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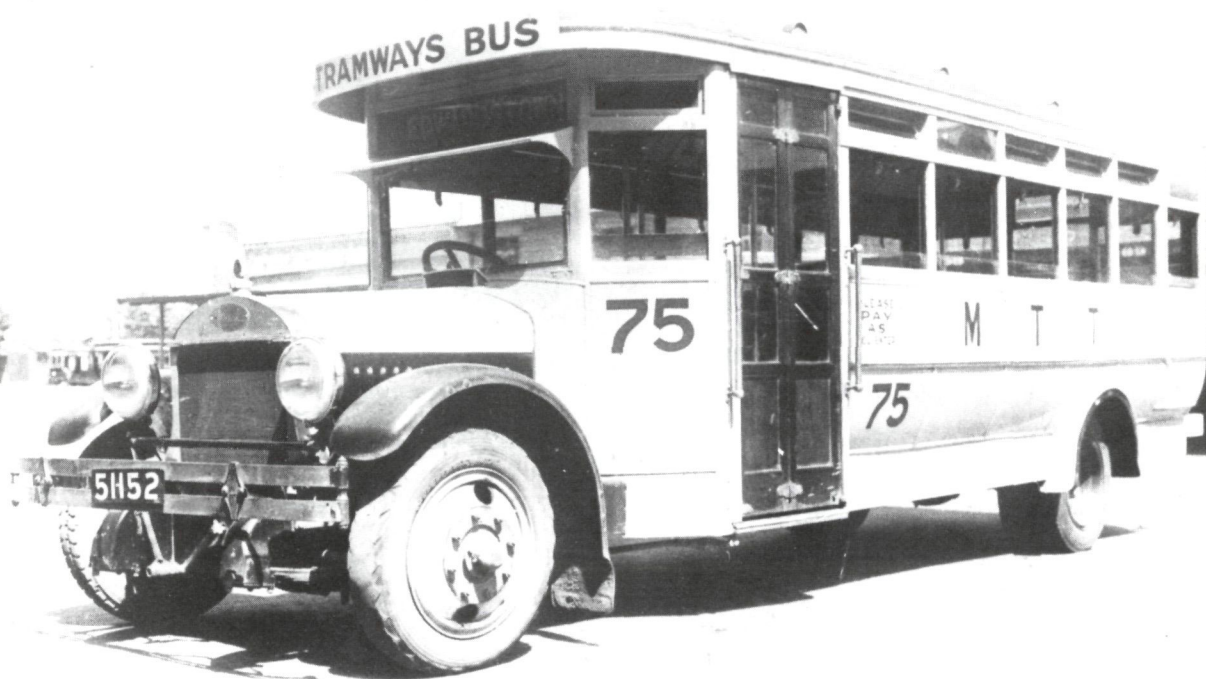
TROLLEY WIRE

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June 1985

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60 YEARS OF ADELAIDE BUSES

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AETM member Ron White leads a group of school children from the trolleybus depot at St. Kilda after describing the developments of Adelaide's transport using the Museum's exhibits.

JOHN RADCLIFFE

FRONT COVER:

Metropolitan Tramways Trust, Adelaide, Mack type bus No. 75 at Hackney Depot. This four cylinder petrol engined bus is one of the first fuel type buses used by the Trust.

STA COLLECTION

BACK PAGE:

Ballarat car 18 takes its place in the BTPS operating fleet. It is surprising how a tramcar's appearance is improved by simple lining out.

WILLIAM F. SCOTT

SIXTY YEARS OF PUBLICLY OWNED BUSES IN ADELAIDE

Compiled by Colin G. Seymour

1985 marks the sixtieth anniversary of bus services under public ownership in South Australia. This article looks at the development of the petrol and diesel bus as a major form of public transport in Adelaide.

Although the first permanent motor bus service was introduced by the Municipal Tramways Trust in 1925, a temporary service had been operated prior to the opening of a tramway extension to Clarence Park on 2 March 1915. The extension from Goodwood to Clarence Park necessitated the construction of a subway under the Adelaide-Melbourne railway at Millswood and while the subway was being built, the horse tram service was replaced by a bus service. The bus was, in fact, nothing more than a Commer lorry fitted with benches and an enclosed canopy.

On 1 March 1915 the Adelaide Motorbus Company started a service from St. Peters to Malvern, traversing the city along King William Street. Five Benz and five Tilling-Stevens chassis were imported for the service and the firm of Duncan & Fraser constructed 43 seat double-deck bodies on them.

To counter this competition the Municipal Tramways Trust ordered ten Daimler chassis with bodies built by Pengelley & Co. The chassis were, however, commandeered for the war effort before leaving England and were never delivered. The bodies were stored at Hackney Depot and Parkside horsecar depot, and after July 1919, at the Port Adelaide depot. They were never used.

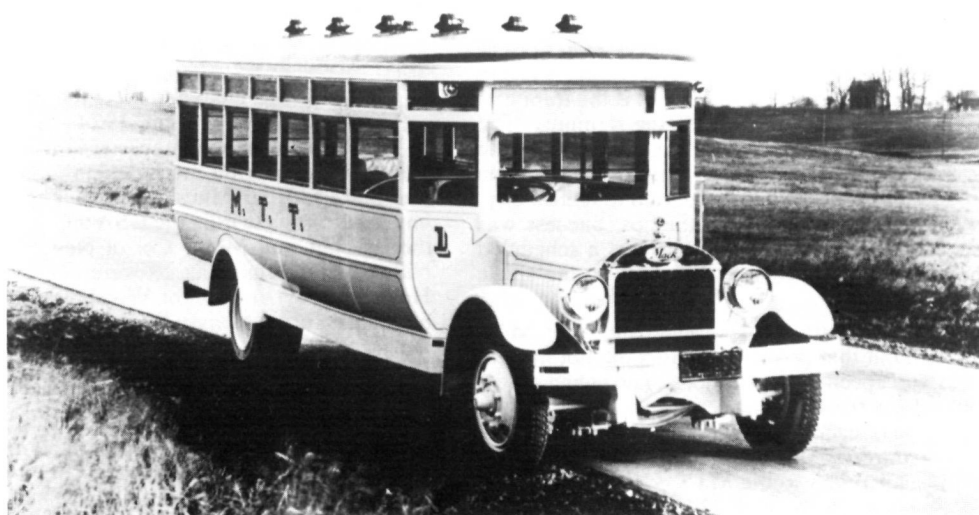
The Adelaide Motorbus service was not successful. Within two weeks of the opening one of the new red buses collided with a tram in Hanson Street and both vehicles were almost completely destroyed by fire. The service ceased on 31 March 1916 and the company liquidated.

By 1916 another operator had started a service, this time between Glenelg and Brighton.

