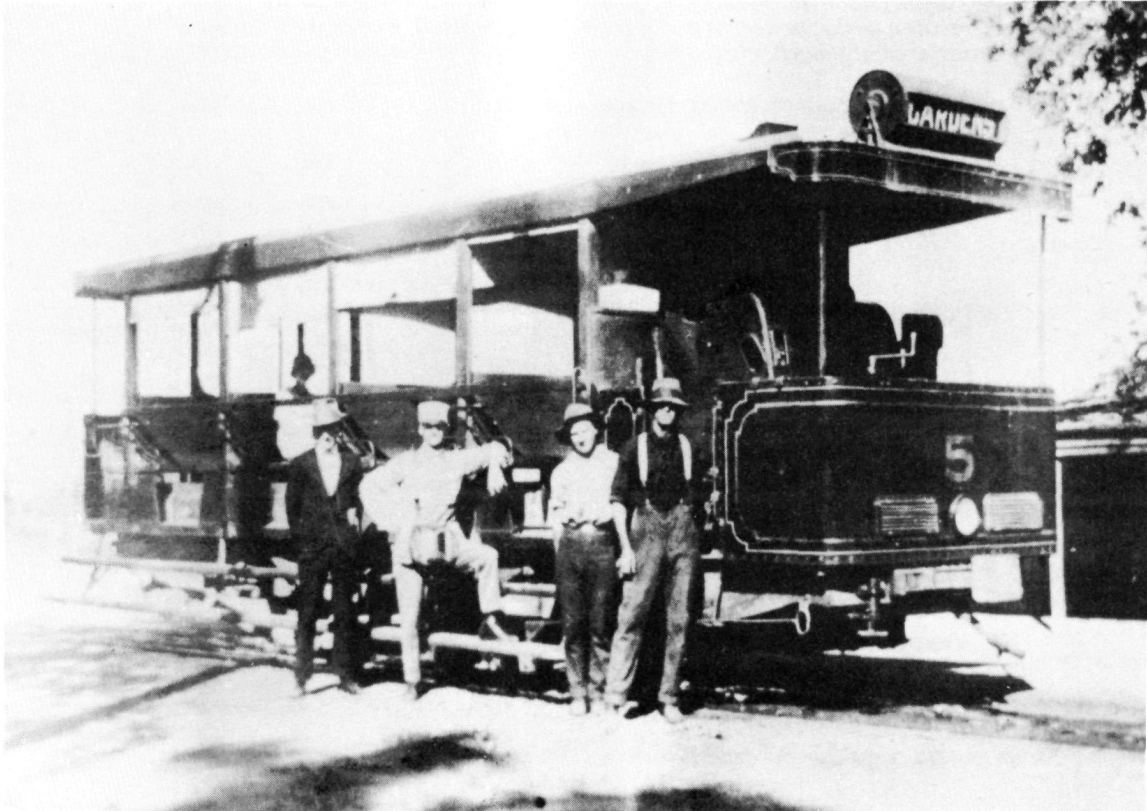


Steam motor No. 3 rounds a suburban street corner circa 1912. This view dates from the period when acetylene gas was used for lighting the cars.

C. THOMAS COLLECTION

The crew poses beside steam car No. 5 bound for the Gardens at Rockhampton circa 1925.

C. THOMAS COLLECTION



Road. The depot and workshops were situated in Canning Street on the belt line.

As a result of the unconventional nature of the Purrey steam trams considerable maintenance problems were experienced shortly after the inauguration. Not until the close of 1910 was the council able to run a regular and dependable service. The changes of fortunes for the better was brought about by the arrival of a French engineer with experience in the running and maintenance of Purrey machines.

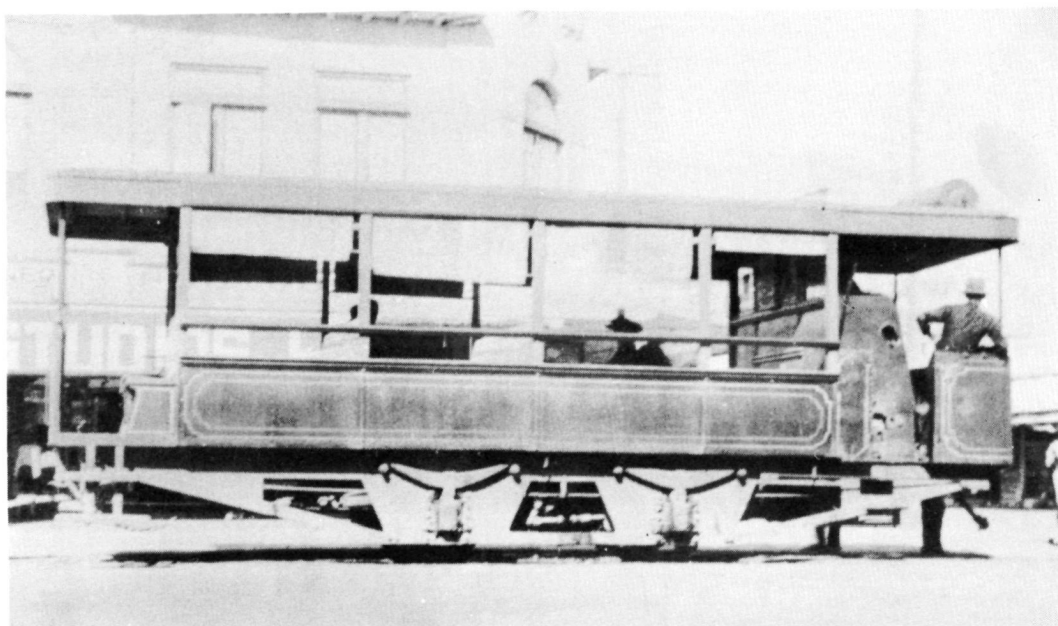
The Rockhampton records suggest that four self contained steam motors and two trailers were delivered for the opening in 1909. French records, however, state that five steam cars were sent to Rockhampton! One car, fitted with two side tip bunkers instead of a passenger body was used for tramway construction.

The Purrey catalogues later published a photo of a steam tram with the side hoppers in service at a coal mine in Tasmania. Perhaps the fifth Rockhampton vehicle was sold to Tasmania in c. 1910. Until 1911 only four passenger steam cars were operating in Rockhampton and when a No. 5 car did enter service its chassis was of a much different design to the frames under cars 1 to 4, which



Canning Street Depot, Rockhampton. Steam cars 4, 3 and 6 stand at the shed entrance, while a further power car and three trailers can just be seen in the shadows of the traler shed at the left, circa 1930.

C. THOMAS COLLECTION



Steam car No. 5 waiting for departure time, circa 1934.

B. WILES FROM C. THOMAS COLLECTION

indicates that this tram was not part of the original order.

A total of nine steam powered passenger trams were eventually used on the Rockhampton Tramway. All were Purrey products although the last vehicle delivered in 1922 was built in the Bordeaux plant by Exschaw who had taken over the business from Purrey eight years before.

