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MELBOURNE'S RESTAURANT TRAM

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*Some members of the 1st Keiraville Venturers rub
back the surface of W2 560 at Port Kembla on 4
August, 1984.*

KEN MCCARTHY

FRONT COVER:

*Restaurant tram "The City of Melbourne" enters St. Kilda Junction from Fitzroy
Street during a luncheon tour.*

WILLIAM F. SCOTT

BACK PAGE:

*The Australian Electric Transport Museum's recently refurbished tram No. 1 crosses
Mangrove Street before entering Mangrove Loop on its way back to the Museum.
It is followed by D type car 192.*

IAN HAMMOND

THE "CITY OF MELBOURNE"

DINING IN STYLE BY TRAM

By William F. Scott

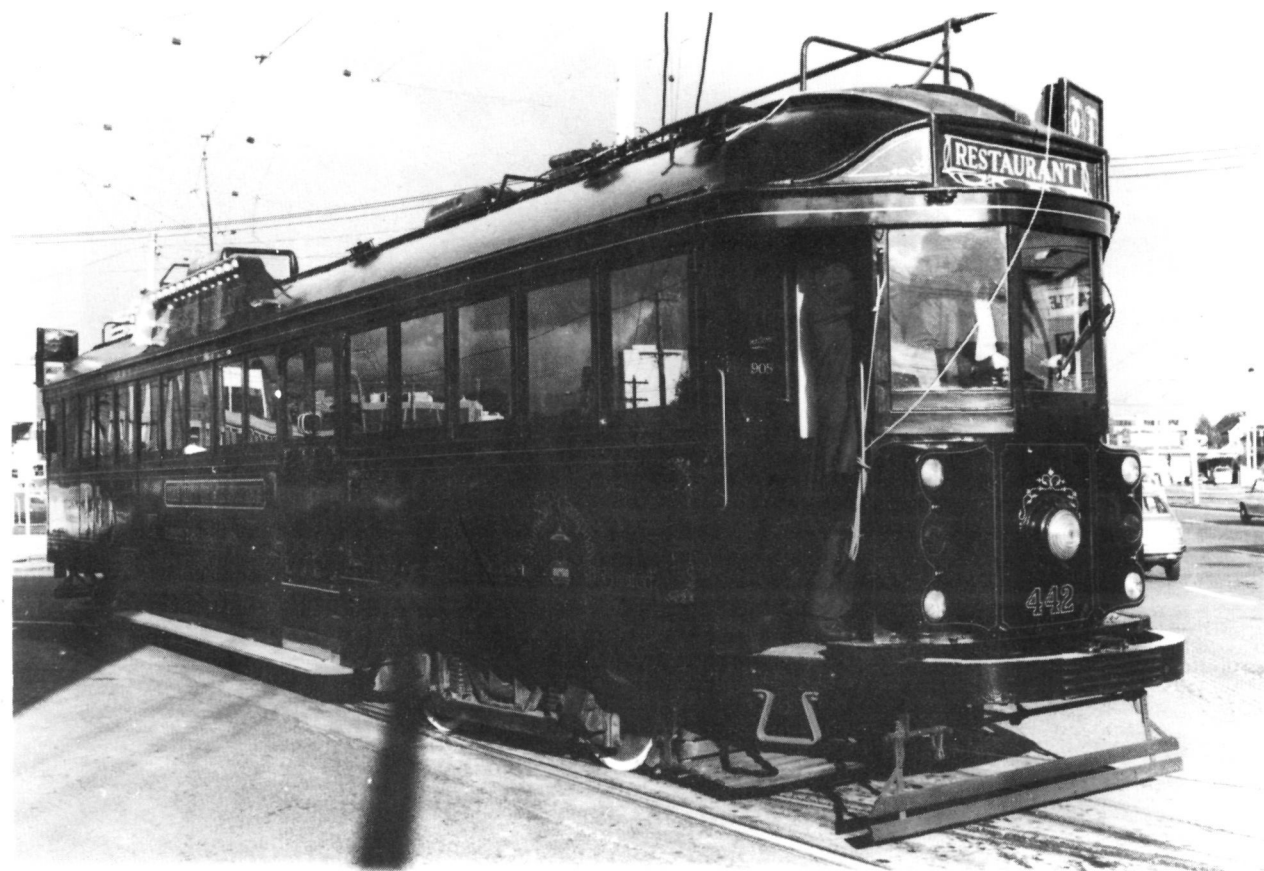
Imagine dinner for two in the opulence of expensive velvet deep-padded intimate booths, burgundy wool carpet, Victorian Ash stained a mahogany hue and brass fittings. Sounds something like the luxury of the Orient Express. Getting close, at least on the right track!

About 1980 two Melbourne entrepreneurs, unable to hire a taxi after a celebration, decided to catch a tram home. On this journey they conceived the idea of a restaurant on an operational tramcar,

with haute cuisine while patrons viewed the garden city gliding by.

Nearly four years and \$600,000 later, the idea finally became a reality and is a world first. It would also have to be the world's most expensive rebuild for any tramcar, especially one nearly 60 years old!

With the introduction of the Z class trams, Melbourne's old W2 class cars are being phased out and number 442 was selected by the then



W2 442 "The City of Melbourne" about to enter South Melbourne Depot after a press release run.

COURTESY "THE HERALD AND WEEKLY TIMES"

Melbourne & Metropolitan Tramways Board as the most appropriate tram to become the restaurant car, "The City of Melbourne".

Car 442 was built in 1927 by the Melbourne & Metropolitan Tramways Board at their Preston Workshops, with a length of 48 feet and seating 52 passengers.

Rebuilding took place at the Preston Workshops by the Board and private companies remodelled the interior. Davenport, Campbell & Partners (Aust.) Pty. Ltd. of Melbourne (now called D.C.P. Knight Partnership) designed the internal arrangements and Namiki Pty. Ltd., trading as Stag Shopfittings carried out the work, mostly at their Bayswater, Victoria premises with installation performed at the Workshops.

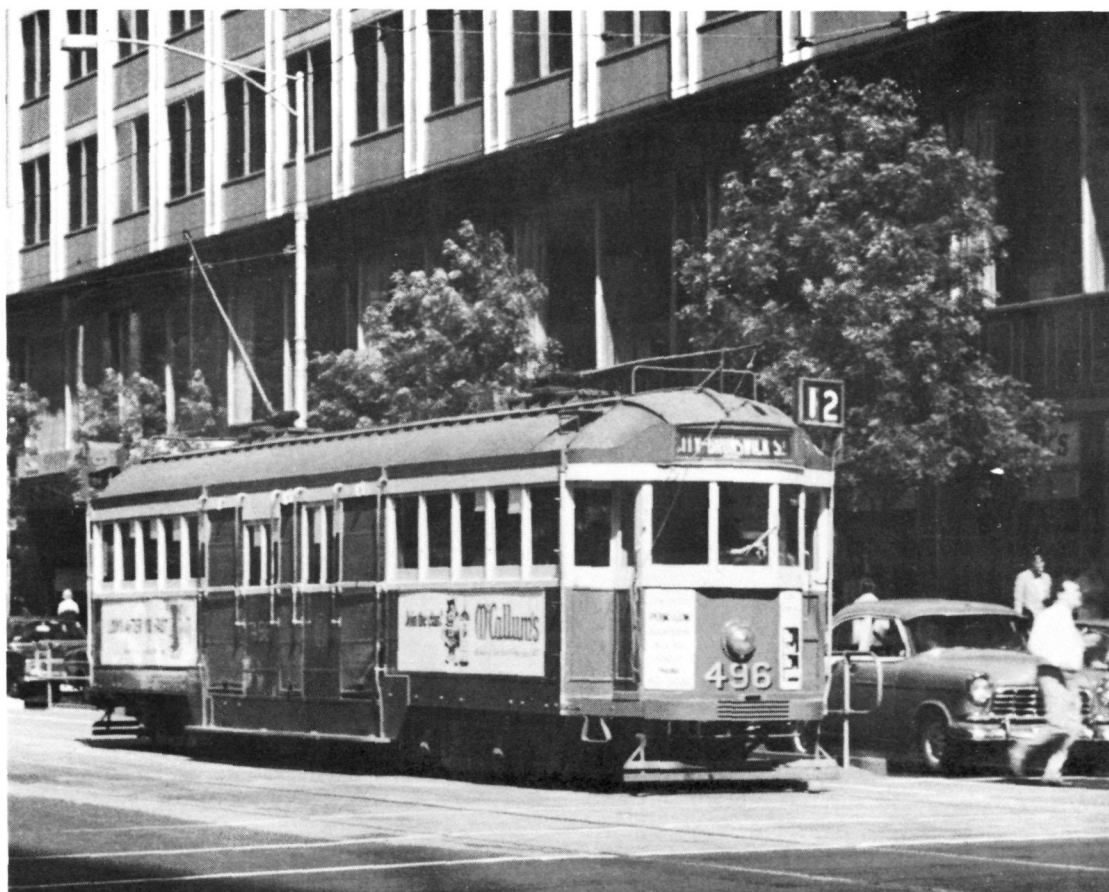
For legal reasons The Colonial Tramcar Company cannot operate its own car on the tramway

system, so number 442 is leased from the Metropolitan Transit Authority (successor to the M & MTB since 1 July, 1983).

The open centre section was enclosed with one set of swing doors each side, nearside for patrons, offside for servicing the restaurant. The drop centre was built up to provide a level floor throughout the car, with an aircraft style kitchen and toilet/washroom included in this section.

The saloons became the dining areas replete with wood panelling, lined ceilings, mirrors, carpet, pelmets and curtains. The original hard longitudinal saloon seats have given way to a studded velvet two-and-one transverse arrangement with sweeping curved dividers.

Double glazing with the exterior glass tinted bronze prevents passers by looking in, reduces traffic noise inside and keeps out glare. Reverse



W2 class car 496 in Collins Street, Melbourne. This car was built by James Moore in 1928 to the same design as car 442. This scene was captured in 1970, before the multiple head and tail lights were fitted, and provides an interesting contrast.

WILLIAM F. SCOTT

cycle air conditioning from Australian Coleman Inc., Sydney, adds the final touch of comfort.

Both saloon doors and motorman's internal cabin doors were similarly off-centred to retain a straight aisle throughout the car after the saloon layout seating was altered as described.

The dignified livery is burgundy with gold leaf lettering and lining out, black roof and white walled tyres.

Trade Union requirements are that a conductor be on board, who occupies the rear cabin, assisting the motorman with points and pole changing. As no passenger-operated bells are necessary for

patrons, they are not available for crew liaison, so an intercommunication system between cabins was installed. The main interior lights were wired on the usual tramcar pattern of six 100 volt bulbs in series on each circuit.

The kitchen and reverse cycle air conditioning are energised by a 20kVA, 415 volt, 3 phase, 50 Hertz auxiliary power supply. Technical difficulties were encountered providing this conversion from a nominally 600 volt D.C. power source, in the limited space available. ASEA designed, manufactured and installed the generator set and control gear for this purpose. The alternating current facilities operate on 240 volts and are

Dear Reader,

Through the pages of this brochure, on behalf of the Colonial Tramcar Company I welcome you aboard the world's first travelling Tramcar Restaurant.

It is our hope that whilst travelling through the streets of our Garden City in air conditioned comfort you will experience all the nostalgia surrounding Melbourne's Historic Tramway System.