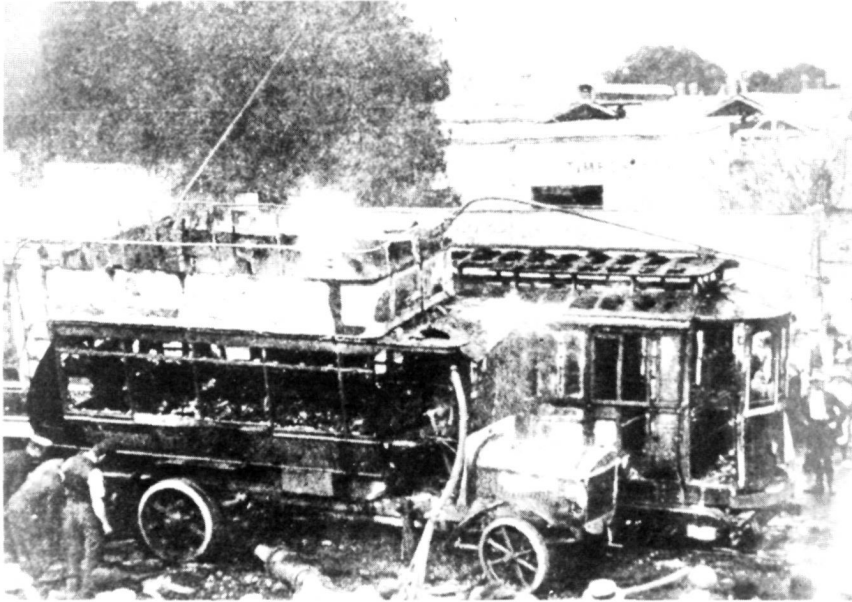
Private Bus Competition

After the war many ex-servicemen purchased trucks or cars and built primitive motorbuses to run suburban services.

The MTT countered the increasing competition by using the C type trams as "nark" cars. These



MTT Mack No. 1, the Municipal Tramways Trust's first fuel bus, was photographed near the International Motor Coy's works in New York before shipment to Adelaide in 1924. The vehicle was renumbered 51 before entering service. STA COLLECTION



Soon after beginning services, Adelaide Motorbus Company Tilling-Stevens bus No. 4 collided with D type tram car 151 in Hanson Street. The newspaper account records that the tram was driven back to Hackney under its own power after the accident.

THE CHRONICLE

cars (nos 171-179) were built in 1918-19 and received two 50hp motors formerly used in the E type maximum traction cars. They were reputed to be the fastest single truck trams in Australia and were known as "Desert Gold" cars after a popular racehorse of the time. These trams were run without regular timetables; motormen were instructed to take as many passengers from the buses as possible. There were many successes as most of the buses were small and underpowered. Success also occurred on single track lines if the tram was empty when heading towards the terminus. The motorman would quickly change ends while the conductor raced to swing the trolley pole from one end to the other, enabling the tram to collect city-bound passengers ahead of the bus. Success was shortlived, however, if the tram met a scheduled car travelling towards it while still on the single track section!

The competition increased and the MTT pointed out that private operators did not have to pass any special qualifications. The vehicles were not subject to safety inspections and some did not carry passenger insurance. They frequently ran only in the profitable rush hours, leaving the poorer off-peak services to the MTT.

It was on the longer routes to Glenelg and Port Adelaide, where there were no tram routes to the city, that the private operators had the greatest success.

By 1924 there were 82 private motor buses running in Adelaide. Operators began to introduce larger and more comfortable vehicles and favoured makes were Reo, Brockway, Maudslay, International and Ruggles. In 1925 insurance claims were met on 23 motorbuses of less than 15-seat capacity destroyed by fire!

Mack Motorbuses

The MTT was unable to meet the competition solely using trams and in 1924 the General Manager, William Goodman, was sent overseas to purchase buses. After much deliberation an order was placed for 30 Mack vehicles. The first was imported complete from the USA and was built by the International Motor Co. of New York. The bodies of the remaining 29 were constructed by Holdens Body Builders of Woodville which was building an order of sixty W class tram bodies for the Melbourne and Metropolitan Tramways Board. The Macks were numbered 51-90, seated 25 with a crush load of 40 and were painted cream with brown trim. It was announced that the new buses would have a life of ten years. This statement was ridiculed by the President of the South Australian Busman's Association who said that the average bus would only last three and a half to five years. History proved him wrong as the last Mack was not withdrawn from traffic until August 1950.



Many early private buses built after the 1914-18 war were constructed on truck chassis. The body of the bus shown in this photo of King William Street in the mid-1920s, still existed in a backyard in Norwood in 1978.

STH. AUST. ARCHIVES 3979/140



The first MTT buses were thirty Macks built in 1925. Scoops were fitted to their front bumpers when they replaced trams on the Henley Beach route during the River Torrens floods.

STA COLLECTION



The South Australian Railways built 28 open-top double deck Garfords which were transferred to the MTT in 1927.

JOHN RADCLIFFE

The first Tramways Bus service opened between the city, South Payneham and Firlie on 25 March 1925. Additional services were quickly opened to Westborne Park, Prospect (Gladstone Road), Broadview, Toorak and Tasmore. Timetables carried the inscription that "MTT buses are withdrawn from traffic and tested every 100 miles. The operators are trustworthy skilled drivers and each has been medically examined."

Garford Doubledeckers

In 1925/26 the South Australian Railways built 28 open top doubledeck bodies on American Garford chassis. The bodies, with a seating capacity of 23 downstairs and 33 on top, were built at the Islington Railway Workshops and in the Adelaide railway yards. The Garfords were introduced to counter competition with the Glenelg railways and commenced running to Glenelg and Edwardstown on 27 March 1926 and 2 February 1927 respectively.

The MTT encountered strong competition from the private busmen when the Mack buses started running from the city to Largs via Port Adelaide and Semaphore on 5 April 1926. The Mack vehicles proved to be slower off the mark but could carry more passengers and were better at speed.

Takeover of Private Buses

A Royal Commission in 1926 suggested that the Police Commissioner be given power to control private motorbuses but this was not carried out. The Adelaide City Council prohibited buses from

entering King William Street between North Terrace and Flinders Street, and Rundle Street between King William Street and Pulteney Street between Monday and Saturday each week.

The State Government finally legislated to set up the Metropolitan Omnibus Board and it came into effect on 3 April 1927. The five-man board included the MTT General Manager, WGT Goodman and SA Railways Commissioner WA Webb. The Board was required to allocate bus routes in the metropolitan area to various operators. From 2 November 1927 fourteen routes were allocated to the MTT. The City-Glenelg route was shared between the MTT and eighteen private operators. The SAR was to share the City-Edwardstown route with five private operators while another two services were allocated solely to private operators.

Two days after the licences were announced, the MTT took over the 28 Railway Garfords, six of which were still being assembled. These buses were renumbered 201-228 and were initially used on the Edwardstown service. One hundred railway busmen were also transferred to the employ of the MTT.