These powered cars were numbered 1 to 8 and 15, but this latter vehicle was renumbered 9 in 1934 to bring the numbering scheme into the same block. All powered trams were able to seat 40 passengers on open cross bench seating. Prior to 1924 car 15 (later 9) could only seat 24 on two longitudinal seats in a saloon body but this was converted after two years operation to an identical seating arrangement as the first eight tramcars.

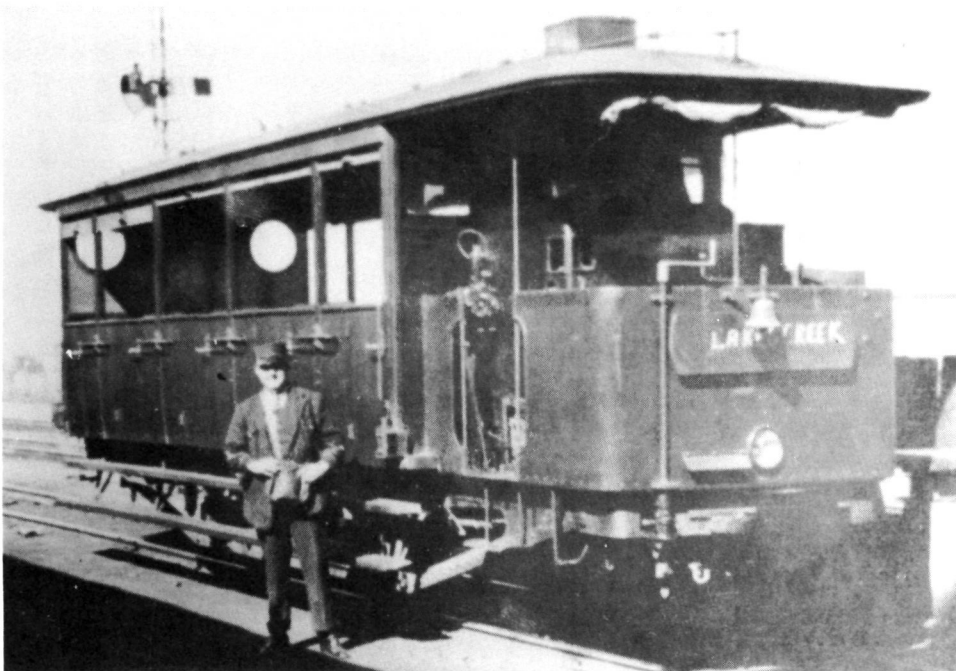
A total of six trailers were used at Rockhampton, built between 1909 and 1921. The two original vehicles, which provided covered seats for 40 passengers on open cross benches were constructed by Brown of London and carried numbers 1 and 2. Trailer No. 3 appeared in 1911 with a roofless body seating 40. This vehicle later received a roof making it identical to trailers 1 and 2.

Around 1914 the three trailer cars were renumbered 9, 10 and 11. During 1920 an additional 40 seat roofless trailer was constructed as No. 12 and this was subsequently rebuilt like No. 3 (later 11).

Two larger open sided roofed trailers were introduced in 1921 which could seat 50 passengers each. These were given numbers 13 and 14.

Trailer number 9 continued to carry that number after powered car No. 15 was renumbered 9, so two tramcars carried identical numbers from 1934 until 1939.

During 1922 a 52 chain extension beyond Showgrounds to Wandal opened for service bringing the total tramway route length to 6½ miles. In 1922 tramcar No. 8 was fitted with railway contour wheels for trials on the local railway service through North Rockhampton to Lakes Creek on the north side of the Fitzroy River. The Queensland Railways were satisfied with the trials and ordered two similar steam rail cars in 1924 from France. These were possibly the last tramcars built to the Purrey design. The powered cars carried numbers 30 and 31 and matching trailers received 32 and 33.



Queensland Railways Purrey car No. 30 in its final form with waist-high sides and doors, when operating on the Rockhampton to Lakes Creek suburban run, circa 1930. The linkage on the roof provided mechanical connection between the regulator controls on the front and back platforms for reverse operation.

C. THOMAS COLLECTION

These steam rail cars worked the Lakes Creek and Parkhurst railway services until 1930 when bus competition caused their withdrawal. After a period of operation on the Alton Downs branch railway the rail cars were finally scrapped in 1937.

After thirty years of operation the Rockhampton City Tramways were in need of modernisation and renewal of both vehicles and track. The council reached the decision in 1938 to replace the trams with diesel buses and enough new vehicles had been delivered from Sydney by April 1939 for a partial bus service to be introduced. From that time the buses operated most of the base services with the trams only appearing at peak periods. The trams handled the heavy traffic during Carnival Week and ceased operation on the evening of 24 June, 1939 when car No. 5 hauling two trailers (possibly 10 and 11) made the final trip back to the depot.

The tramway vehicles remained in the depot yard for some time while the council tried to sell them for scrap in a single batch. This plan did not meet with success so the tramcars were sold piece

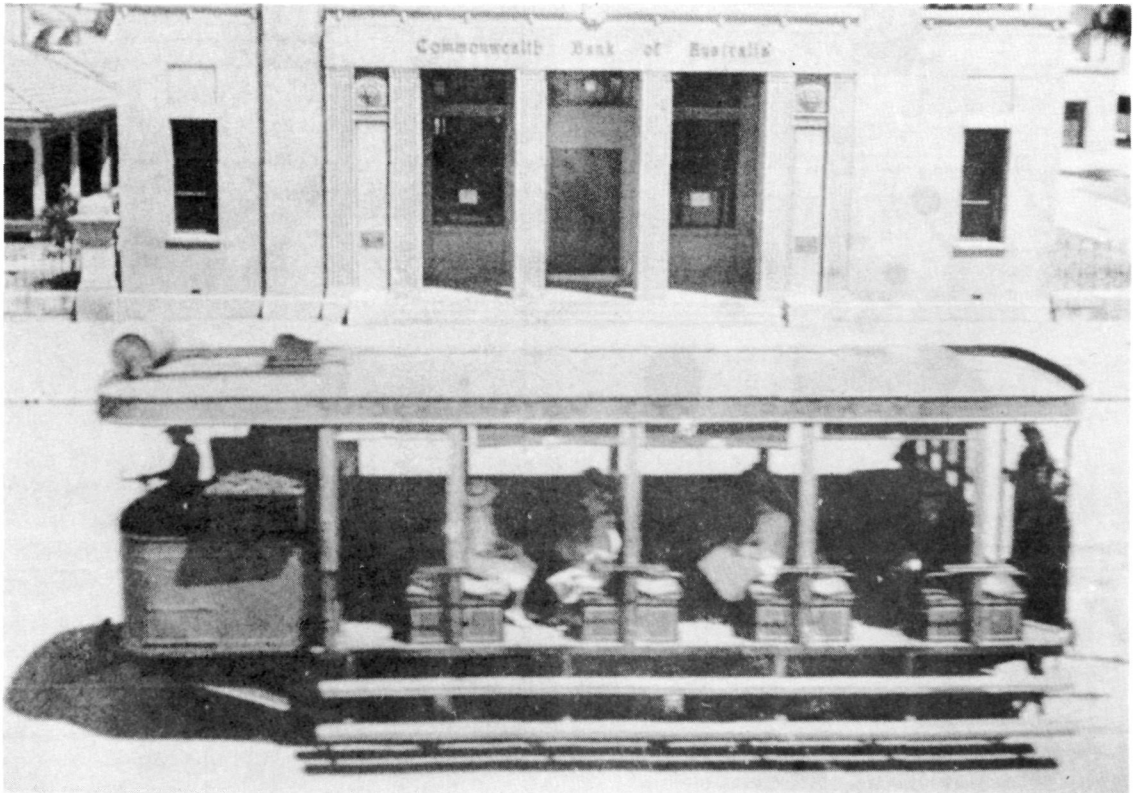
by piece between March 1940 and October 1941.