We can think of no better way to see Melbourne in "Rare Style" whilst enjoying fine food, wine and service, culminating in an elegant and unforgettable experience for all who visit or live in Melbourne.

We look forward to your patronage.

Yours sincerely,



JOEL MCGLYNN
GENERAL MANAGER

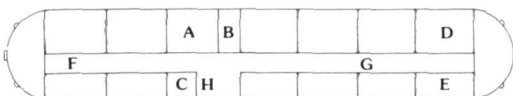
For reservations and enquiries see enclosed flyer for detailed information.

The Tramcar Restaurant is available for:

- Promotions
- Birthdays
- Weddings
- Tradeshows
- Anniversaries
- Social Functions
- Lunch
- Convention Breakfasts
- Afternoon Teas
- Group Outings
- Trade Functions
- Tour Groups
- Product Launches
- Dinner

TRAMCAR RESTAURANT SEATING PLAN.

- A. KITCHEN/GALLEY
- B. TOILET/WASHROOM
- C. BAR/DISPENSARY
- D. FOUR SEATER BOOTHS
- E. TWO SEATER BOOTHS
- F. TWELVE SEATER SECTION
- G. TWENTY-FOUR SEATER SECTION
- H. MAIN ENTRANCE



Note: The specifications and schedules set out above are subject to alteration at the sole discretion of the Colonial Tramcar Company Pty. Limited. Travel subject to Ticket Conditions.

The Colonial Tramcar Company Pty. Limited.

254 Bay Street, Brighton, 3186

Melbourne, Australia

Telephone: (03) 596 6500 Telex AA35894

THE WORLD'S FIRST TRAVELLING TRAMCAR RESTAURANT
"THE CITY OF MELBOURNE"

OPERATING TIMETABLE AND PRICE SCHEDULE EFFECTIVE 1st JANUARY 1984

FUNCTION	TIME	PRICE*
MORNING TEA	11.00 am - 12.30 pm	\$20.00
LUNCH	1.00 pm - 3.00 pm	\$39.50
AFTERNOON TEA	3.30 pm - 5.00 pm	\$20.00
THEATRE DINNER	5.45 pm - 7.45 pm	\$45.00
DINNER	8.15 pm - 11.15 pm	\$55.00

* Price per person fully inclusive of food and beverages. Choice of four and five course menu (excluding Morning and Afternoon Tea) and unlimited full beverage facility.

GENERAL INFORMATION

- The set charge is fully inclusive of all food and beverages
- Minimum booking two. Maximum party size thirty six.
- To avoid disappointment, it is advisable to book well in advance.
- Fully licensed.
- Operating six days per week.

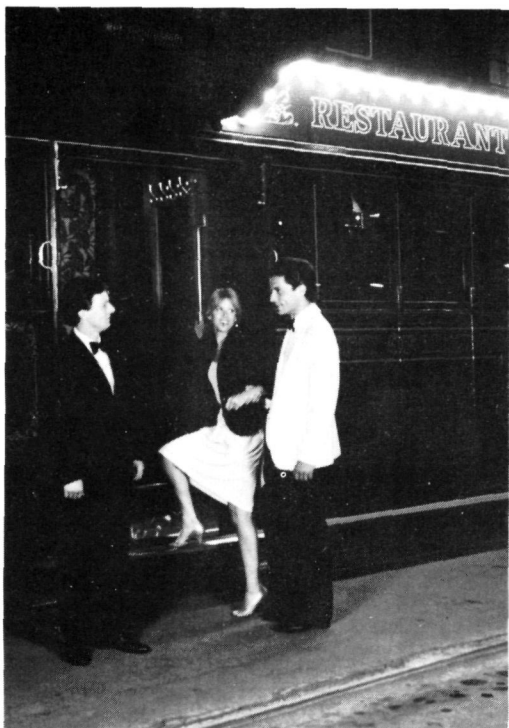
SPECIAL FUNCTIONS

- Special functions are catered for with a choice of menu and wines. Price on application.
- For the convenience of patrons, a Telecom Mobile Telephone has been installed for late bookings; Phone after 6.30 p.m., (007) 33 2900 and ask for the Maitr'd. Whilst the office is unattended on weekends, please phone Coach House Travel on (03) 63 2922.

NOTE: The Specifications Schedules and Prices are subject to alteration at the sole discretion of the Colonial Tramcar Company Pty. Limited. Travel subject to Ticket Conditions.

Please see over for group bookings.

Reservations: (03) 596 6500



A date and dinner on the car will be an event many a lady will remember. After sunset the intimate atmosphere is something else again.

COURTESY THE COLONIAL TRAMCAR COMPANY PTY. LTD.

spread between the three phases to balance the current, thus preventing overloading of any one phase.

The car is kept at South Melbourne depot in the scrubber car sidings to avoid conflict with regular passenger cars and consequent shunting. The Metropolitan Transit Authority undertakes all 600 volt D.C. line and mechanical maintenance, while private contractors service the alternating current electrical equipment, internal furnishings, cleaning and restaurant supplying.

The car currently remains at the depot all day on Mondays for maintenance by the Authority. Although this takes about two hours, the car being in all day assists fitting it in with the other tramcars, general car movements and staff availability. Any major work is carried out at Preston Workshops, where a reserve set of standard overhauled and run-in W2 class car number 1 trucks is held for a quick change over in the event of extensive repairs being required, there being no spare restaurant car.

Motormen were selected from applicants found to brake and negotiate special work smoothly, vital factors when drinks are being served to patrons, often in evening wear! The car does not stop en route for passengers, and its average speed is generally similar to that of normally rostered cars, to prevent bunching. Serene continuous progress is preferable, though the car can run in full parallel on straight level track if behind schedule. However, there is always the risk of sudden severe braking to avoid a thoughtless motorist or pedestrian!

The greater than normal use of the first power notch causes overheating of the resistance grids and the generally slow top speed prevents effective air flow cooling, especially on hot days. This problem has now been largely overcome by fitting additional grids in parallel, thereby allowing greater heat dissipation during slow running. The modification is similar to that for scrubber cars which have the same operational requirement.

Owing to the additional electric current demands by the car and its supplementary equipment, the usual type of trolley head carbon insert employed for the other W2 class tramcars has been replaced with the harder type fitted to Z cars, supplied by Morganite of the United Kingdom.

The car has performed well with the overheating grids having been the only significant problem. The motors, K35 controllers and the line breaker have stood up well to their tasks.

APPETISER

Duck Liver Bigarade

Fresh liver marinated in red wine served with Finland biscuits

ENTREE

Seafood En Cocotte Matthew Flinders

Fresh Bass, Strutt seafood accompanied with spinach noodles

Victoria Pumpkin Soup

Purée of golden pumpkin enhanced with herbs and double cream

MAIN COURSE

Tenderloin of Beef Sherwood

Tender eye fillet pocketed with field mushrooms and topped with a mushroom sauce

Supreme of Chicken Colonial

Boneless breast of chicken succoring Victorian style topped with a Pecan sauce

CHEESES

Cheese Platter Victoria

Selection of Victorian cheeses accompanied with crisp greens and crackers

COFFEE - AFTER DINNER MINTS

Martini * Tramcar Delight * Arabesque

Beer * Whisky * Brandy * Gin * Vodka * Bacardi Rum * Dry Vermouth

A SELECTION OF WHITE AND RED WINES

Port * Cognac (V.S.O.P.) * Brandy * Dom * Cointreau * Tia Maria

Gratuities for service are not included in the overall price.

For legal considerations sand is carried though hardly needed. The new seating layout prevents saloon access to sandboxes in the usual manner for W2 class cars, so Z car type sandbox covers are fitted, with filling taking place from outside the car through the bulkheads beside the external cabin doors.

"The City of Melbourne" is available for lunches, afternoon teas, promotions, conventions and social functions, though is most popular for the five course dinners, six evenings weekly. Bookings three weeks ahead of requirements are advised.

Provisions are placed on board at the depot and cooked in the microwave ovens, yet lose nothing in the process.

Three regular routes are advertised, taking 1½, 2 or 3 hours to traverse. All are based on a Swanton Street/St. Kilda Road axis, and commence in Nolan Street by the National Gallery of Victoria, which faces St. Kilda Road just south of the Yarra River. Other routes can be arranged by special request. Costs vary from \$20.00 to \$55.00 a head including liquor. A Telecom mobile telephone is installed and utilised for ordering taxis as well as taking restaurant bookings after normal business hours.

Several runs were made in early 1983 but regular operation did not commence until August 1983. Initially, much research was required to put

In the State of Victoria drinking and driving are incurring stiffer and stiffer penalties but the brakes are off for drinking and riding on the restaurant car.

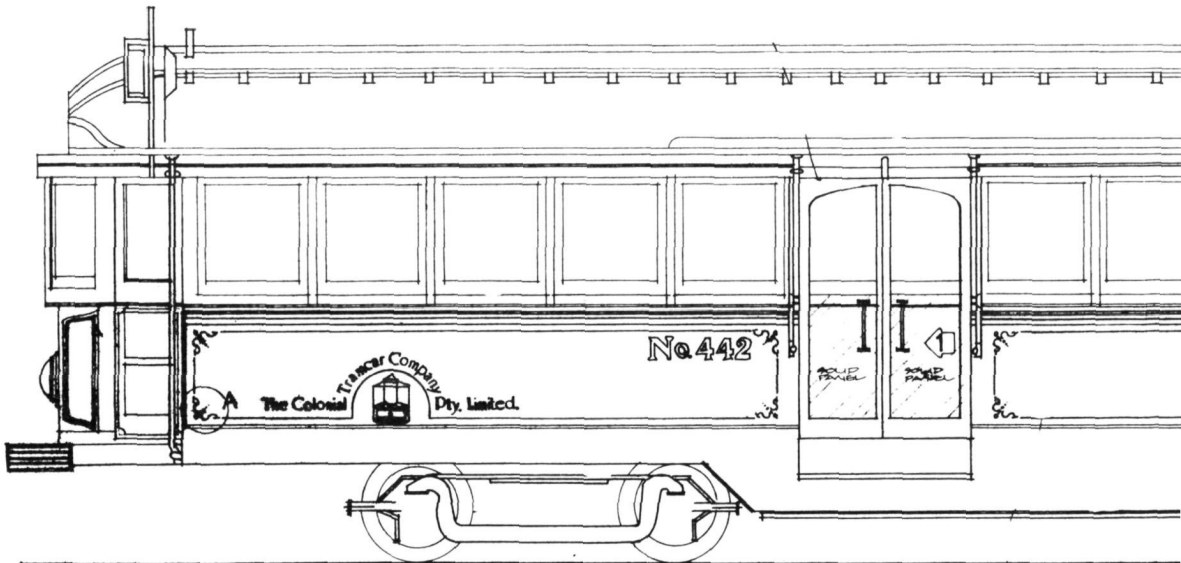
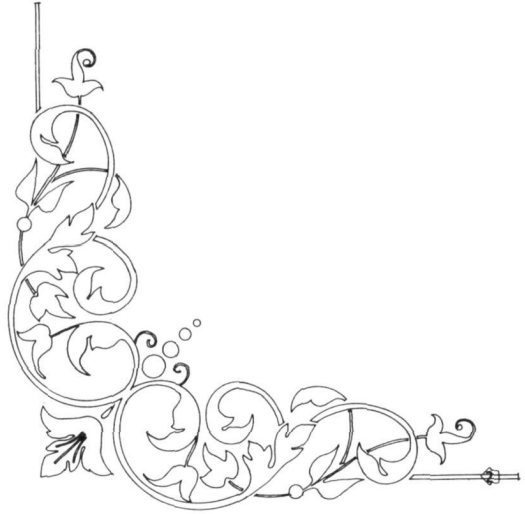
COURTESY THE COLONIAL TRAMCAR COMPANY PTY. LTD.



the unique idea into practical effect, then a problem arose over obtaining a liquor licence for a restaurant with no fixed address! Eventually, an amending Act of Parliament was required and passed by the Victorian State Government.