As the Port Road routes were allocated exclusively to the MTT, a number of private operators formed the General Transport Company to compete with the MTT. This was achieved by operating an "interstate" service to Murrayville in western Victoria, using Section 92 of the Commonwealth Constitution, which forbids any res-

SUNDAYS
FROM CITY

a.m.	p.m.	p.m.	p.m.	p.m.
9.6x	1.19	4.18	7.18	10.18
9.40r	1.48	4.48	7.48	10.38
10.20r	2.18	5.18	8.18	11.0
11.10r	2.48	5.48	8.48	
p.m.	3.18	6.18	9.18	
12.20r	3.48	6.48	9.48	

FROM TOORAK


a.m.	p.m.	p.m.	p.m.	p.m.
9.20r	1.35	4.35	7.35	10.40
10.0r	2.5	5.5	8.5	11.0x
10.40r	2.35	5.35	8.35	11.17x
11.40r	3.5	6.5	9.5	
p.m.	3.35	6.35	9.35	
1.0r	4.5	7.5	10.5	

x Denotes to and from Hackney Depot on'y
r Denotes to and from Adelaide Railway Station

The Time Tables herein contained are subject to alteration

BY ORDER

17/2/26



TOORAK BUS SERVICE

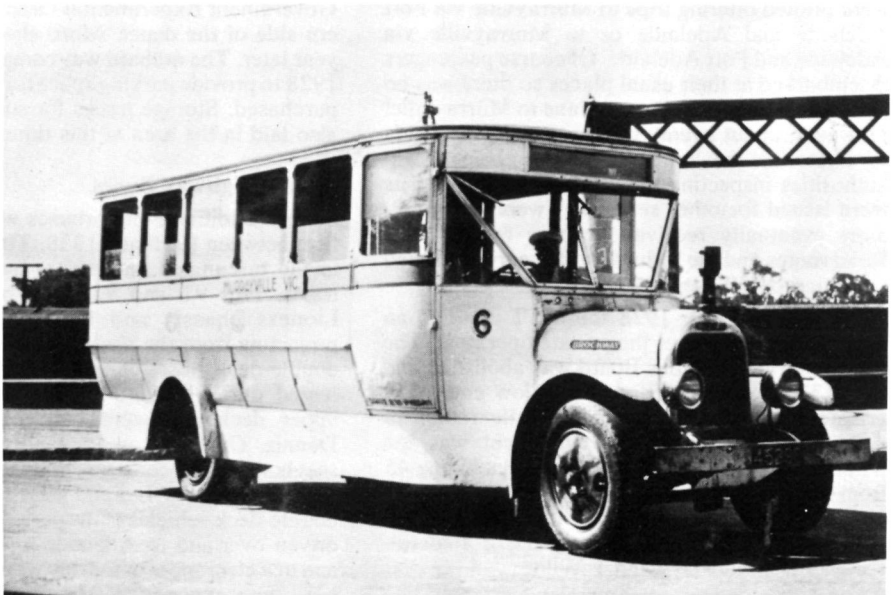
ROUTE: From King William Street (near Goldsbrough Mott's premises), via Rundle Street, Dequetteville Terrace, Victoria Avenue, Grant Avenue to the corner of Grant Avenue and Portrush Road.

M.T.T. Buses are withdrawn from traffic and tested every 100 miles. The Operators are trustworthy skilled drivers and each has been medically examined.

PLEASE PAY AS YOU ENTER.

McC., P. & Co. Ltd., Norwood.

Timetable inscription was designed to engender confidence in potential MTT passengers when compared with private operators.



Mr. J. McKenzie owned this Brockway and participated in the Murrayville services. After the first private bus take-over, this bus continued in service as MTT 324.

GORDON EMSLEY



The first closed double deck bus ordered by the MTT was AEC Regent 101, seen being washed down on arrival at Hackney from Waddington's Sydney plant on 23 April, 1936.

JOHN RADCLIFFE COLLECTION

triction on interstate trade, as a cover. Tickets were printed offering trips to Murrayville via Port Adelaide and Adelaide or to Murrayville via Adelaide and Port Adelaide. Of course passengers disembarked at their usual places so there was no need for the empty bus to continue to Murrayville! However, about twenty trips were actually made to Victoria; the only passengers being legal authorities inspecting the service. Similar tickets were issued for other services. Twentyfive operators eventually received licences for the Port Road routes and the "Murrayville" service ceased operation on 20 April 1928.

By 18 November 1928 the MTT came to an agreement to take over the private operators. The Metropolitan Omnibus Board was abolished and the MTT Act was amended to allow control of private bus routes within a ten mile radius of Adelaide. Included in the agreement was the purchase of 59 of the private buses, including 45 from the General Transport Company. The buses acquired comprised 17 Reos, 5 Internationals, 25 Brockways, 1 Garford, 4 Rugglers, 2 Federal-Knights, 4 Maudslays and 1 White.

Hackney Depot

The introduction of the Mack buses in 1925 required the extension of the Hackney tram depot.

A bus storage shed was erected on part of the Government Experimental Orchard on the southern side of the depot. More sheds were added a year later. The orchard was completely removed in 1928 to provide parking space for the private buses purchased. Storage tracks for surplus trams were also laid in the area at this time.

Anzac Highway Buses

Sixteen additional motorbuses were added to the fleet between 1935 and 1938. These were painted in the tuscan red and cream livery used by the trams. Nos 91 and 92 were built on Leyland Lioness chassis and had long high bonnets projecting from the passenger body. Eleven were double-deck buses numbered 101-111 and delivered during 1936-37. They had an enclosed upper deck and were built on AEC Regent, Dennis, Daimler and Leyland chassis. The 57-seat bodies were constructed by the Sydney firm of Waddingtons Pty Ltd and were similar to Sydney double-deck vehicles of the period. The buses were driven overland to Adelaide and the poor roads and low clearances of the day would have made it a hazardous experience. The remaining three were delivered in 1939. They were built at Hackney as 31-seat single deck "half-front" vehicles. No 93 was a Leyland Lion whilst 94 and 95 were built on

Dennis Lancet chassis. A separate enclosed drivers cabin was included and this was to make one-man operation rather difficult.

Delivery of the new buses enabled a new service to be introduced from the city to St. Leonards via the Anzac Highway on 12 June 1938. A branch service to Somerton was added from 5 February 1939. One month later the Keswick tram line was cut back to Wayville West as part of plans to beautify the Anzac Highway.

Concurrently with the opening of the Somerton service, the Port Adelaide to Rosewater bus service (a former tram route) was extended to connect with trams to Kilkenny. Transfer facilities allowed passengers to travel by bus and tram to the city for one fare.

The introduction of trolleybuses to Port Adelaide, Largs and Semaphore from 3 April 1938 enabled some of the Macks and Garfords to be withdrawn. The remainder continued to be used for peak hour services.

Wartime Buses

Petrol rationing during World War II created huge increases in patronage on trams, buses and trolleybuses. The ageing Mack buses still provided the majority of bus services and as spare parts ran out, the original motors were replaced by Ford or Chevrolet petrol engines. New motorbus chassis were virtually unobtainable.