Some motor and trailer chassis were used as trolleys on the Gavial Creek and Stanley Street jetties while at least one trailer underframe was put to similar use at Port Alma.

The Rockhampton City Council continues to operate an efficient bus service throughout the city and neighbouring districts well beyond the former tram terminals.

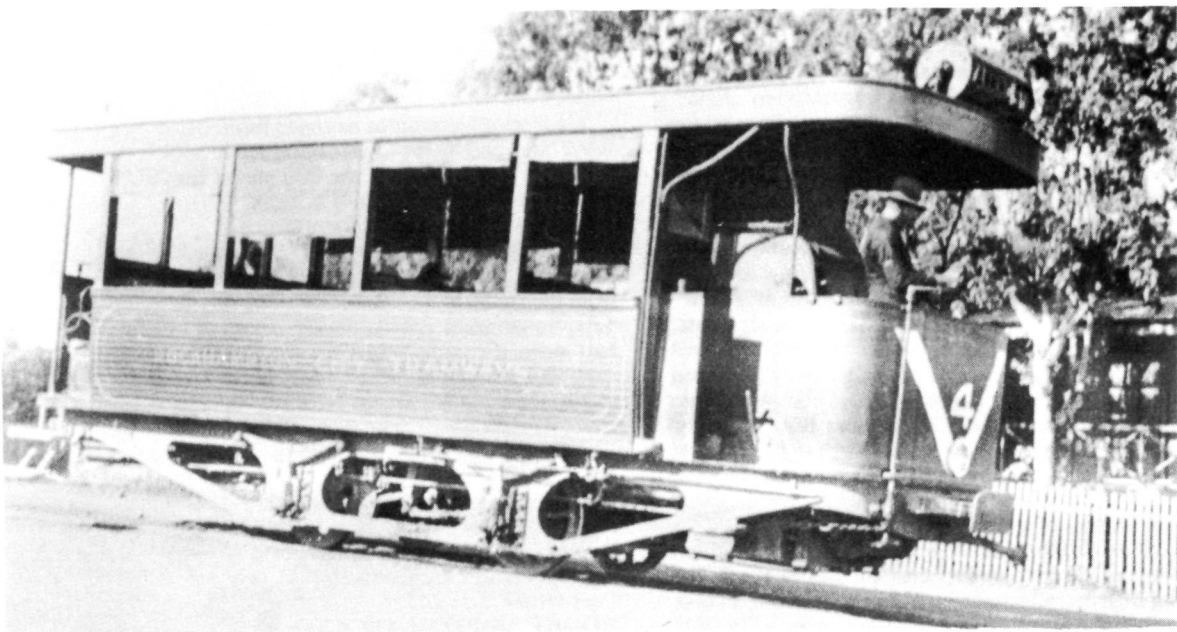
The tramway story of Rockhampton seemed to be concluded but events took an interesting turn during 1976. Due to interest developed in the local tramway system by the then current articles in the ARHS *Bulletin* and this magazine *Trolley Wire*, the Rockhampton Branch of the National Trust of Queensland started to seek out the location of the remaining tramway relics.

This group was able to retrieve the body of Car 3 from the Seeonee scout camp at North Rockhampton and the trailer chassis from Port Alma. The location of additional relics required considerable detection work as items had been further



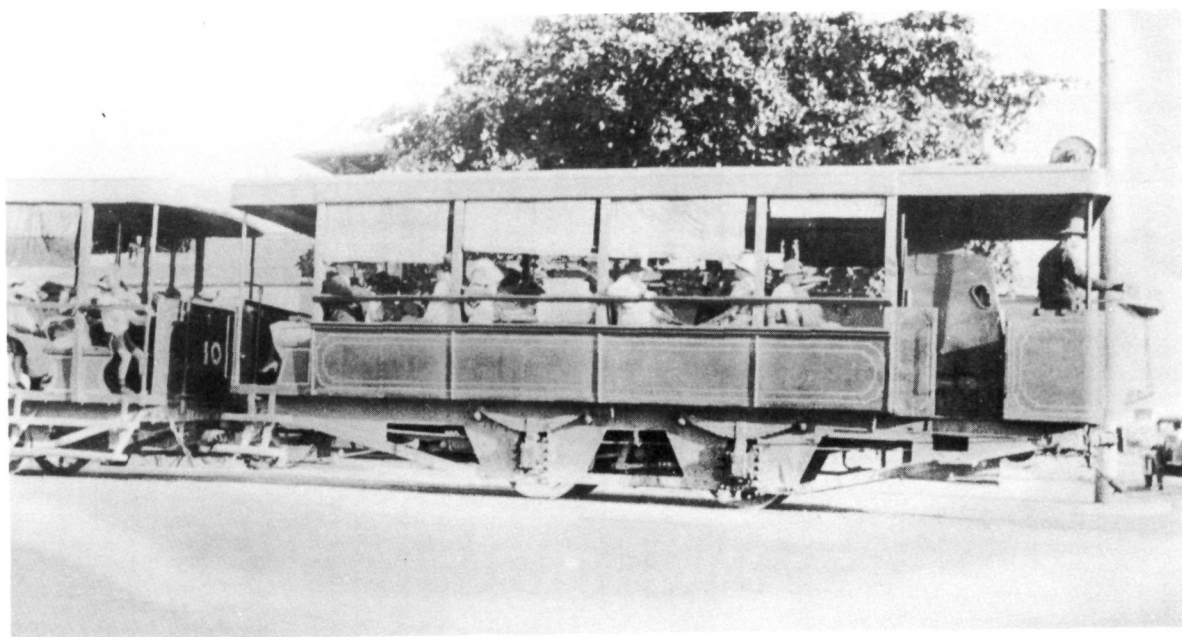
Art Deco versus Art Noveau . . . Purrey steam tram No. 7 built in 1912 at the close of the art nouveau era, steams past the art deco Commonwealth Bank building in Rockhampton about 1936.

C. THOMAS COLLECTION



Purrey steam car No. 4 in its final form with the offside enclosed, circa 1938.

C. THOMAS COLLECTION



Steam car 5 and trailer No. 10 in William Street, Rockhampton, circa 1934.

B. WILES FROM C. THOMAS COLLECTION

dismantled as they moved from the location to another over the intervening 37 years.

Part of trailer 10 and motor 5 were later found at Seenee Park while 2 inch transmission chains, brake gear, the front apron and canopy from motor No.9 were located at Milman. At Dawson Dell the National Trust group excavated a flue casing, boiler parts and crank case shields from a farm junk heap.