The Company is well pleased with the public's response and the increasing number of tourists who view the City in such regal style. The continued operation of this imaginative rare fare seems assured. The venture has now received special recognition by winning the restaurant section of both the Victorian and National Tourism Awards, for 1984.

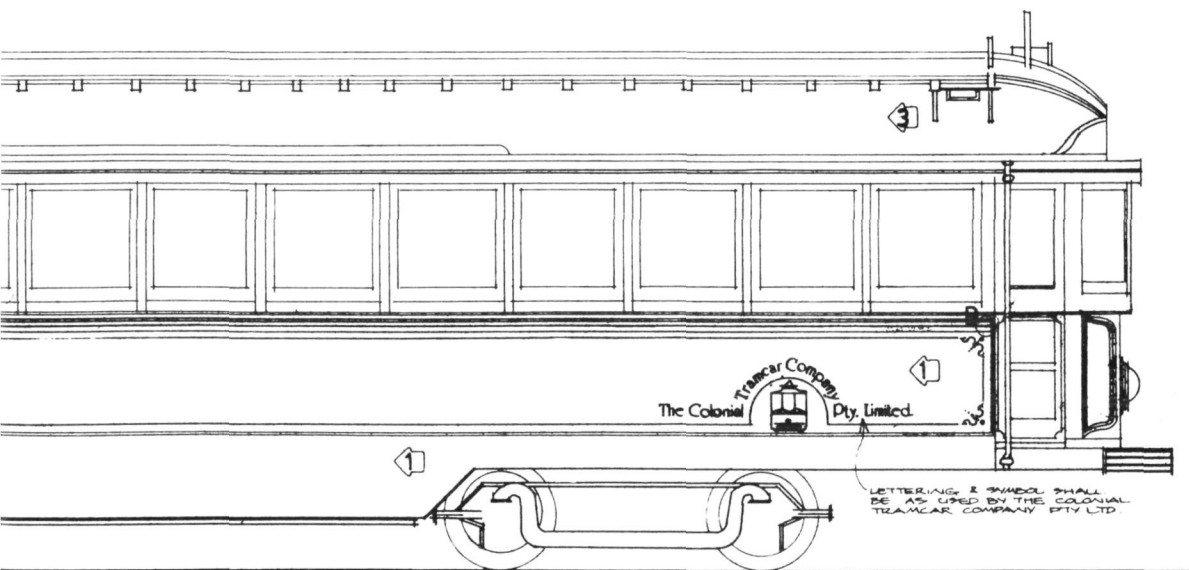
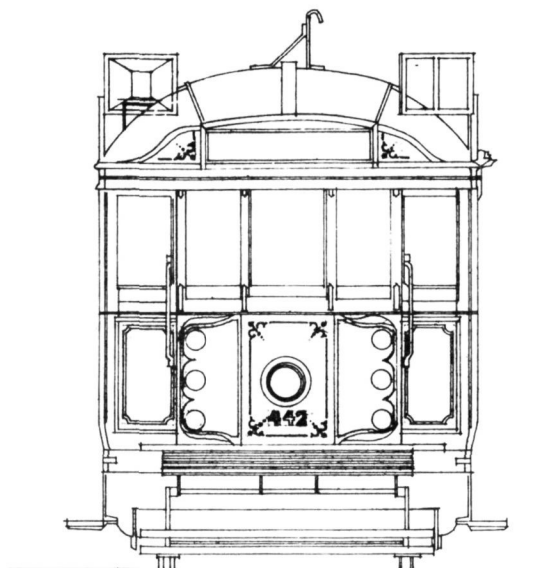
Right: Paintwork detail to be applied to the corners of side panels as marked by the circled 'A' on the bottom left corner of the left hand panel.



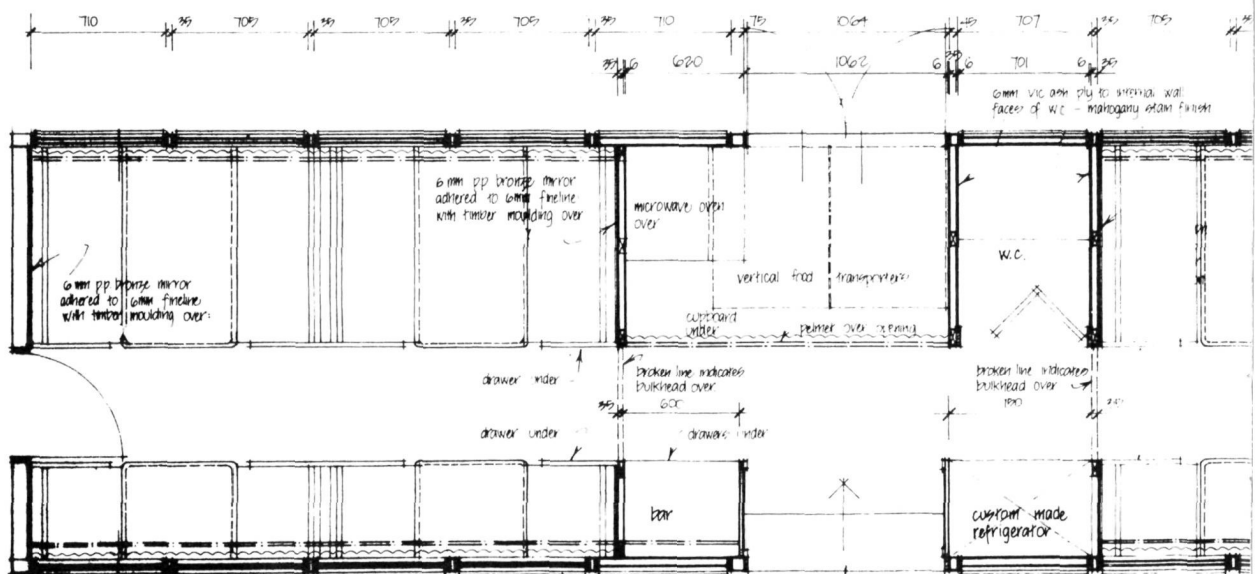
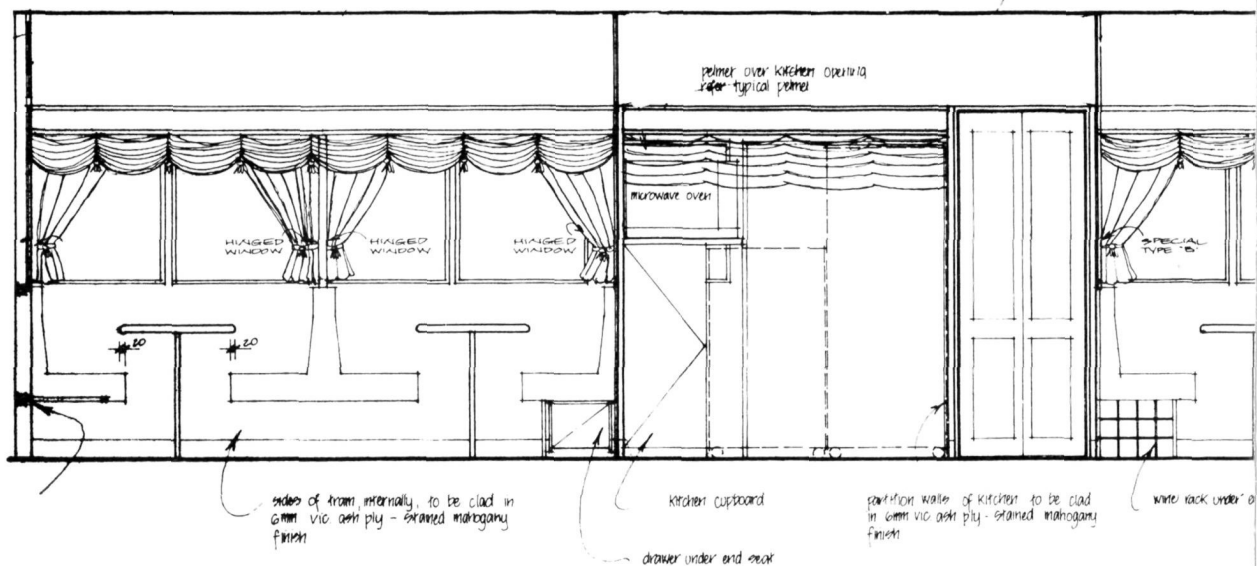
SIDE AND END ELEVATIONS

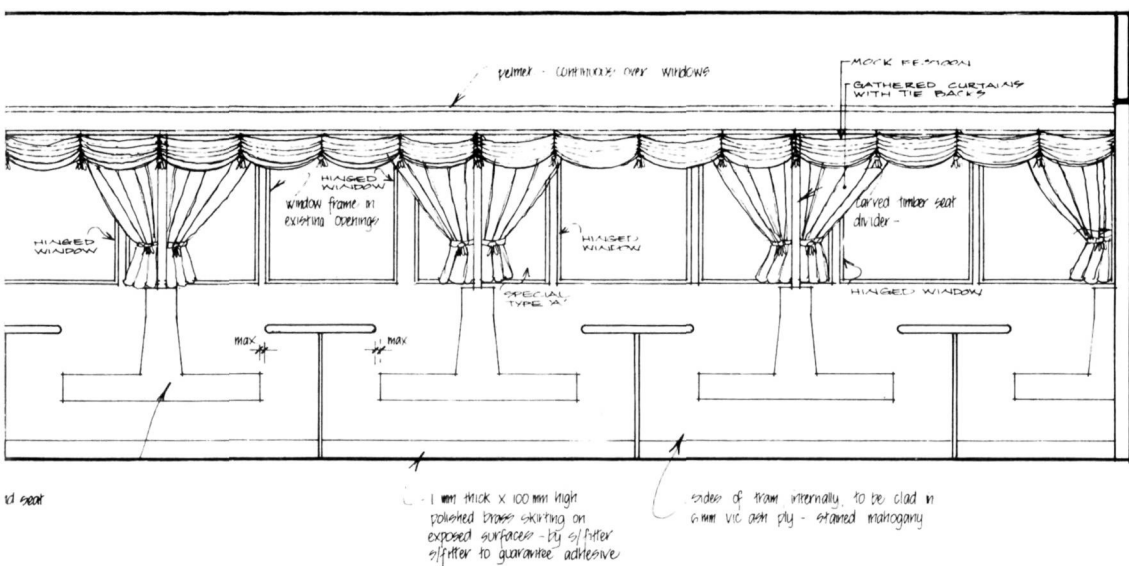
Numerals in arrows on the side elevation refer to paint finishes as follows:

1. Burgundy
2. Gold
3. Black

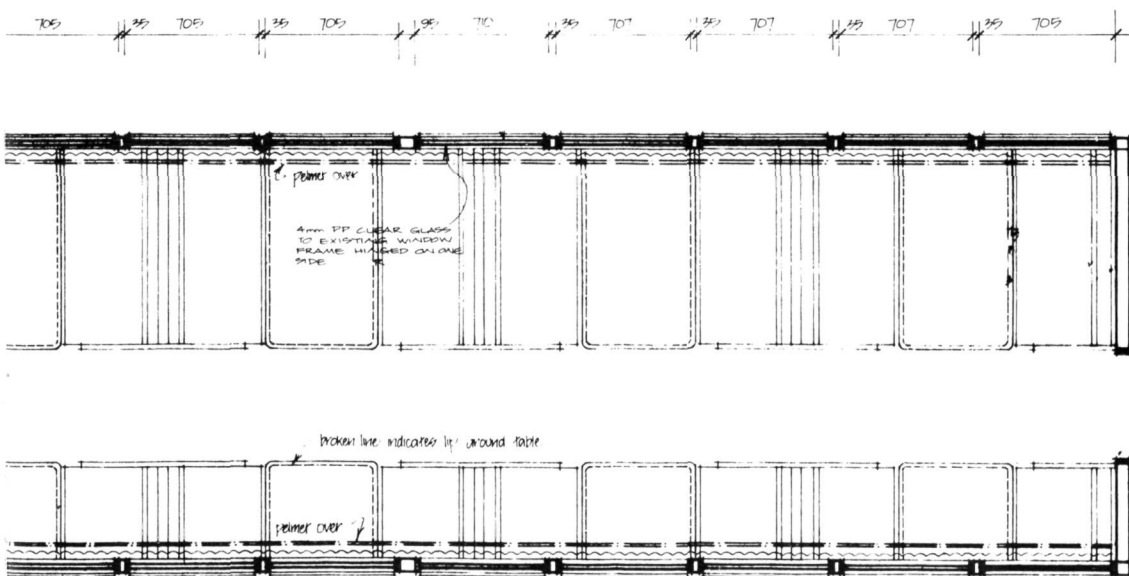


12 mm thick p/board veneered both
sides - stained mahogany finish





PLAN AND SECTION — SALOON



Drawings reproduced by courtesy D.C.P. Knight Partnership and The Colonial Tramcar Company Pty. Ltd.

HERE AND THERE

NEWS ITEMS OF INTEREST FROM ALL OVER

Kiama Development.

By the end of July the restoration of the exterior of Sydney R car 1884 to near original appearance approached completion. The interior has been converted to a panelled and carpeted craft and souvenir sales room. It was the intention of owner, Alderman Warren Steel of Kiama Municipal Council, to have the tramcar in position near the restored quarrymen's cottages in Collins Street Kiama by early spring, which is the start of the tourist season in Kiama.

Shooting Through Like a Bondi Tram.

In addition to the Newcastle and Port Kembla tramway schemes for which tramcars are already on site, four other schemes have emerged in NSW during the recent winter period.

On 23 July NSW Premier Neville Wran unveiled the Circular Quay Redevelopment Scheme planned for completion by the bicentenary year 1988. The proposed facelift would extend from The Rocks, near the southern Harbour Bridge pylons to the Opera House on the site of the Fort Macquarie tramway depot. The detailed drawings of the proposal clearly showed O type Sydney tramcars operating along a tramway linking the Opera House with The Rocks area.

Another interesting proposal has surfaced in Maitland which plans the reconstruction of the Church Street tramway linking (West) Maitland Station with High Street at the former Church Street Junction. This route worked as a steam tramway from 10 October 1910 until 17 April 1915. This route proved to be uneconomic and this situation resulted in the very short working life of 4 1/2 years. The main Maitland tramway along High Street continued in operation until 31 December 1926.

This scheme would have a promising future if the proposals to recommission some of the South Maitland Railways locomotives and work the SMR railway with steam passenger tourist trains between Maitland and Cessnock reach fruition.

The most promising project is centred on Bondi Junction. Waverley Council has approved a scheme which will see as its first stage the restoration of R Car 1808 at Bondi Beach and its display in the Bondi Junction Shopping Mall.

The more ambitious second stage will result in the concrete track along Oxford Street in the Mall area being uncovered and No. 1808 operating through the business area on Melbourne running gear.

The project is being encouraged by resident Chris O'Sullivan. Chris has restored R car 1842 and this stands beside his backyard swimming pool at Kingsford. The rear part of 1842 is used as a change room, but the interior of the front section has been fully restored.

R1808 has been obtained from a farm at Ashford, near Inverell, which also was the source of the R cars (1804, 1744 and 1892) obtained earlier by the Newcastle Museum.

The fourth proposal was revealed in the press during late August. North Sydney Council is interested in restoring the tramway from Blues Point (McMahons Point) to Cammeray along Miller Street. This would be a multi million dollar project as little if any of the tracks along this former tramway route remain under the road surface.

The southern end of the route closed in March 1932 with the opening of the Sydney Harbour Bridge. The middle portion along Miller Street between Victoria Cross and Falcon Street closed in June 1958 and the northern section from Falcon Street to Cammeray ceased operation in January 1948.

The number of tramway proposals being presented as feasible projects for the bicentenary year is impressive. Even if only one or two reach maturity, then success will be sweet...it will mean that the few voices which argued in the 1950s and the 1960s against the destruction of tramway assets have not been in vain.

Electric Trams for Canberra.

During June the Canberra Tradesmen's Union Club released a 40 page proposal, which it had prepared as a community service for public discussion, for the construction of an electric tramway over a route of 5.7km.

The proposed tramway would commence at City, in Northbourne Avenue, and proceed northwards through Braddon, Turner, Dickson, Lyneham and Downer to terminate at the Racecourse and Showgrounds.



Artist's impression of the proposed tram terminus at Civic. The original shopping centre buildings are in the background.

Although planned primarily as a tourist working, the trams would be used to link the high density housing appartments and the motels along the route with the City area. The original City or Civic Centre business area has suffered an economic decline with the gradual development of major shopping complexes in the newer suburban areas. The shortage of car parking spaces in the older commercial area, when compared with the drive-in facilities at modern centres, has contributed to this decline. The tramway could assist in the revitalisation of the City area by linking suburban parking areas with the business centre.

Northbourne Avenue, along with other major traffic routes in the original planned area, was set out with a broad central plantation for future electric tramways..a facility which was not provided in Canberra's original growth period of the 1930s. The proposed tramway would make use of the plantation area to the vicinity of the junction of the Federal and Barton Highways. Northwards beyond that location the tracks would skirt the eastern side of the Racecourse reserve terminating near the junction of Randwick and Flemington Roads.

Two sites have been proposed for the depot and maintenance facilities:

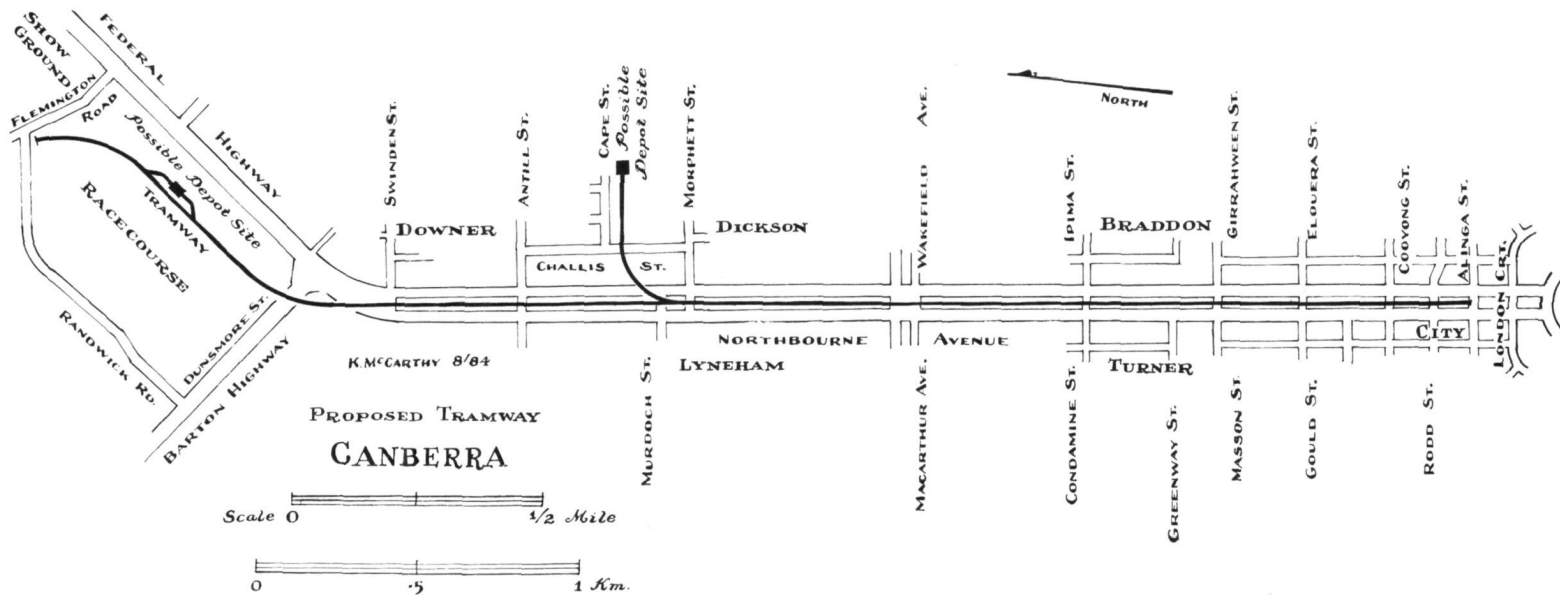
- a. At Dickson near Morphett Street in the government utility area at Cape Street.
- b. At the Racecourse terminus.

Initially six trams would be required of which four would be needed at peak operation times. The approximate travelling time would be 8 minutes with a turnaround time at each terminus of two minutes. Two trams would therefore provide a service frequency of 10 minutes during off peak periods.

The proposal suggests the use of former Melbourne W2 type tramcars for the base service but it would be of value in the national interest if trams of historical significance from places other than Melbourne were used.

The tradesmen's Union Club has already restored, or are in the process of restoring a W2 and a cable tram trailer from Melbourne, a Brisbane four motor car, an Adelaide D type tram and a P class from Sydney.

Overhead wiring would be in the form of catenary, supported from simple steel tube posts at 37 metre centres. These wires would be largely hidden by the tree canopy along Northbourne Avenue.



The proposal concludes with a review of museum operations in Australia as well as special tramway projects in overseas cities with a tourist/utility basis for operation, such as Seattle and Detroit.

The unused tramway plantations along Canberra thoroughfares have always been tempting to planners of light railway modes, but Canberra has handled all urban public transport with buses since the 1920s. Here at last is a scheme which may see another of Canberra's planner's (Walter Burley Griffin) ideas come to reality.