Under the American Lend-Lease Act (which enabled the US government to supply equipment to the United Kingdom and its allies in return for use of military bases), an order was placed with the Ford Motor Company for 15 bus chassis. Three became available in December 1942, but the rest did not appear until January 1944. Hercules diesel and Ford, Mercury and Chevrolet petrol engines were fitted. The small 27-seat bodies were built by the Melbourne firm of Cheetham and Borwick. They were numbered 151-165 and were painted in the cream and brown of the Mack fleet.

Private busmen were invited to assist with operating the City to Somerton and St. Leonards services. This arrangement commenced on 15 May 1942 and continued until 14 April 1949.

Postwar Reconstruction

In 1946 the MTT placed orders for 15 double-deck motorbuses, 25 single deck motorbuses, 25 single deck trolleybuses and 40 trams. The double-deck buses became available first. They had 56-seat bodies built by Commonwealth Engineering Co. of Sydney mounted on Daimler chassis fitted with Gardner diesel engines. They entered service on the Somerton and St. Leonards routes from May 1947, being numbered 112-126.

Construction of the new trams developed into a major problem. Unfortunately unlike Sydney, Melbourne, Brisbane and Hobart, no "off the



Fifteen small Ford buses were built towards the end of the Second World War with chassis made available under Lend Lease arrangements. Like the earlier Macks, they were painted cream and brown.

JOHN RADCLIFFE

shelf" design was available; the last trams built for Adelaide being the Glenelg interurbans in 1929. Contracts were let in 1946 for motors, trucks, brake equipment and other parts, but prototype car H1 381 did not enter service until 24 February 1953. By this time the tide had already turned against trams. The contracts for both the single deck motorbuses and the trolleybuses were increased to thirty vehicles each.

The first of the single deck motorbuses arrived in September 1949. They were AEC Regal III with 54hp six cylinder diesel engines and pre-selector gear-boxes. Bodies were built by Commonwealth Engineering. Nos 170-182 were built with a half-cab body but were altered to a full fronted design shortly afterwards when one-man operation was introduced. Nos 183-199 were constructed as full fronted units. The new buses enabled extensions to be opened from St. Leonards to Graymore and Port Adelaide to Osborne.

An additional twenty single deck buses entered service in 1951. Nos 220-239 were fitted with rear mounted Ford petrol engines. The 31-seat bodies, built in Melbourne by Ansair, were a radical departure from previous designs. These buses were used to open an extension of the Hampstead route to Northfield, a feeder service from the Walkerville North tram terminus, from 21 September 1951. The receipt of these vehicles enabled the remaining prewar single deck buses to be withdrawn.

In late 1951 twenty more AEC Regal Mark III buses arrived. The 37-seat bodies were built by Charles Hope Ltd of Brisbane and they received the numbers 200-219.

These Ansair and Regal buses (together with thirty new Sunbeam trolleybuses) were painted in an entirely new colour scheme suggested by a Mr Millward Grey of the Sth Australian School of Arts and Crafts. The external bodywork was painted silver relieved by two red bands while the interiors were Asbury green with a cream ceiling and red vinyl upholstery. The new scheme permitted the use of modern spray painting techniques and all motorbuses, except for a few of the prewar doubledeckers, subsequently received the new livery.

Tramway Replacement Begins

At the end of 1951 the MTT fleet consisted of 247 trams, 61 trolleybuses and 111 petrol and diesel engined buses. Trams still provided the backbone of Adelaide's public transport services. The 39 remaining A type trams were retired because of the sole reliance on handbrake operation and, as none of the proposed fleet of H1 type trams had been built, this placed a considerable strain on tramway operations. On 25 May 1952 motorbuses replaced trams on the Erindale,



Post-war Daimler 114 is seen in 1952 operating in Dulwich Avenue on the Linden Park route after the trams had ceased running, but before trolleybus overhead had been completed.

STA COLLECTION

Burnside and Linden Park lines — a temporary measure until the lines were converted to trolleybus operation. Trolleybuses commenced running to Linden Park on 12 October 1952 and to Erindale and Burnside on 17 May 1953.

Surplus buses from the trolleybus conversions enabled the MTT to extend the Woodville North (to Port Adelaide), Osborne, Firle and Northfield routes in 1952. A new feeder bus service commenced from Walkerville North tram terminus to Gilles Plains on 29 November 1953.

Following the re-constitution of the Municipal Tramways Trust in 1952, the decision was made to gradually replace the trams (except the Glenelg line) with buses. Hackney and Port Adelaide depots were to be updated to provide adequate omnibus facilities.

Standard Diesel Buses

In order to select a suitable vehicle for the large scale tramway replacement programme, three prototype diesel chasses were obtained. First to appear was an AEC Regal Mark 1V, No. 240 (later renumbered 600). Fitted with a 53 hp under-floor engine and a two-door body, it entered service in 1953. A Daimler of similar design, numbered 166, entered service shortly after. However, because its much higher floor required four steps, it was sold after only one year. The third prototype, originally numbered 600 (later 800) was a Leyland Royal Tiger Mark II Worldmaster. It was fitted with a three-door body and entered traffic in 1955.

The large three-door body was adopted as the standard bus body. Its unique features enabled it to become the most adequate replacement for the trams. Passengers could enter quickly in peak hours and seating capacity was 40 with 50 standees. The roving conductors used on the trams were retained, with one-man operation (using only the front door) being used at night, on Saturdays after noon and on Sundays.

308 underfloor engined buses were purchased between 1954 and 1958 for tramway replacements and route extensions. All were fitted with the standard three-door body by JA Lawton & Sons (later Freightier Industries).

The fleet numbers for these vehicles were:
 601-670 AEC Regal Mark 1V with preselector gearboxes
 701-770 AEC Regal Mark 1V with electro-pneumatic gear change
 801-890 Leyland Royal Tiger Mark II Worldmaster 60hp with semi-automatic gear change
 901-978 Leyland Royal Tiger Mark II Worldmaster — as above.

These buses were numbered from 600 to distinguish them from other vehicles in the MTT fleet which were numbered as follows:

- older buses were numbered in the 100-200 series
- Glenelg trams in the 300 series
- trolleybuses in the 400/500 series.

A history of the Leyland Worldmasters, some of which have remained in service for over 25 years, appeared in *Trolley Wire* for December 1980.

Tramway Replacement

The first tramway conversion to bus operation was to be the Kingswood — Findon line in August 1953. However, the Unley City Council could not agree with the MTT on the reconstruction of the lightly built roads in Mitcham and Kingswood, and members of the Tramway Employee Association were refusing to operate the remaining handbrake



AEC Regal Mk III No. 195 seen leaving Springfield terminus for Paradise after one-man buses had been introduced in place of trams to provide Sunday services on several tram routes from November 1954.

DAVID ELLERTON



Daimler double-decker 124 is seen in Rundle Street, Adelaide in 1950. It has a body built by Commonwealth Engineering of Sydney.