Further publicity at that time resulted in a considerable number of phone calls being received providing further clues to relics. The most interesting items located were sets of trailer seats, complete with seat ends, used as verandah benches in local residences. A major discovery occurred during November 1976 when a complete tram boiler was located at Callide near Biloela.

The National Trust group at that time stored these relics in a shed at the Showgrounds and over \$1,000 had been raised towards the eventual restoration of a tram and trailer.

The 75th anniversary of the Rockhampton Council Transport Department has again raised interest in the tramways of the city. At the ball on 8 June the restoration project was officially launched with the aim of having a tram and trailer available for operation by the bi-centenary of 1988.

The project has been assisted by the recent retrieval of an engine unit from the Queensland Government Railways Purrey car by the Antique

Machinery Restoration Society at Ipswich. This group has expressed willingness to make this valuable item available to the Rockhampton project.

A Steering Committee has been formed to direct the project and as the Queensland relics appear to be the only remaining of the 200 steam cars built by the Purrey factory in Bordeaux, France, the project has international significance.

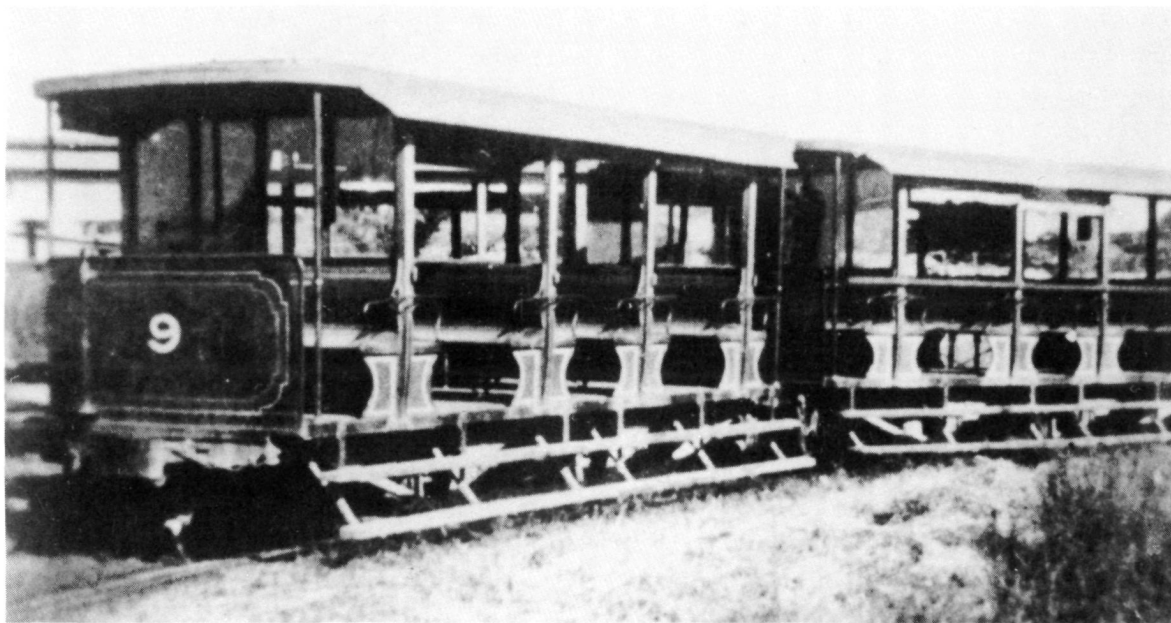
Since our reports of the early 1970s much of the remaining street tramway track has been lifted from the roads of Rockhampton. The city is fortunate, however, in having double tracks of railway laid along a kilometre of Denison Street to street tramway standards which, no doubt, would be made available for steam tramway operation on special occasions.

Readers who have information concerning the location of items which would assist this reconstruction project should contact:—

Mr Doug Press,
Passenger Transport Manager,
Rockhampton City Council,
Post Office Box 243,
ROCKHAMPTON, Qld 4700

or

Mr Steve Kele,
Chairman, Steam Tram Steering Committee,
62 Wandal Road,
ROCKHAMPTON Qld 4700



Open cross bench trailer cars numbers 9 and 11 on the reversing triangle at Canning Street Depot late 1939 after the closure of the Rockhampton tramways.

E. LOVEDAY FROM C. THOMAS COLLECTION

HERE AND THERE

NEWS ITEMS OF INTEREST FROM ALL OVER

Elecrail (Victoria)

Restoration of swing-door motor 107M continues at the Steamrail Depot at Newport. The exterior is almost ready to receive two final coats of the dark red-brown gloss enamel followed by gold lining of the 920s era. Intensive interior work has included replacement of a rotted cardboard ceiling.

Since original negotiations commenced with the former Vicrail (subsequently abolished under the Victorian Government's transport co-ordination policies) and later the new State Rail Authority of Victoria, Elecrail's proposal to retain a Tait train in running condition is now being finalised with the Metropolitan Transit Authority. Car 486M had joined 318M, 208T, 42G and 230D at the Steamrail Depot in April pending clarification as to which vehicles will make up the 4-car consist. Other spare cars 343M and 341T were then still in service. Cars 204D, 2G (which was one of the few surviving Tait's with solid brass light fittings), 18G, 204T and 440T nominated for spare parts purposes have either been sold or scrapped. Others

are being sought as suitable replacements. The railways are expected to commence restoration of the Tait set during mid-1984, with completion due in November ready for Victoria's 150th Anniversary celebrations.

Veteran electric locomotive E1108, stored at Newport Workshops out of service for four years, has been allocated to Elecrail for preservation. Repairs are necessary to the pivot mounting of one of the power bogies before this loco can be operated. E1108 was built at Newport Workshops in 1929, of of ten similar engines for use in suburban goods working.

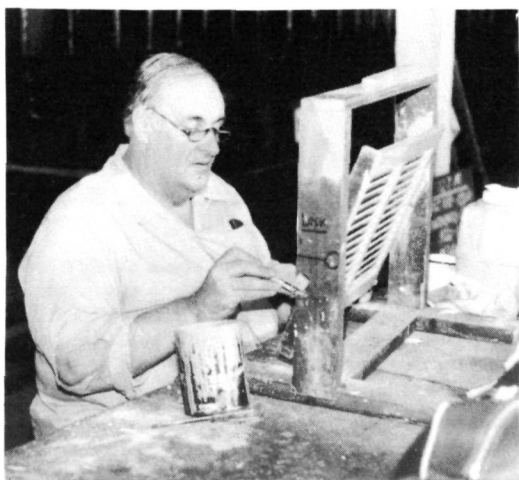
Cable Tram Relic Obliterated

For around 43 years since Melbourne's last cable tramway closure, historians and enthusiasts from many parts of the world have made a pilgrimage to the western end of Bourke Street opposite Spencer Street Station to view the last surviving few metres of cable tram track just beyond the electric tram terminus. During April it was noted covered with fresh bitumen.



Tom Clark (left) and Kevin Clark replacing a revarnished panel in a compartment with a new ceiling of swing-door motor 107M.