Wedding on a Glenelg Tram

One of Adelaide's most unusual weddings occurred recently when the bride and groom were married on a Glenelg tram. Gold liveried car 377, specially chartered for the occasion, was decorated in pink and blue, and covered in pink camelias. The tram carried sixty guests, a jazz band and plenty of champagne. Upon arrival at Glenelg guests alighted for more champagne and boarded again for the wedding ceremony. The bridal march was played by the band as the couple walked down the aisle. Guests were served a light meal before the car returned to Victoria Square. It was the first

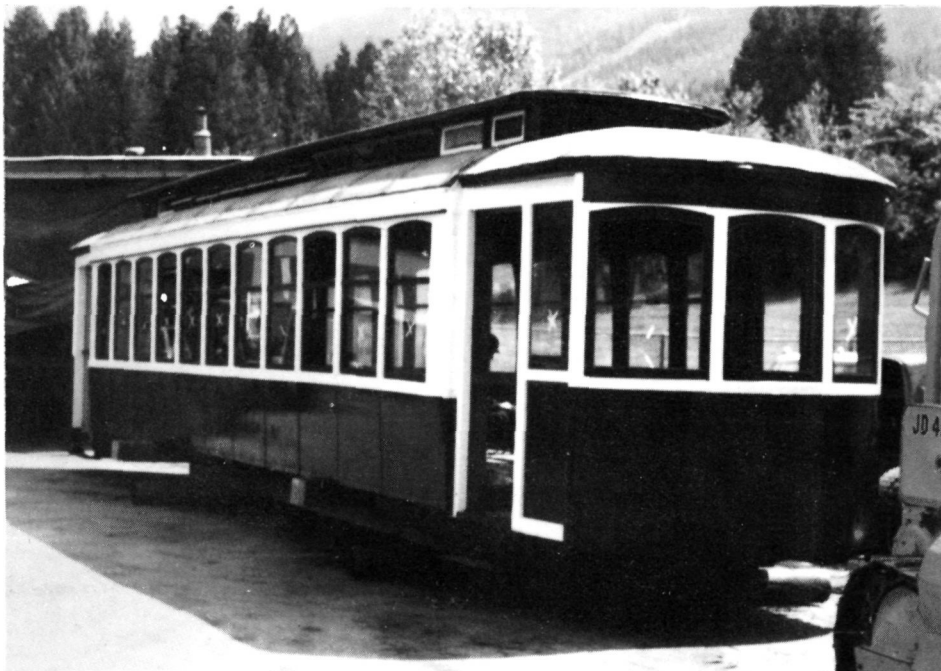
wedding to be held on a tram in the 55 year operation of the Glenelg Line.

Small System Preservation

The Canadian town of Nelson in British Columbia had the distinction of having the smallest tramway system in the British Empire. The municipally owned Nelson Street Railway Company operated three tramcars over a five mile line from December 1899, until June 1949.

Enthusiasts in Nelson have retrieved the body of one of the trams which was stripped of all equipment and disposed of during the early 1950s. The car, A J.G. Brill Coy. semi-convertable double-ender, was built in 1906 at the former Stephenson Car Co. plant in Elizabeth, New Jersey. The Stephenson company moved from New York to New Jersey after 1898 and was acquired by Brill in 1904. The 44 ft long car is an eleven window unit and was altered for single-ended operation early in its life.

The basic body has been restored over a two year period and enquiries are now being made in Australia for suitable internal equipment, trucks and electrical gear to make the car operational.



The restored body shell of one of the Nelson Street Railway cars. This small Canadian system had only three cars and closed in 1949.

LYLE WARD

C.O.T.M.A.



Council of Tramway Museums of Australasia

The biannual conference of the Council of Tramway Museums of Australasia was held in Auckland, New Zealand, from 2 to 5 June and the host Museum was the Western Springs Tramway at the Museum of Transport and Technology.

The registration of delegates and visitors took place at MOTAT's Colonial Arms Hotel/Restaurant, situated within the Museum complex, on Friday 1 June, giving those present an excellent opportunity to renew old friendships and make new ones.

On the Saturday morning, 2 June, the visiting Museums' representatives were officially welcomed with a traditional Maori Challenge Ceremony and an official luncheon, prior to getting down to more serious business.

The Keynote Address was delivered by Jim Walker of the Orange Empire Trolley Museum,

Perris, California, USA and dealt with the North American Tramway Museums, past, present and future. It was interesting to note that not all American museums are as successful as those at Branford, Seashore, Perris and Rio Vista. Some are certainly less successful than any of the Australian groups.

The various workshops, which this time took place in the form of an open forum, instead of the usual small groups dealing with different subjects, dealt with:

- Trackwork — sleepers or concrete points;
- Overhead — Trams, Trolleybuses — comparison of methods and techniques
- Substations — Equipment and operation;
- Regulations — How to live with them;
- Storage of Tram and Buses — display, safety, vandals, theft;



Wellington Fiducia car 257 is followed by Auckland's first electric tram, No. 11. Note the dual gauge concreted track.

ALAN BRADLEY



Auckland streamliner No. 248 running on the Western Springs Tramway during the COTMA Conference.

ALAN BRADLEY

Inter-relating with other groups and Museums;
 Woodwork — restoration and research
 Painting and Varnishing — Removal and applications;
 Research — wood types, colour schemes;
 Protecting and Maintaining finishes;
 Image to Public, Advertising, Admission
 Charges and importance of uniforms;
 Safety operational procedures;
 Buses and Trolleybuses — their part in the scheme of things;
 Management of Shop Work — use of skilled and nonskilled labour;
 Forward Planning/Work Schemes/Assistance from Local Government;
 Maintenance;
 Raising Finance, Sponsorship, Fund raising;
 Volunteers or Paid Staff — staff training; and
 Organising Special Functions.

A special address was given by Mr. Rick Carlyon, Regional Editor of TVNZ, on 'Media using to Museums' advantage' and Mr. Graham Stewart, a well known indentity in the New Zealand tram preservation scene, gave a most interesting talk on the backgrounds of the various NZ Societies and reminiscences on the former tramway systems.

An interesting diversion was the journey in an Auckland Regional Authority articulated bus to the Glenbrook Vintage Railway to see how enthusiast-operated steam railways *should* be run.

Ample opportunity was given for visitors to sample the MOTAT tramway operations, which is an excellent example of what can be achieved with assistance from government bodies.

Altogether, those who were fortunate to be able to attend the conference learned much from MOTAT and from each other, which proves once again the usefulness of the concept of getting together to exchange ideas.

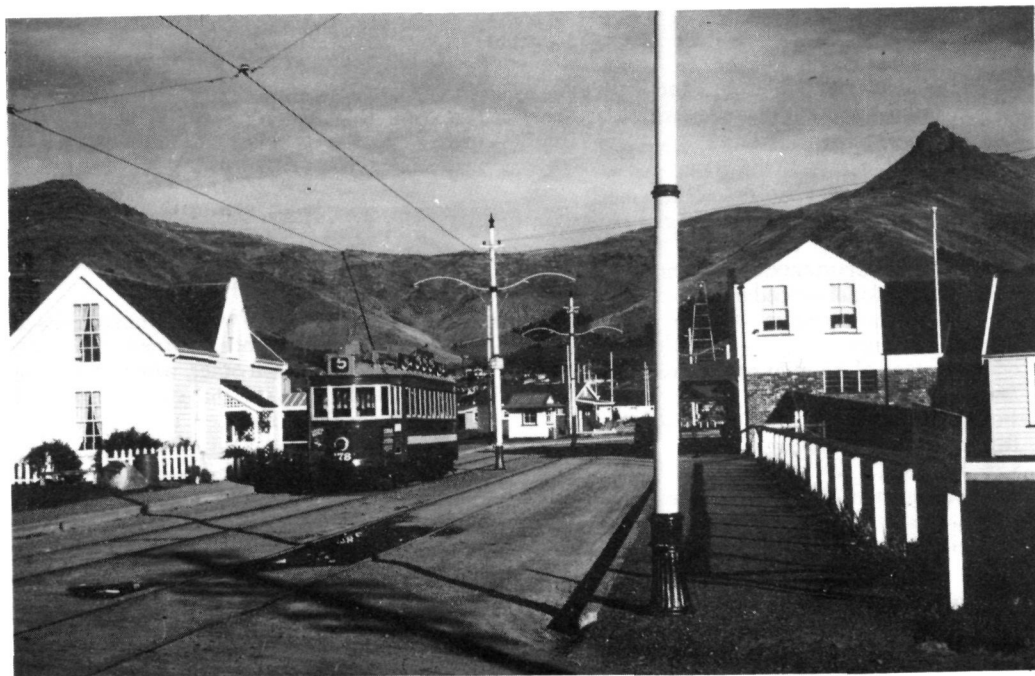
Following the close of the Conference on the afternoon of 5 June, the various representatives went their separate ways but many descended upon Wellington on Friday 8 June, for a tour of the last remaining Australasian trolleybus system, by courtesy of the (New Zealand) Omnibus Society.

The Wellington Tramway Museum at Paekakariki was visited by most of the Australian representatives who were able to stay after the conference, as was the Tramway Historical Society's Ferryhead Museum at Christchurch.



Two of the Wellington Tramway Museum's Fiducia cars, 238 and 239, cross at the loop.

ALAN BRADLEY



The Tramway Historical Society's Christchurch Brill car 178 runs through the streets of Ferrymead village.

ALAN BRADLEY

In comparing the three major Tramway Museums, it is easy to see the difference that government assistance can make in the presentation and operation of their services. The Auckland and Christchurch groups each form part of an Historical Park operation, whereas the Wellington group, in the country's Capital, has to go it alone.

Our thanks go to the Museum of Transport and

Technology for their hospitality and for their efforts in arranging a most interesting conference.

The next conference in 1986, will be hosted by the Australian Electric Transport Museum (SA) Inc., Adelaide, while the South Pacific Electric Railway Coop Society Ltd. will be host to the 1988 conference in Sydney, in recognition of Australia's Bicentenary.

FERNY GROVE . .



Brisbane Tramway Museum Society

Tram 65.

In July 1984, tram 65 re-entered passenger service. It had been withdrawn from service in August, 1980, as it had substantial wheel wear. Thus it was decided to have the wheel sets reprofiled. The Brill 21 E truck was completely dismantled, years of grease, road grime and brake dust were removed and the parts repainted. A number of repairs were carried out on the frame, and a new life guard was constructed. After the reprofiled wheel sets were returned in early 1983, it was hoped that 65 would enter service shortly thereafter, but it was not to be. The Eagle Farm Technical College offered to make parts for a new Brill 21 E truck, provided the museum left the existing truck dismantled. The college was able to provide two side frames for a new truck. The college has also provided the frames for the doors of number two depot and a large number of transition fishplates for our trackwork. With the college's scheme finally completed, 65's truck was reassembled, the body lowered on to it and the motors reconnected. The tram passed the Division of Occupational Safety inspection in July.

The Substation.

In June, the substation reached another milestone in its construction, when a further two rectifier bulbs, numbers 734 and 2741, were brought on line, bringing the total to four bulbs in action. Initially, it was thought that there would only be enough components to build three bulb cabinets but after some scrounging all the necessary parts were found to build four. Bulb number 2544 was tried but its vacuum had deteriorated and so was useless. The substation's electrical system has now been altered to ensure

that if a bulb does not initially ignite then the whole substation will not turn on. This will stop the ignition solenoid on the unfired bulb from overheating. If this were to happen, the glass arm to which the solenoid is connected could melt.