STA COLLECTION

operated trams (C type 171-189) on safety grounds. An alternate conversion was required, and the decision was made to run buses to Glen Osmond temporarily until the Kingswood conversion problems could be resolved. Trams ceased running to Findon and Glen Osmond on 17 October 1953. As the new three-door buses were yet to be delivered, the smaller one-man AEC Regal III vehicles had to be used. The temporary Glen Osmond conversion later became permanent. Details of the remaining tramway conversions and route extensions were covered in *Trolley Wire* for December 1983. The last tramway closure was on 22 November 1958.

Delivery of the standard diesel buses enabled most of the other buses and the older trolleybuses to be withdrawn. The Ford Hercules were withdrawn in the mid 1950s, the Ansair buses in 1958, the last of the double-deckers in 1960 and the Commonwealth Regals in 1960-61. Seven of the Hope Regals were withdrawn in 1963, while the remaining thirteen lasted until 1968. Many of these buses saw continued use with private operators. Daimler double-deckers, Ansair Ford Transetts and AEC Regals saw use for several years with Transway Bus Services at Elizabeth.

After the Trams

In 1963 thirty AEC Regal Mark VI three-door diesel buses, numbered 101-130, entered service.

They were trolleybus replacements following the closure of the extensive trolleybus network on 12 July 1963. They were of a radically different design and today's buses still bear a few similarities.

One-man operation was introduced on the Glen Osmond-Novar Gardens route on 25 May 1968 for which sixteen Leyland Worldmasters (Nos 801-816) had the rear door closed off and eventually removed. Subsequently all routes were progressively converted to one-man operation, the last conversion taking place on 3 December 1972. The thirty AEC Regal VI buses were also rebuilt as two-door one-man units. Specially designed one-man buses replaced the remaining standard vehicles. These one-man designs consisted of 35 Daimler Roadliners (201-235), one Deutz Magirus (250), one Mercedes Benz (260) and 292 AEC Swifts (401-692). All were fitted with radio telephones.

In February 1974 history repeated itself! The MTT took over private bus services as it had in 1928. One private operator retained all his buses for charter work, requiring 46 of the Leyland Worldmasters to be brought out from storage. Another 50 ex-MTT three-door buses were included in the 287 private vehicles taken over. A new fleet of buses was required to replace the motley collection of private buses acquired in the takeover.



Prototype Daimler No. 166 in 1953. Its high floor and four steps proved unpopular and it was sold after only a short period of service. STA COLLECTION

Today's Buses

Delivery of an additional 67 AEC Swifts (Nos 701-767) was due to commence in 1975, but they were not received until 1978.

Meanwhile, Volvo B59 No. 1001, the first of 307 buses ordered to replace the private buses, entered service in February 1977. These vehicles, fitted with evaporative air cooling, were numbered 1001-1307.

The MTT lost its identity in 1975 to become the Bus and Tram Division of the State Transport Authority of South Australia (STA).

During 1976 the STA Roadliner charter fleet was formed by repainting 25 of the best ex-private coaches and renumbering them 51-75.

An order of 100 Volvo B58 buses entered service from 1980. This order consisted of 35 articulated (1351-1385), 20 hills (1401-1420) and 45 express (1451-1495) buses and they were painted in a cream and brown livery similar to that applied to the original Mack vehicles. An additional order of 20 Volvo B10M buses consisted of five articulated (1386-1390) and 15 express (1436-1450) buses while a MAN SG19 prototype articulated vehicle (1391) also formed part of the



The first of Adelaide's very successful three-door buses were built on AEC Regal Mk IV chassis. The first was delivered in November 1954, and led to the rapid closure of the Adelaide tramway system in 1955-58. The first major conversion was the Hyde Park-Walkerville North route on 12 November, 1955. No. 648 is seen entering King William Road from King William Street at North Terrace. KEVIN McDONALD



The new Morphettville depot operated for traffic from 7 February, 1977. The small depots acquired from private operators in the second private bus transfer in 1974 had been closed the previous weekend and most of their buses driven to the new depot. This was the scene after they arrived.

JOHN RADCLIFFE

fleet. Delivery of these buses enabled the last of the ex-private buses to be withdrawn in 1981. Most of the pre-Swift MTT buses were also withdrawn during this period.

The first of 140 MAN SL200 buses entered service on 18 August 1982. These buses replaced some of the earlier AEC Swifts and the order was completed by the end of 1983. Following earlier experiments with two MAN SL200 buses on loan, six of these MAN buses were fitted with LPG equipment.

Construction of the O'Bahn guided busway between the city and Modbury (due for completion in 1986) saw the arrival of two prototype Mercedes buses equipped with special guide-wheels. No. 1501, a Mercedes 0305, arrived in August 1982 while 1502, an articulated model, arrived early in 1983. Subsequently an order for 100 buses was placed with Mercedes, of which 50 were to be articulated. These buses are progressively entering service on normal routes from Modbury to the City. A further 50 articulated buses of the MAN SG240H type are on order for use on other routes.

To handle the expanded fleet, new depots have been constructed at Morphettville, Aldgate, Lonsdale and Elizabeth while the St. Agnes former private bus depot has been upgraded. New workshop facilities, replacing those at Hackney depot, have been built at Regency Park.

The Survivors

Although no official bus museum, or museum which includes a collection of buses, has yet been

established in South Australia, a number of buses have been preserved. In fact, examples of most types of publicly owned buses used over the last sixty years have been preserved, a number of them privately.

Following the Centenary of Street Transport Celebrations in 1978, the STA set aside a number of old vehicles from both the MTT and private fleets.

The Gilles Plains College of Advanced Education is restoring for the STA one of the Pengelley built bodies of 1914 which never entered service. It will be mounted on a 1923 De Dion chassis, instead of the Daimler originally chosen. This unit will not be made operational.

A Barossa Valley motor museum is hoping to restore an American built double deck Brockway, one of the City-Glenelg buses taken over by the MTT in 1928 to become MTT No. 299.

Garford 208 has been fully restored and is used by the STA for promotional purposes. Arrangements have been made for the restoration of Mack 65 and Hercules 165.

Conclusion

From a small beginning in 1925 the bus has developed to become the backbone of Adelaide's public transport system. In 1925 the bus was used to combat private operators competing with the trams. In the early 1950s its role was still the relatively minor one of providing feeder services to tram routes. By 1958 the bus had replaced the tram as the dominant form of public transport in the South Australian capital.



Adelaide favoured the "lantern" style windscreen from 1963 to 1980, seen here on prototype Volvo B59 No. 1001.