D. POTTS



Clive Gibson has the tedious task of painting scores of wooden slatted blinds on a specially made jig for 107M.
D. POTTS

Suspect History

The March edition of "*Victoria 150 News*" features an item that Victoria's 150th Anniversary Board has made a \$10,000 grant to the Richmond City Council to restore the facade of the historic cable tram depot in Bridge Road. Built in 1885, the Bridge Road Depot was first erected by the Melbourne Tram & Omnibus Coy. Thus the centenary of the Melbourne tramways occurs in November, 1985, the month that also marks the close of Victoria's 150th Anniversary Year. The "*News*" states that the Bridge Road structure "is the only surviving example of a Melbourne cable tram depot building". Truth is most other cable tram depots still exist — so much for the accuracy of Victoria's 150th Anniversary history!

Light Rail Push

Warringah Shire Council is seeking the support of five other Sydney northside councils in an effort to convince the State Government of the worth of building a \$200 million light rail system to service the peninsula.

The council's interest in the matter stems from the report of the Warringah transport corridor enquiry, released last September, which recommended against completion of the expressway from Naremburn to Seaforth.

In the light of that decision, the council decided it would investigate the construction of a light rail system in the corridor land. From Seaforth to Newport it would be elevated along the media strip of Condamine Street, Pittwater Road and then Barrenjoey Road. It would have 27 stations.

The Transport Strategy Advisory Committee, which was organising the recommendations of the Warringah transport corridor enquiry, will decide, among other things, the future of the land in the Warringah corridor — something which is vital to any plans for light rail to Warringah.

The council wants this decision deferred until the State Government carries out a 'realistic' investigation of the light rail plan.

Tramway Trivia

Many members believe the F1 type bodies of the Australian Electric Transport Museum's dropcentre trams 264 and 282 are identical, although they are in fact different. Car 264 differs by having a non-standard saloon standee window. The standard design for most F and F1 type trams had the second saloon standee window from each end in a fixed open position for ventilation. However, on car 264, this window is the third standee window from the end of the right-hand saloon when facing either side of the car instead of the more normal position of second from the end. The photo on the back page of the February issue of *Trolley Wire* clearly shows this window variation.

The F1 type trams were built in the following batches between 1925 and 1928:

- 1925 First contract 251-261 (11 cars)
A. Pengelley & Co., Edwardstown
- 1927 First contract 262 (1) car
MTT Hackney
- 1928 Second contract 263-272 (10 cars)
A. Pengelley & Co., Edwardstown
- 1928 Second contract 273-282 (10 cars)
A. Pengelley & Co., Edwardstown
- 1929 Second contract 283-284 (2 cars)
MTT Hackney

It appears that the batch 263-272 were built to the non-standard design. Photos taken of cars 263 and 266 in the last years of operation may tend to dispute this, but these cars were damaged in accidents and during 1958 the Commonwealth trucks from these cars were placed under cars 249 and 234 which were renumbered 263 and 266 respectively!

Car 264 is also the tram which had its PC5L2 control equipment removed in 1952-53 to be used in H1 type tram 381 (also in the AETM fleet). The controllers were replaced with English Electric 14 notch type.

ALBION PARK . . .



Illawarra Light Railway Museum Society

Passenger Traffic

Over the summer period riding figures fluctuated between 600 and 1000 passengers each Sunday. The Illawarra district received record rainfalls during the recent summer which influenced the visitor patterns. Due to heavy rain the steaming day had to be abandoned after 11 am on Sunday, 15 January, this being the first time that such a drastic step has been taken in the five years of passenger operation.

The fifth anniversary of passenger service was reached in February and during that period over 45,000 passengers have been carried on the museum railway. This patronage figure is most encouraging when one considers that the museum only holds 15 steaming days each year and for the first three years of operation only a short run could be provided for visitors.

Motive Power

During February work progressed on the boiler retubing of the 2ft gauge Corrimal locomotive *Burra* (Hawthorn Leslie 3574 of 1923). The task had to await a decision by the boiler inspector, but following an inspection of the tube plates and the interior of the boiler barrel a guarantee was received that a full pressure certificate could be issued.

On 2 February the 0-4-OST locomotive *Kiama* (Davenport 1596 of 1917) was reversed by crane to equalise wheel wear. Both steaming engines have now been reversed after five years operation in a clockwise direction. It is hoped that the loco turning triangle will be available by the time this reversal is required again.

Passenger Rolling Stock

During December the museum was fortunate in obtaining items from the South Clifton Colliery. These included a toastrack miners' tramcar, a heavy flat car and a damaged ambulance railcar. Unfortunately the track gauge at the colliery is 3 feet but it is intended to mount the toastrack vehicle and the flat car on 2ft gauge bogies for eventual use on the museum railway.

The ambulance car had been badly damaged so the frame work and running gear were removed and work is now proceeding in fitting out the chassis

frame on which saloon car No. 2 (International Bus Body) will be mounted. During the early period of restoration of this car it was intended to rebuild it to a "California" design on a long steel chassis. That chassis has carried cable car 430 since its arrival in February 1981 and the restoration plan for No. 2 was changed to an end loading short saloon configuration temporarily mounted on a wooden frame.

The new steel chassis was found to be the exact dimensions for the body of Car 2 and by the end of February the couplings, headstocks and cross frames to take the bogie king pins had been fitted while the task of constructing new bolsters to the former Condong Mill bogies was proceeding. Although Car 2 is available for limited use in its present state, when the new frame is fitted this interesting vehicle will be available for regular service.

With the return of the cooler weather, work has recommenced on the restoration of former Melbourne cable trailer No. 430 of 1890. The external restoration was largely completed by November 1983. Efforts are now being directed on internal restoration and by the end of February work was progressing on the labourious task of scraping over 90 years of caked varnish from the ceiling.

The six bench open toastrack miners' tramcar was mounted on 2ft gauge wheels set in place of the original 3ft gauge running gear on 14 April and operated around the main line behind the Mancha battery electric locomotive. This vehicle has been repainted, but will now be available on special running days to demonstrate typical underground colliery transport.

The laborious job of restoring the ceiling of 430 was concluded on 5 May when a combination oak stain and polish was applied to the roofing timbers and ceiling ribs. The surface colour and finish which resulted was better than expected. The polish preparation was able to dissolve some areas of original varnish which could not be readily scraped away resulting in an evenly toned result.

Around the Museum

The latest labour saving device arrived at the museum on 2 March. This is a fork lift truck which

will greatly simplify movement of heavy relics, the lifting of locomotive parts and the removal of bogies from passenger cars for routine maintenance.

On 4 February the heavy junction signal post was erected on the main line. The next associated project was the fitting of a single lever locked frame and rodding on the eastern end of "Yallah" station platform to control the facing passing loop points in the station yard.