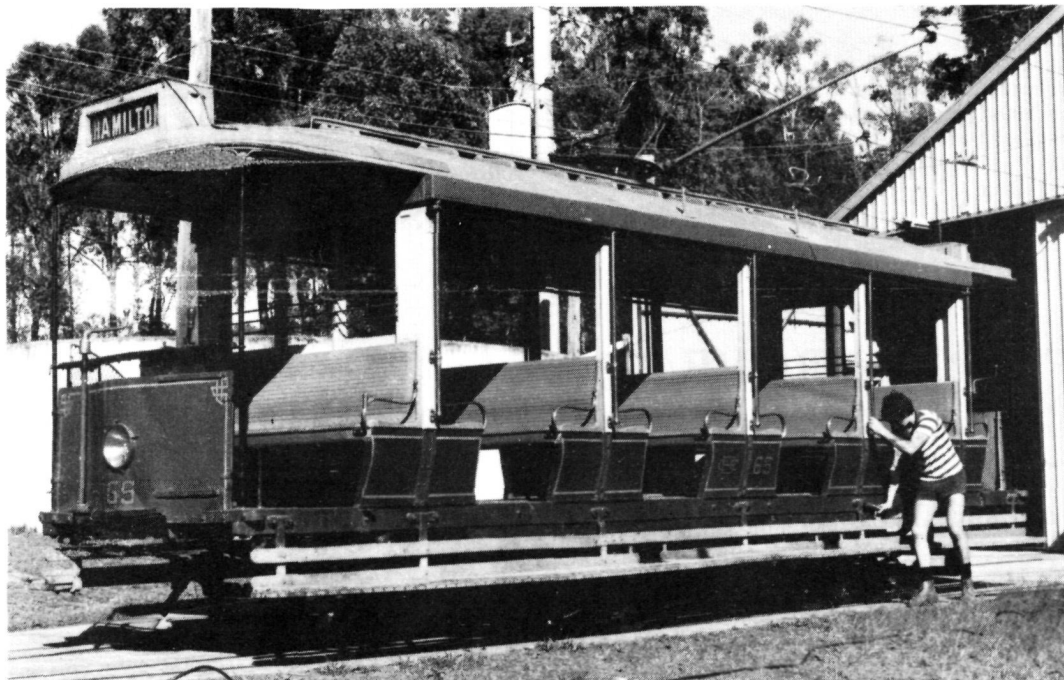
Tram 46

The body of tram 46 arrived on site on Saturday, 16 June. Members were delighted when 46 was discovered at Wacol. This tram, which is 83 years old, is in remarkably good condition, still with all its blue clerestory windows intact. It was so well preserved because a shed had been built around it. Most importantly a roof was over the tram. The end platforms had been enclosed and the tip over benches removed. But the saloon was in excellent condition, still with all its windows and wooden blinds and one longitudinal bench in place. The final colour scheme of chocolate, fawn and cream, with red and black lining was still easily discernable.

The decision was made to transport the tram to the museum for restoration, after the owner informed the society that he wanted to tear down the shed.

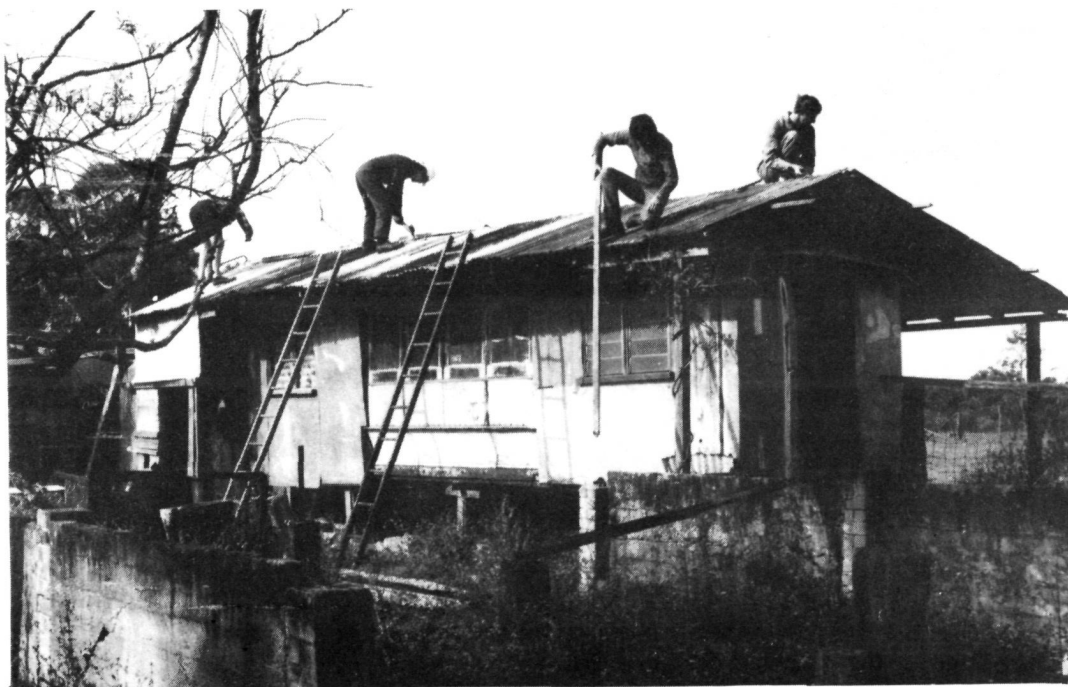
A workparty easily tore down the shed and in the process discovered various parts off the tram, including aprons and apron frames.

The Brisbane City Council provided its massive low loader for the transporting of the tram to the museum. At Ferny Grove the driver skilfully manoeuvred the low loader around the trees to deposit 46 in front of number one depot, where the tram was lowered on to the society's recently acquired 'Sydney' bogies (see below). The ugly metal cladding from the ends of the tram were removed the next day.



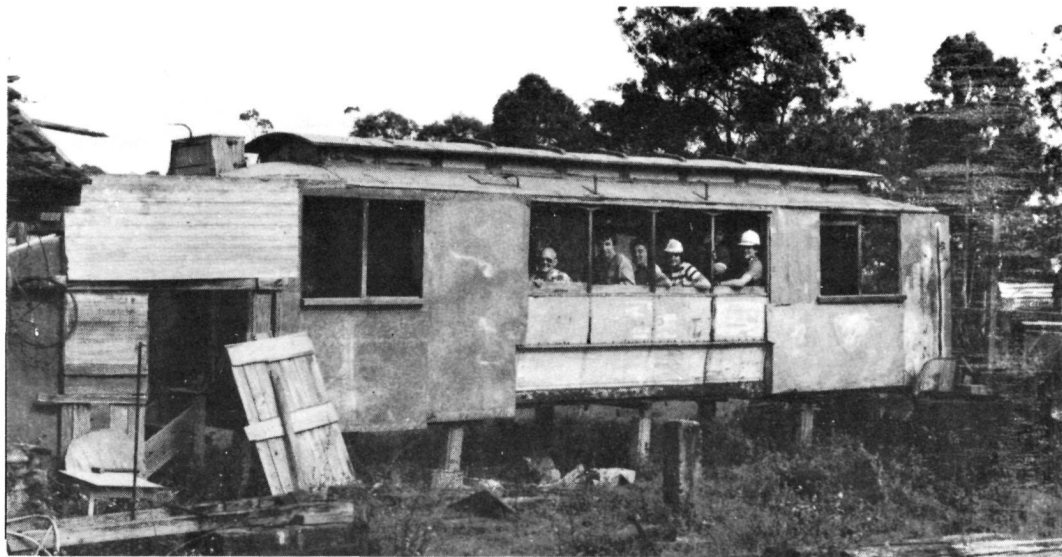
Museum member Barry New tightens the step bolts on ten-bench open car 65.

TROY THOMAS



BTMS members demolish the shed which surrounds combination car 46 in June, 1984.

TROY THOMAS



With the demolition of the shed completed, members take a rest on the one remaining longitudinal bench in the saloon.

TROY THOMAS

Following a number of promising leads, some members tracked down some more combination tram pieces. A tip-over bench from car 48 was found as well as a number of parts from car 35, including a saloon longitudinal bench.

Car 46 was built by the Brisbane Tramway Company in 1901. For most, if not all its working life it was housed in Light Street Depot. The car survived the Second World War, but by March 1951 with the new FM's arriving, the twelve remaining Combinations were doomed. On 14 March, Mr Mouat, the Rolling Stock Engineer, requested that 46 be scrapped. The General Manager gave approval on the 21st of the month.

A request to the General Manager to purchase a tram body was made by a Mrs Haupt of Greenslopes on 18 January, 1951. She wished to use the tram as a temporary dwelling at Wacol. Mrs Haupt was requested to call at the Boomerang Street Workshops to view a tram body. Delivery of 46 was taken on 3 April, 1951 for £5. So 46 moved to Wacol. After some years the body was dragged across the road and set up on stumps and enclosed. So it remained until the BTMS discovered it.

Other Acquisitions

While 46 is still fresh in the mind, and because it has been so long since a Ferny Grove report has appeared in *Trolley Wire*, a list of 'recent' acquisitions has been included in this report.

2 May, 1981: 'Streamlined' Dreadnought 174 was removed from Greenbank to the Museum.

12 March, 1982: The original Baby-Dreadnought, car 94, also arrived from Greenbank.

October 1982: In 1973 a keen-eyed member saw a pair of tram bogies at the Parkes Observatory in NSW. More recently a member reported that they were still there, but now unused. Upon closer inspection it was discovered that they were from the Sydney system and were suitable for our R/R1 car 1936. The bogies arrived from Parkes on 24 October, 1982.

7 February, 1983: Ex BCC AEC Reliance 590 bus 263.

24 November, 1983: Albion Valkyrie, donated by Bob Dellar, who had used the bus as "Drunk's Bus" from his pub, the Red Brick Hotel. Consequently, the bus had been painted red. It originally was BCC bus 68.

9 January, 1984: Ex BCC Leyland Panther prototype bus 10.

9 February, 1984: Ex BCC Leyland Leopard (wide-door body) bus 343.

Also received from the City Council were a spare Gardiner 6LW engine and various spare parts for the Scammel tow-truck from Light Street Bus Garage. From the Toowong Workshops the Society was given the entire set of fibreglass moulds for AEC Reliance 590 buses and narrow door Leopards (buses 263-342). It is hoped that these moulds can be used to supply body parts to the operators of 79 ex BCC buses.



Loading the Sydney bogies at Parkes on 19 October, 1983.

PETER BURDEN



Combination car 46 arrives at Ferny Grove on the Brisbane City Council's low loader on 16 June, 1984.

TROY THOMAS



Ex BCC Albion Valkyrie bus No. 68 stands alongside No. 80 at Ferny Grove. The tram ends at right are from dismantled car 517.

TROY THOMAS

The Exhibition Triangle Trackwork

Yet another acquisition was obtained over the Queen's Birthday weekend, June 1983, when the 3-way junction or triangle from Gregory Terrace and Alexandria Street was removed by the BTMS and transported to the Museum site. Approximately 400 man-hours were expended by members during the weekend as the track was lifted and dismantled. Once the track was removed, the BCC resealed the road. At Ferny Grove, the ballast and bitumen was jack-hammered off the rail. The

triangle will form a vital part of the Museum's track plan and will save the Society the expense of manufacturing the necessary cross-overs and points for the junction.

The Exhibition loop, measuring 38 chains was initially opened on the 4 August, 1923. A siding extension measuring 9 chains was opened on the 15 July, 1935. The Society has removed a portion of both aforementioned sections. The last RNA Exhibition served by trams was in 1967. There was no service in 1968 owing to an industrial dispute.

BYLANDS . . .



Tramway Museum Society of Victoria

Tramcar News

L 101: In order to make this tram mobile once more, Andy Hall and Chris Treganowan have been working to remove MV101 motors and wheelsets from a spare set of No. 1 trucks, after which these motors and wheelsets will be installed in the Brill 77E trucks that came with the car.