JOHN RADCLIFFE

SUMMARY OF METROPOLITAN TRAMWAYS TRUST BUSES 1925-1974

<i>Numbers</i>	<i>Make</i>	<i>In Service</i>	<i>Withdrawn</i>
50-90	Mack	1925	1950
201-228	Garford double deck	1925	1950
91-92	Leyland Lioness	1935	pre 1950
93-95	Dennis Lancet	1939	pre 1950
101-111	AEC Regent, Dennis, Daimler, Leyland	1936-7	pre 1960
112-126	Daimler double deck	1947	1960
151-165	Ford Hercules	1942-44	mid 1950s
166	Daimler Freeline prototype	1953	1954
170-199	AEC Regal Mark III (Comeng.)	1949-50	1960-61
200-219	AEC REgal Mark III (Hope)	1952-53	1963-68
220-239	Ford Ansair Transett	1951	1958
600	AEC Regal Mark IV prototype	1953	1969-71
601-670*	AEC Regal Mark IV	1954-56	1969-71
701-770*	AEC Regal Mark IV	1956	1969-71
800	Leyland Royal Tiger Mark II Worldmaster	1955	1971-72
801-890*	Leyland Royal Tiger Mark II Worldmaster	1957-58	1971-72
901-978*	Leyland Royal Tiger Mark II Worldmaster	1958-59	1971-72
101-130	AEC Regal Mark IV	1963	1980-81
201-235	Daimler Roadliner	1969	1980-81
250	Deutz Magirus	1970	1980-81
260	Mercedes-Benz	1970	1980-81
401-692	AEC Swift	1970-72	from 1982

* Many of these buses re-entered service for a few years following the takeover of private buses in 1974. Leyland Worldmasters used on the Bus Line free city service were withdrawn in 1980.

This list does not include private buses taken over in 1928 and 1974.



The brown and cream colour scheme of nearly sixty years ago returned when the long distance rigid and articulated Volvo buses were built in 1980. No. 1495 was the last built on the Volvo B58 chassis.

JOHN RADCLIFFE

SUMMARY OF STATE TRANSPORT AUTHORITY BUSES — JANUARY 1985

<i>Make and Type</i>	<i>Fleet Nos. or Series</i>	<i>Stored</i>	<i>Active</i>
Daimler Roadliner	201-235	1	—
AEC Swift — Silver Fleet	401-692	—	93
— Bee Line	1-4	—	6
— City Loop	6-7	3	—
AEC Swift — 760	701-766	—	66
Leyland Mark II — Silver Fleet	905, 8411	4	—
Mercedes 0305 — Prototype	7000	—	1
	1501	—	1
— Articulated	1545	—	1
Mercedes —	1502-1503		
	1505-1517		
	1518	—	17
Volvo B59 — Circle Line	294-307	—	14
— Silver Fleet	1001-1293	—	293
Volvo B58 — Articulated	1351-1385	—	35
— Hills	1401-1420	—	20
— Express	1451-1495	—	45
Volvo B10M — Articulated	1386-1390	—	5
— Express	1436-1450	—	15
M.A.N. SG192 — Articulated	1391	—	1
M.A.N. SL200 — LP Gas	1935-1940	—	6
M.A.N. SL200	1801-1934	—	134
Ex Private Buses			
At Morphettsville — Club bus		—	1
— S.T.A. Charter		—	10
At Regency Park		5	—
	<i>Sub-totals</i>	13	764
	<i>Grand Total</i>		777

The importance of the role that the bus plays in any public transport system cannot be denied. Those first Mack buses have long since disappeared and buses which entered service in 1972 are now being withdrawn. Yet 23 trams which were built only four years after those Mack buses still remain in daily service on the Glenelg tramline. One cannot help but wonder about the role that trams, too, could have continued to play in Adelaide's public transport system if the tramway facilities had been retained and updated after the 1950s.

References

- Adelaide Road Passenger Transport 1836-1958* by JC Radcliffe and CJM Steele (Libraries Board of SA, Adelaide)
Among Ourselves — March 1984
Electric Traction — various issues between 1977-1984
The Advertiser — 3 July 1984
Catalogue of MTT Rolling Stock 1909-1971 (MTT, Adelaide)

A TRAMCAR REDEEMED

by William F. Scott

What is perhaps the first electric tramcar to be recovered from display in a public park was returned to service by the Ballarat Tramway Preservation Society recently.

The car was built by Duncan and Fraser for the Prahran and Malvern Tramways Trust and became their number 63. It entered service on 2 November 1913 and took part in the opening ceremony of the Elsternwick tramway extension on 13 November 1913. The Trust was absorbed by the Melbourne and Metropolitan Tramways Board in 1919, when the car retained its number and classed "H" by the Board. It is the only remaining operational car in the class.

In July 1931, the tram was purchased for £50, transferred to Ballarat and became number 18. During the next 40 years it clocked up 748,841 miles in Ballarat. In 1964, the car was decorated for the Centenary of Sebastopol. It survived to the end of tramway services in September 1971 and was donated to the Borough of Sebastopol. About ten days after the closure this car became the last to run under its own power in the City, when being driven the two miles or so from the then depot to Hospital Corner where the overhead had been disconnected. From here it was towed by agricultural tractor to Sebastopol and set up in Victory Park, Vickers Street, where it remained housed under a roof, enclosed by cyclone fencing.

The car continued in the park for ten years, whereupon the Borough Council moved it, with the enclosure, across the road to St. Georges Reserve. The BTPS made a request at that time for a return to Ballarat, but the application was declined. Two years later, during which time increased vandalism became evident, the Society approached the Council again. This time unanimous agreement was reached by Councillors and the car transferred on permanent loan to the Society.

Car 18 arrived at the Society's depot on Melbourne Cup Day, November 1982. Renovation commenced a few weeks afterwards.

Restoration comprised rebuilt brake gear, tightening of the body frame, exterior new windows and frames, new sill at number 2 end, three new interior plywoods panels, both longitudinal saloon seats recovered, interior revarnished and the exterior repainted to the early 1960's SEC livery.

Car 18 was recommissioned on 23 March 1985. The Mayor of the Borough of Sebastopol, Graham Collins, drove the car through the streamers across the depot entrance at number 4 road, after receiving a "crash course" on the controls of car 28 in the depot, followed by speeches and presentations.

Car 18 has taken its place in the regular operating fleet. It will no doubt be popular with the platform staff.





Car 18 ready for the official recommissioning. The white label on the side panel states "Borough of Sebastopol" and was removed after the celebrations.

WILLIAM F. SCOTT



BTPS President Frank Hanrahan presents a colour photograph of car 18 to the Mayor who said it would be framed for display in the Council offices.

WILLIAM F. SCOTT

HERE AND THERE

NEWS ITEMS OF INTEREST FROM ALL OVER

Glenelg Tram News

The trial running of Sunday Morning trams to Glenelg proved to be a success and has now become permanent. An official announcement by the Minister of Transport, Mr. Abbott, was greeted with approval from the Manager of the Bay World Tourist Information Centre at Glenelg who stated: "Sunday morning trams would be a boost to Glenelg tourism, with local traders gaining the spin-off effects".

Reconstruction of the Moseley Square tram terminus at Glenelg is nearing completion. The track layout differs considerably from the previous arrangement. Upon entering Moseley Square the double track ceases. The down (southern) track continues as a single line stub from which, after a short distance, a small siding branches off to the northern side. This siding will not be used for normal service operation. City bound trams will return along the southern track, traverse the short length of single line and cross to the up line where the double track commences in Jetty Road. This varies from the previous system and alignment

where terminating trams crossed to the northern track upon arrival at Glenelg.