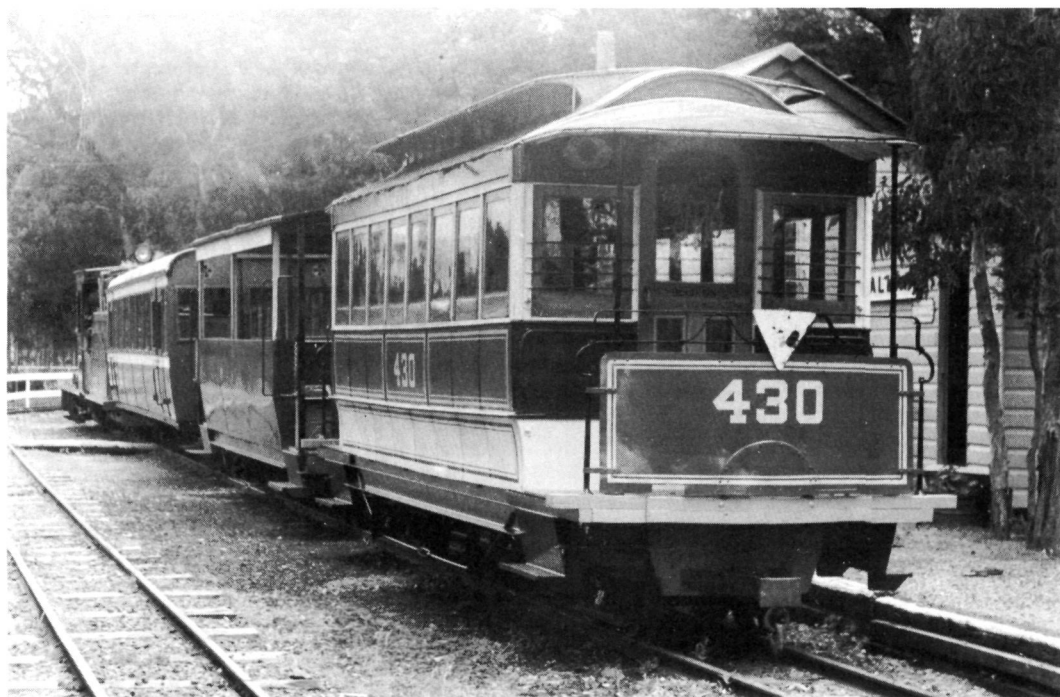
During January the ornamental lamp posts, brackets and shades were erected on the station platform and beside the entrance path to the station. At the same time the electricity supply was available in the HG guards van L 1295 which commenced duty as a souvenir shop on 8 January.

Work is now proceeding on the excavations and foundations for a new stationary steam engine display shed. This will be located at the western end of the loco compound where the large vertical Brownhoist boiler will provide steam. When these units vacate the present location at the eastern boundary of the compound the area will then be

clear for the erection of a large machine shop building. The roof trusses for this project have already been prepared while during 1983 a large quantity of box girders were purchased which will be most suitable for vertical columns for this and other buildings at the museum.

During January, steaming days are held every Sunday instead of the normal monthly routine of an open day on the second Sunday of the month. This summer routine places a strain on the museum's resources both in manning passenger services and in attending to the increased maintenance caused by weekly operations. As a result, some of the major projects, such as ballasting and final alignment of the back platform road have been postponed until the quieter cooler months. Nevertheless, as this report illustrates, considerable progress continued during the summer of 1983-84 at Albion Park.

The chain wire enclosure around the main station and picnic area was completed on 31 March. A total of 210 metres of chain wire was used on this project. Five sets of gates still need to be constructed before the large area is secure.



Former Melbourne cable tram trailer No. 430 on the rear of the steam train at "Yallah" station on the ILRMS 2ft gauge railway on 19 November, 1983.

K. McCARTHY

The first section of the new machinery area slab was completed on 17 March. On 27 March the 7 tonne Brownhoist vertical boiler was lifted onto this slab. Work is now progressing on connecting the auxiliaries to the boiler.

Trackwork

On 25 April the main line points leading to the new "Yallah" station back road were cut in. This station track can be negotiated by the heavy steam locos but the sidings which branch from this have

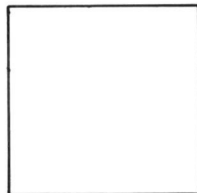
been constructed in light rail over which skips and light rolling stock on display will be shunted by hand.

Official Opening

The Museum Committee is planning a grand official opening during the annual festival week in November. The local Shellharbour Council is celebrating 125 years of local government in June, so this year is a fitting occasion for the museum ceremony to be held.

WHITEMAN PARK . . .

Perth Electric Tramway Society



Since last report, considerable progress has been achieved and is detailed as under:—

Carbarn

Following the laying of the four roads in the barn, road base has been spread to top of rail throughout and across the fan for 20 metres from the doors which has given excellent hard standing for working purposes.

Two bays of heavy industrial shelving were acquired and installed at the end of road 4 in front of the office section and is proving invaluable for the storage of equipment and paint.

Carbarn Fan

The final decision of the fan was determined and the Fremantle and Kalgoorlie turnouts installed on road 1. The bottom points are a sharp radius right



The track alignment with sleepers in position as it appears leading away from the carbarn.

PETS PHOTO

hand set (which was jack-hammered out of Queen Victoria Street, Fremantle, carbarn in 1970) and the top points are a right hand set recovered by a work party (together with 54 metres of grooved rail) in 1976 from the Kalgoorlie racecourse. The top points service roads 1 and 2 and the bottom points, roads 3 and 4.

Track

Determination of the route of the tramway has been concluded with the Metropolitan Region Planning Authority for the first 950 metres including a crossing of Bennett Brook, which normally flows between May and December each year. The crossing will be across the top of 1.0m high concrete culvert blocks arranged in 3 sets of 5 blocks. The track alignment was cut by grader to a depth of 200mm to the brook crossing and then paved with 100mm thickness of limestone, again graded, and sleepers laid to the crossing. Rail laying and spiking under supervision of member Reg Francis, and using 60lb rail owned by the Society ex the Midland Railway Company's mainline between Midland and Walkaway, has been undertaken. So far, 450 metres has been laid.

Electrical

The site for the sub-station has finally been agreed after much haggling with the MRPA. The

Authority has negotiated with the SEC of WA for the extension of a 22kv power line over a considerable distance to a compound and sub-station building to be sited within 10 metres of the carbarn. The Society's transformer and rectifier equipment will be installed to enable the reticulation of a 600V DC supply to our overhead. A precise commencement date for this work has not been finalised, but it is expected to be within the next 2 months.

Pole erection is to commence soon, using some of the Society's 30 steel trolleybus poles and also using timber poles through the bush sections, to be supplied by the MRPA.

The AETM Adelaide, have agreed to supply sufficient troughing to us to hang along the length of road 1, which will enable us to install some of the trolley wire we acquired several years ago from the dismantled Matthews Avenue-Essendon Airport double track section in Melbourne.

Cars

With the exception of roof re-canvassing, and malthoid floor recovering, Ballarat 31 has been completely restored. We are most appreciative of assistance from BTPS in the obtaining of number and SEC Victoria decals for No. 31.



Cars were rearranged in preparation for the arrival of W2 368. From left to right can be seen Ballarat 31, Melbourne W4 674 and Perth 46.

PETS PHOTO

W4 674 is currently in course of restoration following the fitting of glass to all windows which were all broken by vandalism at Castledare Boys' Home.