Readers may not be aware that the GE247 motors originally fitted were removed from the 77E trucks by the MTA of Vic. for use in their own cars prior to car 101 being delivered to the TMSV, hence the change of equipment. However, L101 will soon enter revenue service at Bylands.

W220: The CEP workers have removed the 'colorflek' from the ceiling of the saloons and dropcentre. New advertising panels are to be installed and these areas will then be revarnished. In the meantime, Arthur Ireland has purchased a quantity of timber and he and his father are now making up the woodwork for the conversion of the dropcentre to three equal entrances. The livery has been finalised by Bob Prentice and the colours are dark chocolate, cream and black, with lino brown in certain areas. Len Millar has had most of the brassware cleaned and polished and these items now look magnificent!

W3 667: The body has been rubbed down and is now ready for painting in the green livery of the 1930s.

Change of Status

The Tramway Museum Society of Victoria is no longer a company limited by guarantee. Recently the Society was incorporated under "The Associations" legislation and we can now delete the "Ltd"

Sixty-year-old W2 220 formed the background for three of the Society's foundation members during its first day of revenue service at Bylands. From the left are Jim Dowel, Bob Prentice and Keith Kings.

ANDY HALL



from our title and substitute "Inc". The change will simplify various matters in the administrative field and Tony Sell was responsible for effecting the change.

ST. KILDA . . .



Australian Electric Transport Museum

Car 264

Work progresses steadily on the restoration of dropcentre tram 264. Metal and wood framing underneath the car has been painted, a portion of the roof has been recanvassed and most of it has been resealed. Roof bows and catwalk planking have been prepared for installation. New summers (support beams) constructed by Jim Burke, and associated underfloor steelwork have been readied prior to installation of the front aprons.

The car's W2 trucks were removed and the motors blown out (not up!), the bearings checked, oiled and greased, and the frame painted black. Resistance boxes have been installed and a pair of trolley poles have been primed and painted black. A temporary controller with resistance boxes has been fitted in the eastern saloon against a window to enable the car to be shunted.

Perway Yard

A new perway yard has been established next to the tram line in an area just past the fan for roads 7

and 8. Sleepers, fishplates spikes, track tools and other permanent way equipment are now stacked neatly in this area. The new location allows work car W2 354 to stop alongside the yard, permitting easy loading and unloading of equipment — especially those heavy sleepers! Previously equipment had to be carted from the rear of the main depot to the works car waiting on the depot fan.

W2 354 has undergone further modification in conjunction with the improved perway facilities. Dropcentre side panels, windows and frames have been removed from the southern side to enable easier loading and unloading of sleepers from the new yard. The saloon windows have been removed from one side of the western end and replaced with shelving to hold perway equipment.

Car 173

The body of C type tram 173, which has been something of an eyesore at the rear of the depot, is being tidied up. The protective sheets of old



Restoration team leader, John Hoffman at work in the western saloon of dropcentre 264.

JOHN RADCLIFFE

corrugated iron have been removed and new sheet metal has been placed over the saloon sides. It covers all but one window on each side creating a shed like appearance. The dropends and aprons have been repainted a yellow colour and the car, which is used for stores, actually looks quite respectable now.

Other News

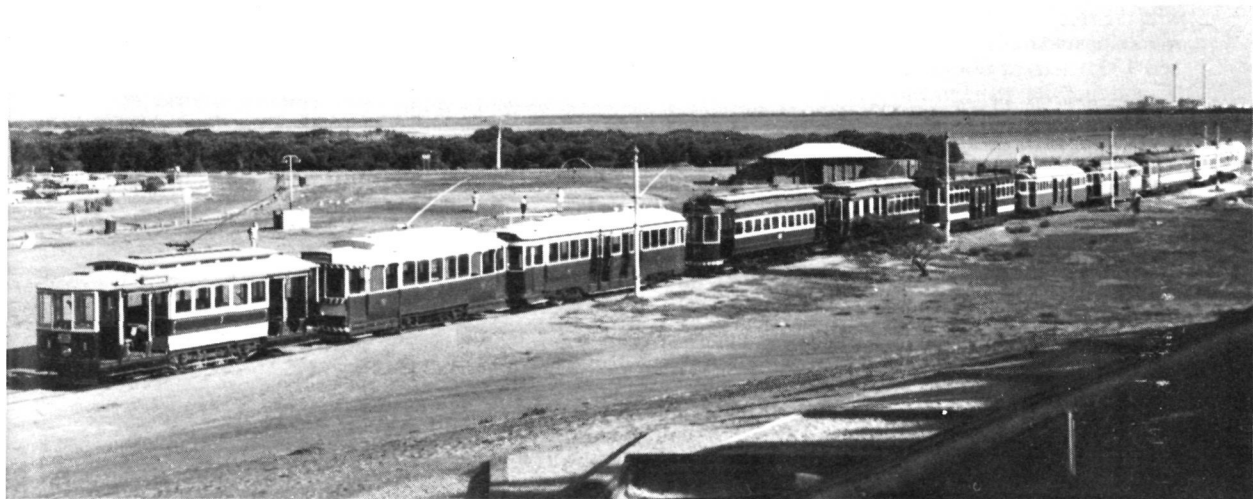
A set of new hydraulic jacks has been used to lift bodies for a check of bolster plates on all bogie trams. The plates were also lubricated at the same time.

Overhead wiring has been strung up over the short length of track from the rear of the workshop to allow greater flexibility of car movements in the workshop area.

Roof trusses are being prepared in readiness for the installation of trolley troughing on road 8 in the new depot.

Obituary

Members are saddened by the recent death of Douglas Black. Doug was one of our earliest members and one of our first conductors. His quiet, friendly and cooperative presence will be missed by us all at St. Kilda.



The line-up of trams at St. Kilda Beach on Members' Day, 24 March, 1984. This view is taken from the castle and from the opposite direction to the view on the cover of the February "Trolley Wire".

JOHN RADCLIFFE

PORT KEMBLA . . .

Port Kembla Museum Project



Port Kembla Museum Project.

During July and August work was progressing on the external repaint of former Melbourne W2 tramcar 560. Cars 370 and 577 have been stored under cover since late May, so it was imperative that 560 be repainted for visual and protective reasons.

Due to the fast approaching date of the "Put In To Port" Festival, which was to be held during the

October Labour Day weekend, the repaint consisted of cutting and sanding back the blistered paint areas, followed by spot priming before the application of several new cream and green paint coats. This project was carried out by Venturers of the 1st Keiraville Scout Troop as a community project. It was planned to have car 560 on display during the Festival weekend to publicise the planned Port Kembla Industrial Museum Project.

PARRAMATTA PARK . . .



Steam Tram and Railway Preservation Society

About Diesel Steam Trams

On 15 July the diesel steam tram motor was operated on the last trip of the day double heading with the steam steamtram motor 103A. The diesel was skippered by Jack with RFM on the real thing, and 133A led, in true fashion, the motor 103A. (Could not let the cinders get into the diesel engine!).

Both units made good exhausts, which mingled together in the cool evening air. The discerning connoisseur of locomotive exhausts could differentiate between the good aroma and the other smell!

Whilst 133A has a few small jobs yet to be completed, and the body repaired in places and

repainted, it will certainly be a popular asset on operating days. These jobs will be completed as time permits.

The KA Tramcar

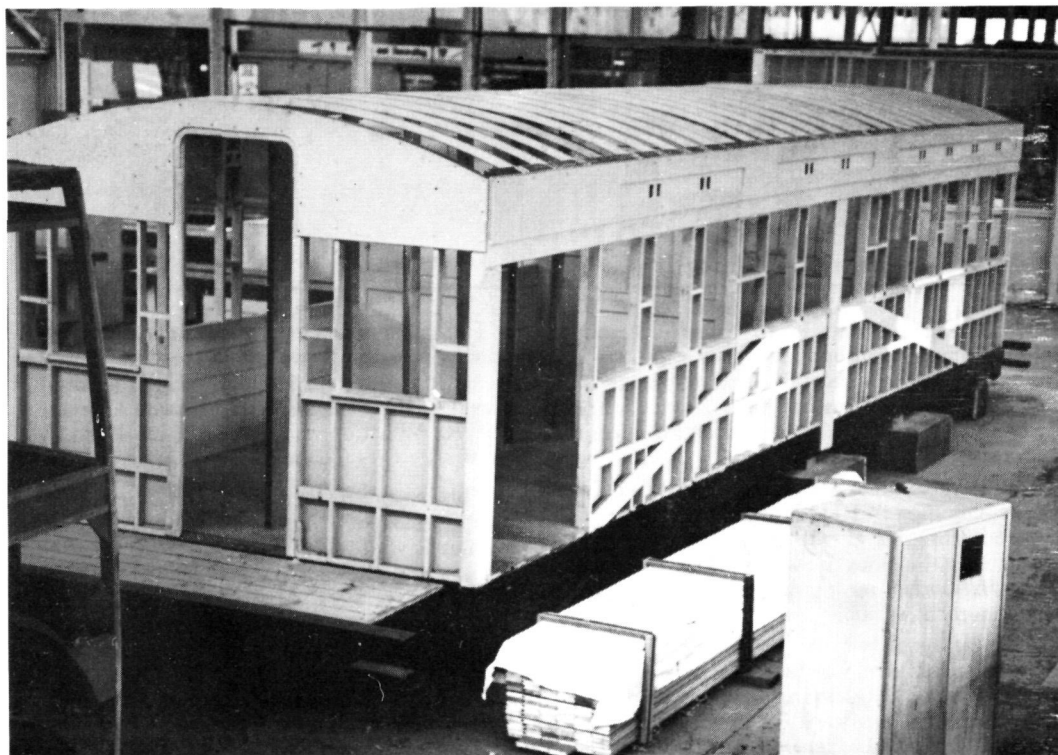
A visit to the Apprentice Training College at Chullora reveals the car has reached the stage when the roof timbers will be placed in position. Sufficient timber has been purchased and delivered ready for this to be accomplished.

The areas around the platforms and letterboards have been completed, whilst the whole project, except the flooring, has been thoroughly prepared and primed, ready for final coats of enamel.



Diesel steam tram motor 133A leads the steam steam tram motor 103A along the Parramatta Park tramway on 15 July, 1984. The duo is seen tackling the grade of "Termite Hill", named for the colony of termites that once lived there.

PETER STOCK



The KA tramcar at Chullora on 16 July, 1984. The new timber, recently purchased and delivered, is seen alongside the car for ultimate placement on the rooftrusses. The car has been prepared and thoroughly primed.

PETER STOCK

Below: LV1478 being loaded onto a low loader at Clyde for transport to Parramatta Park. The van was reframed during 1948 and its capacity was increased from 8 to 12 tons.

BOB SANSON



NEWCASTLE . . .



Newcastle Tramway Museum

By mid August Sydney R1 1995 was undergoing stationary motor and braking tests at Forestville. The astonishing feature of the restoration was the manner in which major parts from former Melbourne W2 car 637 aligned with holding brackets etc. on the Sydney tram.

Considerable time was saved by fitting modern copper plumbing to R1 1995 in place of the old threaded fittings originally used. The trials were conducted by blocking the wheels clear of the rails and using industrial power converted to DC through a rectifier unit.