Moseley Square itself is also being reconstructed along with the tramline. A new traffic roundabout is being installed and it appears that Jetty Road traffic will be directed into Colley Terrace. Paving bricks are being used for much of the work and raised platforms are being provided for tram passengers.

Kiama Restoration

The restored body of former Sydney R type tramcar No. 1884 was transferred from the Albion Park Industrial Estate to Kiama on 30th August 1984 where it was positioned in a side lane behind the restored Quarrymen's Cottages in Collins Street.

The restoration has been spoilt to a small degree by the need to use expanded mesh screens over some windows as a security measure as the tramcar is used as a souvenir and craft shop.



Looking down Jetty Road from the new terminus. A short length of single track exists between the pointwork and the double track in Jetty Road.

PAUL SHILLABEER

On 24 August 1984 the body of W2 car 637 was transferred from Forestville to Albion Park where it joined R 1804 and 1884 at the industrial estate. W2 637 had been used to provide materials for the restoration of R1 1995 to operating condition as well as a source of other items for the W2 trams owned by the Newcastle Tramway Museum. Thus for six days the two Sydney and one Melbourne tram could be observed together at Albion Park.

(Other details of this Kiama project appeared in *Trolley Wire* in August and October 1984).

Megalong Valley Tourist Railway

A brief account of this 2ft gauge steam railway was given in *Trolley Wire* for June 1974. Restoration progress had reached a stage which enabled a public steaming day to be held on Sunday 17 March over the 1km of track.

The railway is largely a private venture under the control of Mr. Keith Duncan of Megalong Valley, but a group of people sharing his interest are working together on the project and have added their privately owned items to the light railway.

On March 17 former North Eton Sugar Mill No. 6, 0-6-2T Perry 2382 of 1941, was in steam hauling a new end loading bogie saloon passenger car. This vehicle is the first of three. These have been ordered from the engineering firm in Goulburn which built a similar car for the Goulburn Steam Museum in 1981 (*See TW P27 April 1982*).

The engineering firm is constructing the steel framework and the Megalong Railway Group will fix on wall panels and roof cover as well as the interior seating. The overall design and sizes are based on former Melbourne cable tram trailer No. 110; so a century after the introduction of the first cable trams in Melbourne vehicles are still being commercially constructed to the same design.

Although only one loco was in steam during the March open day, two other steam engines are on the property, North Eton No. 7 0-6-2T Perry 6634/52/1 of 1952, and Decauville 0-4-2T No. 246 of 1897 formerly from Canberry Fair, Dickson ACT.

Errata and Corrigenda

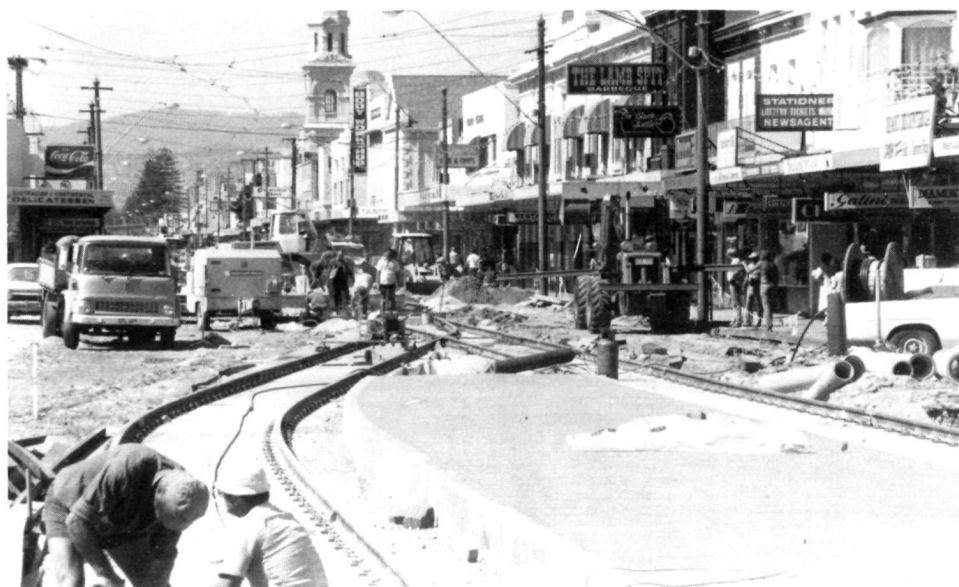
February Issue Page 5

The paragraph relating to Charles, who was well known at Bylands long before he commenced his tramway duties at Kilmore, should read as follows:

Charles the horse is the same one which hauled the horse car at Bylands. He grazes near the Park in a field which has been made available following tramway articles in the local paper.

Page 18, Railway Station Casino

The move by Australian National to a new terminal at Keswick has enabled the STA to remove four platforms and retain nine for their suburban operations, not four as stated.



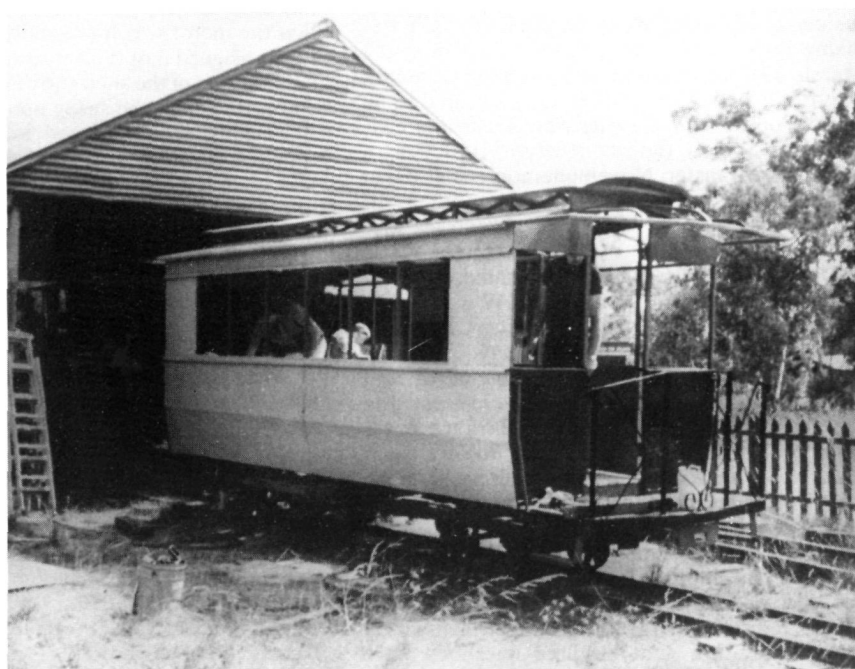
Contractors and STA gangs working on the new terminus at Glenelg. The new northern siding is in the foreground.

PAUL SHILLABEER



The new steel framed saloon passenger car being fitted out at the Megalong Tourist Railway during March 1985. This new vehicle has been modelled on the standard Melbourne cable tram trailer.