W2 368 arrived from Melbourne by ship in March and was landed at the Museum in excellent order. It was well recorded in two editions of the evening Press and on ABC TV. In the same shipment we

received an additional two No. 1 trucks as part of an exchange arrangement with TMSV for two Brill 22E trucks, which are not suited to our future car reconstruction and operational arrangements. We wish to record our appreciation to COTMA and particularly Keith Kings for the co-ordination of arrangements with the MTA of Victoria, which were many and detailed, for the acquisition of 368 and other equipment.

LOFTUS . . .



South Pacific Electric Railway

New Site

Money has been allocated for concreting the new depot yard, special work to the concrete pad on which it has been assembled, and also for other areas around the site where track has recently been laid. A start has been made on laying track in the vicinity of the site for the former Railway Square waiting shed.

It is hoped to be able to clear the remaining portion of the right of way as far as old Sutherland sub-station on the next occasion that we hire earth moving equipment.

An approach has been made to the Sydney County Council in an effort to obtain a supply of second-hand wooden poles for the Museum area and the new main line. We have been advised that the cost of the poles of the length required will be in the vicinity of \$36 each.

W2 Arrives at Old Site

On 26 February, Bill Parkinson, in company with a group of Newcastle Tramway Museum members and three representatives of the Port Museum Project, visited the Metropolitan Transit Authority of Victoria to inspect the five W2 class tramcars which were on the disposal list and stored at the old Preston Depot.

After careful selection of the cars, Bill selected car 392 for the Society and the remaining four cars were snapped up by the other groups. Having reached the required amount in our W2 Fund, the Museum Board authorised Bill to make whatever arrangements were necessary for the transportation of our tram from Melbourne to National Park. Once the MTA of Vic officially advised us that 392 had been set aside for us, the shipment was organised and the car arrived on Saturday, 24

March, minus bogies which did not arrive until the following Friday, 30 March.

392 was placed on a spare R class bogie and the W2 bogie which had been modified for P/R1 1573, as a temporary measure, and upon arrival of its own trucks the changeover was affected.

It was fortunate that five members were able to take flexi-days to be on hand for the arrival of the trucks as this enabled the car to be fitted with its own trucks soon after they arrived. The motor leads were soon connected but it was found that a defective resistance grid prevented the tram from operating properly. However, a temporary adjustment allowed the car to tour the system prior to being returned to the depot.

On Saturday, 31 March, the old site was a hive of activity as the defective grid was replaced, brakes adjusted, destination blinds fitted and the car thoroughly cleaned inside and out. Following all this attention it performed perfectly and all present availed themselves of the opportunity to have a test drive.

392 will require some minor body repairs and some attention with a paint brush. The air brake will also require modification to the Sydney standard but it is expected that the car will be officially returned to passenger carrying service in about six weeks.

Trolleybus Restoration

Two new instructors have been appointed to the trolleybus restoration project at the Apprentice Training College, these being Messrs Doug Spratt and Mick Macleay.

The upper deck to be used on No. 19 has been tentatively identified as coming from No. 7, through the peculiar advertisement on one side.

This has now been stripped and is being readied for installation.

An approach has been made to the management of the ATC requesting that the electrical installation work be carried out by the apprentices under the guidance of Instructor Dave Power of the Electrical Section. Accordingly, some components have already been delivered to the College and others will be delivered as requested.

Bill Parkinson recently delivered the wiring and circuit diagrams to the College and estimates have been prepared covering the installation of motor, wiring, switchgear and control equipment.

King Street Cable Trailer No. 3

By the end of the first school term for 1984, in early May, considerable progress had been made on the restoration of the King Street cable tramcar at Warrawong High School.

The framework for both sides had been erected on a completely reconstructed underframe and running gear, while one corner post had been restored. The window sill rails had been renewed, but still remained to be trenched to mate with the main uprights between each window opening.

The lower studs (ribs between the floor sill and the fender or waist rail) have been replaced by

laminated curved members, but work has still to be carried out fitting the upper studs between the fender rail and the window sills.

Although one corner post was able to be restored with new timber spliced in to replace the rotted lower section, the same part at the opposite end is being constructed with entirely new material due to the very poor condition of the original part.

The side frames are at present supported by diagonals and cramps. The end bulkheads will be restored early in the winter term and when these items are fitted to the car, the whole saloon frame will then be bolted together to form a single, in line unit.

Although this Hudson built car of 1894 vintage has proved to be constructed of parts much more massive than those used by Stephenson and later the MT&O Coy in the Melbourne cable car trailers, all parts of the original vehicle were individually fitted . . . the horizontal top plate, for instance, to which the roof ribs are fastened to the upright posts, are not identical on the left and right!!!

The true identity of the trailer has not so far emerged during the reconstruction project. The badly decomposed paint on the end bulkheads will be carefully removed, however, as the numbers



Ex-Melbourne W2 392 being unloaded at the Princes Highway end of the old site at Loftus on 24 March, 1984.

D. GASH

were carried on the outside panel of the bulkhead just under the end canopy.

The project has proved to be very successful and has been featured in the Wollongong press and on television. In addition visitors from other regional

education offices have visited the school to see the tramcar. The project is expected to take two years to complete. At present another project is being sought after for another parallel group which will move into this new educational concept in 1985.

WARABROOK . . .

Newcastle Tramway Museum

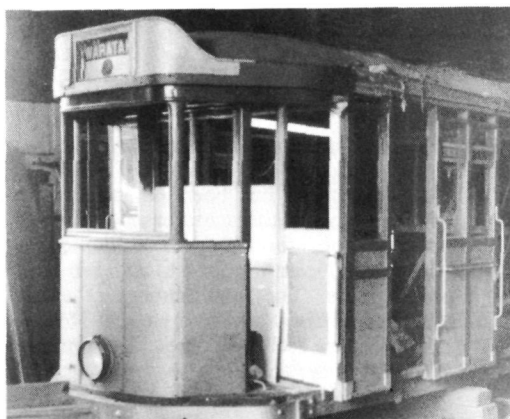


During March and April the efforts of this museum group have been concentrated on tramcar restoration at Wallsend in Newcastle and Forestville in Sydney.

In the Wallsend goods shed the task of re-painting W2 car 247 has progressed steadily. The main efforts, however, have been devoted to Newcastle LP car 284. The front apron and roof end valance and destination box has been restored, the internal bulkheads between the smoking and centre compartments have been reconstructed and repolished, and by early April work was progressing on gradually refitting fully restored side body panel units complete with windows.

At Forestville the restoration of the body of former Brisbane tramcar 550 was close to completion, by the end of April, and the final paint scheme, unique to the phoenix cars, was being applied.

Since arrival at Forestville in January all broken glass has been replaced, the outside valance panels



LP 284 under restoration in the Wallsend Goods Shed in March 1984. The front end has been restored and work is progressing along the side.

S. SHORTE

below the floor line which were badly rusted, have been replaced and the doors restored.

Inside, the missing fluorescent light covers and fittings have been renewed and the interior wall panels under the windows replaced with new materials. During early May the reupholstered seat swabs were being refitted to the seat frames.