During August W2 247 housed in the former Wallsend goods shed was receiving finish coats of green and cream. At the same time the restoration of the body of Newcastle LP 284 was proceeding steadily. This project has been assisted by some restoration being carried out by a group of 8 girls and 8 boys at Broadmeadow High School under the direction of teacher Ray Northey.

On 11 June R car 1744 was transferred to Gateshead Infants' School as a special projects room. The tram is being externally resored at the school to green and cream livery. The best of the four R type tram bodies, No. 1892, is being retained by the Museum for complete restoration using control and running gear from Melbourne W2 type tramcars.

Unfortunately the development of the Warabrook Estate at Mayfield West is not developing as rapidly as first planned by the promoters. While the development company is still happy to incorporate an electric tramway in the later stages of the development, the immediate future would possibly limit museum development to a static display.

The Newcastle Tramway Museum was approached by several Hunter Valley Councils during June and July offering sites for museum development which would result in permanent operation by the bicentenary year.

The most attractive offer was approved in principle by the Newcastle Foreshore Development Committee on 19 July. This is a proposal drawn up by the Newcastle Museum Committee and R. Winston, the Acting City Planner of Newcastle City Council.

This very interesting scheme entails the establishment of a working electric tramway on the Hunter River foreshores at Stockton. The initial route would be single track extending 700m from the passenger ferry wharf at the end of Mitchell Street to a museum area and depot building at the western end of King Street on the area which was once the terminus of the railway used in the construction of the northern breakwater during the first decade of this century.

The second stage would result in an eastward extension from the ferry wharf to the caravan park at the Ocean Beach near the breakwater. This extension would add over 1 km to the tramway.

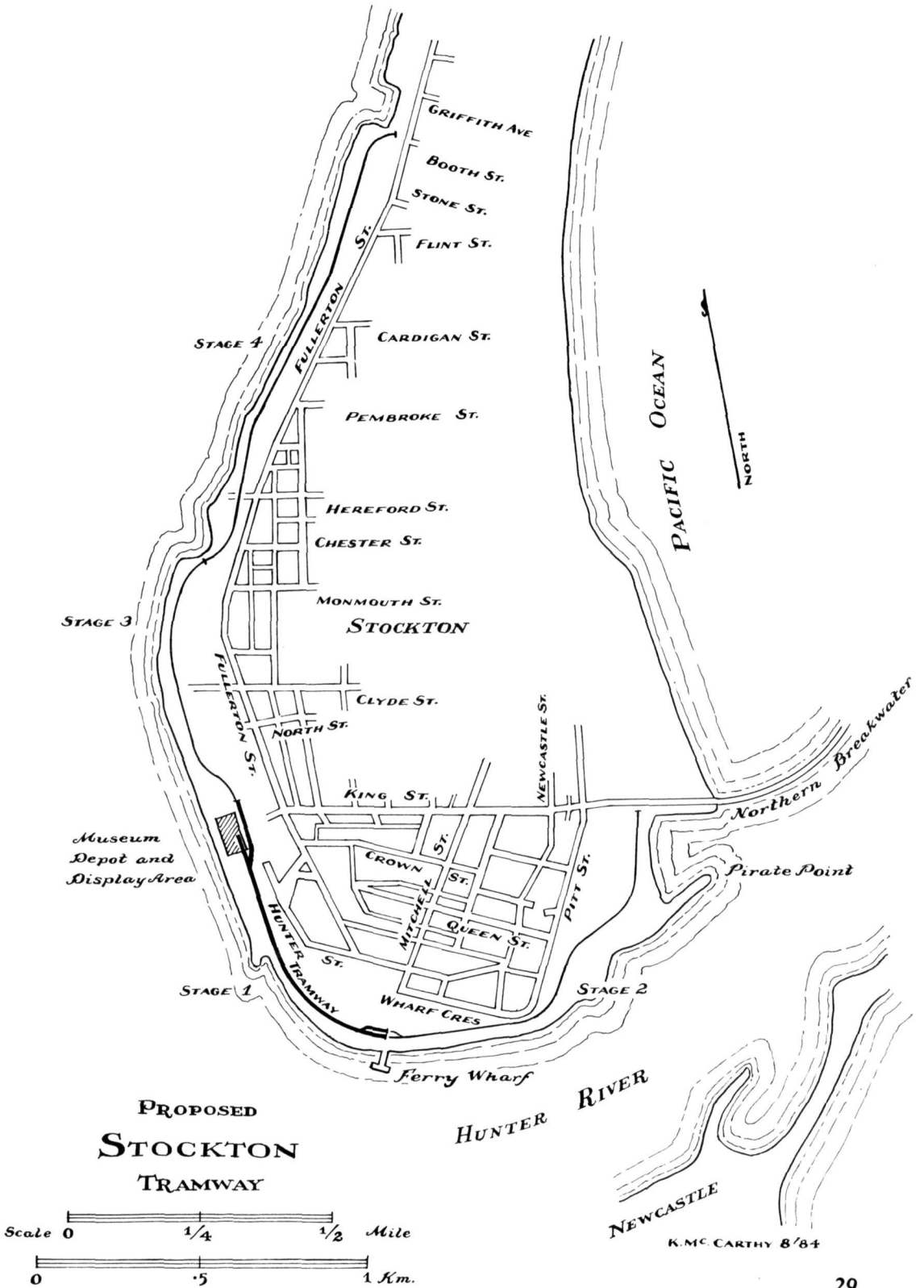
Possible stages 3 and 4 would see further northward extensions of over 2.5km along the Hunter foreshore parallel with Fullarton Street to North Stockton at Griffith Avenue.

Most of this proposed tramway is along the first 3km of a planned 25km route surveyed in 1903 linking Stockton with Salt Ash on Port Stephens. (See "Trolley Wire" April 1983 p10).

An initial museum display area of 5,000 square metres has been proposed by the City Planner with a depot building of 1,500 square metres.

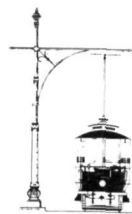
The outline of this proposal was approved by the Newcastle Council on 12 June and a five page proposal was then presented to the Foreshore Development Committee on 19 July. The next step entails the preparation of a detailed report on the project of some 50 pages for referral to the Tourist Sub committee.





LOFTUS . . .

South Pacific Electric Railway



New Site

Construction of the new site trackwork is continuing, with a start being made on the first set of points for the new main line in the 'Tramway Street' on 26 June, the components for the facing point leading from the future Up Main line to the ladder track to the depot, forming the triangle, were placed in position on sleepers ready for welding and concreting.

The rails for the triangle connection are being bent using our jim crow and are almost complete. The bending of the rails in this manner will provide an evenly curved track, thereby greatly reducing the chance of derailment. While the curve appears to be rather tight, it is certainly of a much greater radius than several curves and balloon loops which were seen on the Sydney tramway system, such as Queens Square and Dulwich Hill, where tram passengers could step from the middle of the tram onto the rails on which it was standing! The curve will be used only for the occasional turning of trams to equalise wheel wear and will not normally be used by cars in traffic.

On 21 July, concrete was poured around the rails and tie bars of the depot special work, which will ensure that there will be no movement or spreading of the track in the future. The rough passage of trams through the pointwork at the old site will not be repeated at the new site.

Good progress has been made on the drainage work, with the drain across the front of the carshed having been completed. The recent rain has been a good test of the effectiveness of the drainage.

Surveying for the future main line between Pitt Street and the terminus at the old Sutherland substation has been virtually completed and is ready for submission to Sutherland Shire Council. It is possible that Council may be able to offer some assistance with the construction of the Pitt Street level crossing and some drainage work on the main line.

Old Site

Apart from some selective track maintenance, there has been little progress on the track upgrading programme. Further spreading of the track in the depot yard and inside the carshed on Road 1 is

further proof that the life of the present trackwork is reaching its end. Hopefully, we will be in a position to transfer traffic operations to the new site before we reach that stage where we will have to resort to the DGTs practice of relaying tracks only months before abandonment.

Through the efforts of Ben Parle, the appearance of the site has been greatly improved and the area is now quite presentable, weeds, grass and shrubbery have been cleared from the tracks and car parking area.

Under the guidance of Bill Parkinson, work has been progressing quickly on restoration of W2 392. It was originally intended to merely give the car a cosmetic restoration but the decision was later made to give it the full treatment. Parts of the bodywork, which were affected by dry rot, have been removed and replaced with new timber and the metal panels on the aprons have been replaced with new panels, by courtesy of Trevor Glen.

The end marker light fixtures and associated additional wiring have been removed, with a resultant improvement to the looks of the car.

The paint on the underframe is in the process of being removed and has been taken back to the bare metal in parts, this being the first time since the car entered service in 1925, no doubt, as the original chocolate colour scheme is still there, underneath about 2mm of green. Between the chocolate and green colour schemes is a coat of silver!!

392 had been partly stripped of many internal and some external fittings, probably while it stood at the old Preston Depot opposite the Workshops. Thanks to Ian Hansen and others, we now have a supply of most of the items which were removed, together with two spare destination boxes and rolls. We were also able to obtain replacement windows and other necessary parts from W2 637, which had been purchased by the Newcastle Tramway Museum for spare parts and our thanks are extended to Stan Shorte and our friends in Newcastle.

392 has also had her trolley poles replaced, after having had the skids removed and replaced with genuine Melbourne trolley wheels.

As part of the cleanup of the yard at the rear of the depot, the Cadillac rail motor, ex J & A Brown

Pelaw Main Colliery, was handed over to the Richmond Vale Railway Preservation group on 7 July. The Richmond Vale group intend to restore the vehicle to operating condition once more.

King Street Cable Tram Trailer No. 23

Steady progress continued on the restoration of King Street cable car no. 23 during July and August.

By the end of the winter term in August the saloon body framework was complete ready to take marine ply side panels. During early July the second restored end bulkhead wall was fitted into place bringing into alignment the framework of the car's sides.

The latter part of July and early August was occupied in cutting the joints in the side fender rails and window sills for the 48 upper and lower side studs or ribs.

Just prior to the close of the winter term diagonal wire stays, tightened by turnbuckles, were installed along the saloon sides to bring about vertical alignment. This method of stressing the body frames, which had proved successful in the restoration of the former International bus body at the Albion Park Museum of the ILRMS, will be concealed when the longitudinal seats are installed at a later time.

The first of two main sill queen trusses was installed and tensioned on 22 August. This pulled the original 90 years old body sill, which had taken

the shape of a banana, back to dead straight alignment.

During the third term of 1984 it is intended to carry out the restoration of the saloon roof, and the fitting of the end platform floors. This car was 90 years old on 19 September; the day in 1894 when the King Street cable tramway was opened for public operation.

Public Relations

On 28/29 July, Peter Kahn, Don Campbell and Paul McDonald took a trip to Canberra to represent the Society at a model exhibition organised by the Malkara Special School. The Society operated a Sales and Publicity stand at the exhibition and the results were quite satisfactory.

Increase in Workforce

Thanks to the extension of the Department of Corrective Services weekend detention scheme to the Sutherland Shire, the Society was recently asked whether we could use some assistance in the form of weekend detainees, who were given the option of carrying out community service work in lieu of a weekend in gaol.

As a result we now have several regular temporary workers to assist with the many jobs requiring attention at both sites. Indeed, had it not been for the assistance of these people, we would have been quite short handed on 21 July when the concrete mixers arrived.



A view of the new trackwork taken from the footbridge at Loftus Station. The line for turning cars curves across the centre of the photo while the future main line can be seen in the background. The depot connection is in the foreground.

BOB COWING