Melbourne W2 car 637 arrived at Forestville on 16 May and was lowered onto tracks parallel to restored Sydney R1 car 1995. The bogie components, motors, compressor, control gear and electrical accessories will be gradually transferred from 637 into 1995.

Car W2 637 gained fame during Christmas 1983 when it was selected by Regent Street Candy Coy. of Richmond Victoria, as the model for the cardboard sweet box on sale during the festive season.



Brisbane tramcar 550 undergoing restoration at Forestville. This photo shows the stage reached by early March, 1984.

S. SHORTE

ST. KILDA . . .

Australian Electric Transport Museum



Annual General Meeting

The Annual General Meeting of the AETM was held on 30 March, 1984 at Hackney Bus Depot. The following officers were elected:

<i>President:</i>	Paul Shillabeer
<i>Secretary:</i>	Bev Whetter
<i>Treasurer:</i>	John Hoffman
<i>General Manager:</i>	Ian Seymour
<i>Committee:</i>	John Pennack
	Max Fenner
	Chris Andrews

The President's Report revealed another successful year of operations ending 28 February, 1984. Although there has been no increase in fares, revenue from visitors increased by 35%. Members donations for the year amounted to \$2929, bring total contributions to \$56496 over the past 27 years. The total number of single passenger trips on the tramway rose by 16% to 58,442. There were 1932 trips with an average of 30.25 passengers per trip.

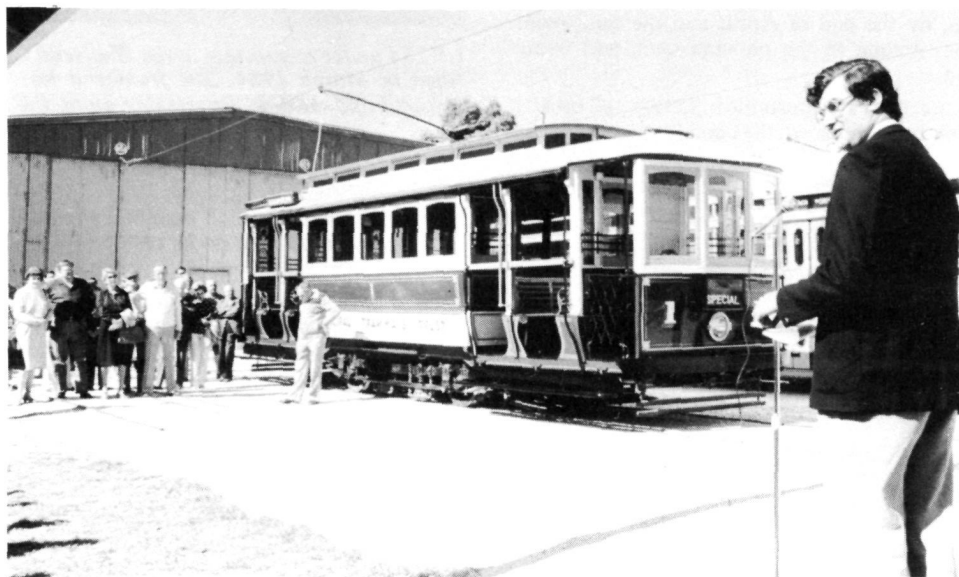
At the conclusion of the meeting, Graham Quayle delighted members with films of the recent members day and of San Francisco trams, the latter filmed by transport enthusiast Harold Blum.

Members Day

A Members Day was held on Saturday, 24 March to enable members to celebrate the 10th Anniversary of public operations at St. Kilda.

The day began with a series of emergency braking tests using works car W2 354. The first test allowed members to show their skill at suddenly stopping using conventional braking. Road maintenance "witches hats" were strategically placed on the line to indicate the desired stopping place.

The second test assumed the failure of conventional braking and an electrical emergency braking was used. Stops were made by cutting off the power and shifting the controller reversing key into reverse. A mixture of oil and water was placed



The Hon. Lyn Arnold recommissioning Adelaide's first electric tramcar, No. 1, on 8 April, 1984.

I. HAMMOND

on the rails for this test. A resulting sliding effect reduced the severe jolting otherwise caused by this form of braking. It also demonstrated the difficulties in stopping a tram on wet or slippery rails.

The final test saw conventional braking on the slippery rails using the sand pedal. Car 354 stopped successfully, giving a fine demonstration of the use of sand on slippery track. This section of the line was thoroughly sanded upon completion of the tests.

All available operating trams were then taken to the St. Kilda Beach terminus in reverse number order. The impressive lineup included cars 381, 362, 360, 354, 294, 282, 192, 111, 34, 21 and 1 — a total of eleven trams. Birney 303 remained isolated on Road 8 (unwired) while car 42 required brake adjustments. Many members took the opportunity to climb the St. Kilda Castle steps to photograph the trams. The procession then returned to the lakeside section of the track for further photos. Night rides were provided for those remaining after the evening barbeque. Cars 192 and 362 were used and the brightly lit cars looked very impressive against the lake with its reflections of city lights.

Recommissioning of No. 1

A special day was held on Sunday, 8 April to mark the return to service of tram No. 1 after a four-year refurbishment.

The day also commemorated:

- * the 75th birthday of No. 1 which entered service in March 1909
- * ten years of public operation at St. Kilda
- * South Australian Heritage Week

The recommissioning was carried out by Mr. Lyn Arnold, South Australian Minister for Education, Minister for Technology and the Member for Salisbury in whose electorate the Museum is sited.

After the inaugural trip with invited guests, No. 1 ran several trips for the public. An "all Adelaide" fleet consisting of cars 1, 111, 192, 282, 362 and 381 was operated during the day.

By the end of April, car 1 had clocked up over 116 km in passenger service.

Heritage Week

During South Australia's Heritage Week, held from 8 April to 15 April, the Museum opened its

gates at 11am instead of the usual 1pm. The Museum was also open and operating on Saturday, 14 April although passenger figures for this day were rather low. A number of mid-week charters were also run.

Other News

Road 6 has been extended approximately 30 metres from the rear of the depot although no doorway is provided at this stage. The extension has been constructed as a storage area for the growing collection of spare bogies.

Two former Melbourne cable car trucks were recently received from the MTA of Victoria's Preston Workshops. They had been modified for use as workshop dollies and it is planned to eventually place them under the horsebox trailer.

The dispatcher's telephone system has recently been upgraded.

Silver streamliner 381 has returned to passenger service following a minor seat recovering programme.

The AETM has been pleased to supply 115 feet of trolley troughing and a number of headlight castings from F type cars to the Perth Electric Tramway Society.

A new access road to the adventure playground car park from the hotel has been constructed by the Salisbury Council. The new road crosses the tramline a short distance on the playground side of Fooks Terrace.

Car	Passenger Traffic	Non- Revenue	Total
1	—	—	—
21	232	36	268
34	263	20	283
42	—	12	12
111	232	33	265
192	236	15	251
282	819	75	894
294	716	49	765
303	408	28	436
354	—	152	152
360	—	10	10
362	156	59	215
381	610	47	657
Totals	3672	536	4208