P. MacDONALD



Another view of the passenger car under construction at the Megalong Tourist Railway.

P. MacDONALD

PARRAMATTA PARK . . .



Steam Tram and Railway Preservation Society

Some quite substantial changes have occurred in the Society's stock list over recent months. This is part of an ongoing policy of rationisation of the collection whereby—

- (1) all electric rolling stock should be deleted
- (2) the Camden/Yass/Carlingford type tram operation should be enhanced
- (3) further rolling stock, preferably non-steam, should be acquired as "second line" support to the principal items.

Electric Trailer Car 37C

This car had been leased to the Society for a number of years and had been obtained to accommodate an upturn in passengers in the late 70s. In more recent years with patronage decreasing slightly, the need for this car became progressively less. Notwithstanding this factor, its inclusion in the collection was not strictly in accordance with the Society's aims and objectives. With the lease expiring within two years, the Board indicated to the owner that it was happy to release the car prior to the expiry of the lease as it was taking up valuable depot space. On Friday 15 March, 37C was transferred by road to Canberra where it is believed it will be fully restored to an electric power car. Despite rumours to the contrary this Society did not receive \$10,000 as a result of the transfer. No remuneration whatsoever was received.

Rail Motor CPH No. 5

During November 1984 it became apparent that the State Rail Authority of NSW were about to dispose of most of their remaining CPH class railmotors and trailers. The Society had some years previous indicated to the Council of Rail Preservation Groups that it may be interested in acquiring a rail motor should one become available. With word received that the Society could have No. 5 or 25 situated at Wollongong some very quick decisions had to be made. Firstly, should the Society accept or decline the offer. Secondly, where should we accommodate it if acquired and thirdly, did we as a group have the capacity to look after it. These questions were considered at an emergency meeting of members at Parramatta Park and all three questions were answered in the affirmative. At this meeting Bob Sanson presented the Society with a loan cheque for \$2000 to cover immediate costs associated

with the acquisition. A committee of members headed by Deputy Chairman Frank Moag and Locomotive Engineer Consultant Ron Mills inspected the motors on offer and after mechanical and log book inspections, it was decided that the Society would select No. 5.

On Wednesday 12 December 1984 rail motor No. 5 was transferred to Clyde in a consist including Nos 32 and 22. No. 5 was used as a power car in this movement. An interesting aside occurred in the transfer when the scheduled 700 class service rail car failed at Waterfall. At this point the SRA pressed No. 5 into service to carry the stranded passengers to Heathcote. This motor was therefore in revenue service on the very day of transfer. It is an interesting point to note that the car was at that time technically owned by the Society. Despite the service provided by No. 5 the \$250 transfer fee was still charged! The rail motor was subsequently lifted by crane at Clyde and Parramatta Park. All was not yet home and hosed however. On arrival at the Park it was discovered that the motor was fractionally too high and wide for its assigned bay. This necessitated some ad hoc adjustments of the shed and did not see the Society stalwarts depart the scene until after midnight, all thoroughly exhausted and with the job still not finished. A return to the Park the next day saw the task completed and No. 5 safely stowed away, but at a very tight pinch.

The Society wishes to thank those members who so unstintedly gave of their time and effort in making the acquisition of a rail motor a reality.

Locomotive No. 1308

Since early 1984 a dedicated group of members have been consistently at the Rail Transport Museum at Thirlmere preparing this locomotive for eventual transfer to Parramatta Park. The significance of this locomotive is that it was one of a type used on the Yass and Carlingford "tramways". 1308 had rested in "Rotten Row" at Thirlmere for some years and was of a quite decrepit appearance. A preliminary inspection by our consultant Mr. Ron Mills (ex locomotive Superintendent SRA) revealed that the loco was in basically good condition despite its appearance. Side rods, side tanks and many other fittings were removed over the weeks to facilitate the loco's movement to Parramatta by rail and a hydrostatic



C class 37 has been loaded onto a semi-trailer, ready for its journey to Canberra.

test. The hydrostatic test was carried out on Monday 11 February by the SRA boiler inspector. As a consequence the loco will be able to be operated at full working pressure. Further work preparing 1308 for transfer had been carried out, including a full visual check of the axle boxes. Whilst this work can be summed up in a few words, it by no means indicates the effort or number of hours put in on the overall preparation. 1308 is now fully prepared for transfer which is expected to take place shortly. The Society wishes to thank the Rail Transport Museum for the use of their facilities and appreciates the obvious trust placed on our group of workers to carry out the task unsupervised.

Passenger Car FA 1864

This car has been assigned to our Society on perpetual loan by the Rail Transport Museum. It will be used in conjunction with our steam locomotives. The team working on loco 1308 also prepared this car for transfer. This work included replacing the bogie bolsters and triple valve.

The rolling stock acquisitions outlined will provide the Society with an overall collection which more truly represents its aims and objectives. Most of the items will not become operative until the new line comes into being (hopefully 1988). In the meantime restoration work will be undertaken.

BYLANDS . . .

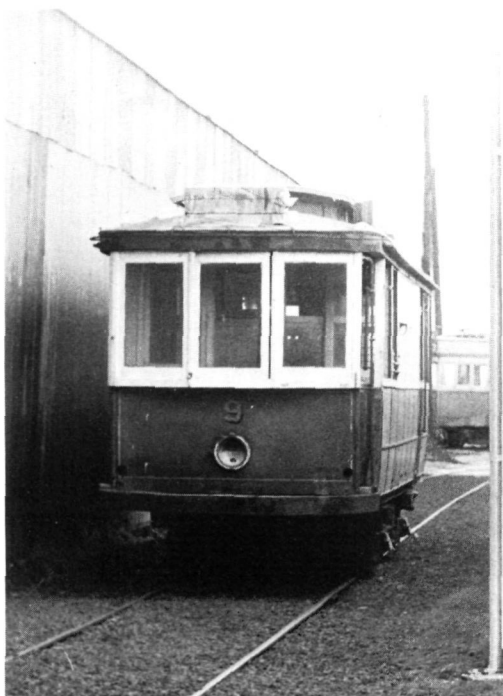


Tramway Museum Society of Victoria

By the end of April the MV101 motors and matching wheel sets from a pair of W2 car (type 1) trucks had been fitted to the 77E type bogies which will power ex Prahran and Malvern L type tramcar No. 101. The space available in the 77E trucks was so limited that small recesses had to be cut in the cross bearers to permit the motor mountings to be mated with their anchor points. The success of

this project is a credit to those museum members involved in the task.

By early May power was still not available at Bylands to operate the electric trams in passenger service. As mentioned in *Trolley Wire* of December 1984, the main isolating transformer failed on 6 November. The horse tramway section of the



Geelong Tramways No. 9 at Bylands on 21 April, 1985.

KEN MCCARTHY

museum is operating regularly at Hudson Park in Kilmore which is only 10 minutes drive northwards from Bylands.

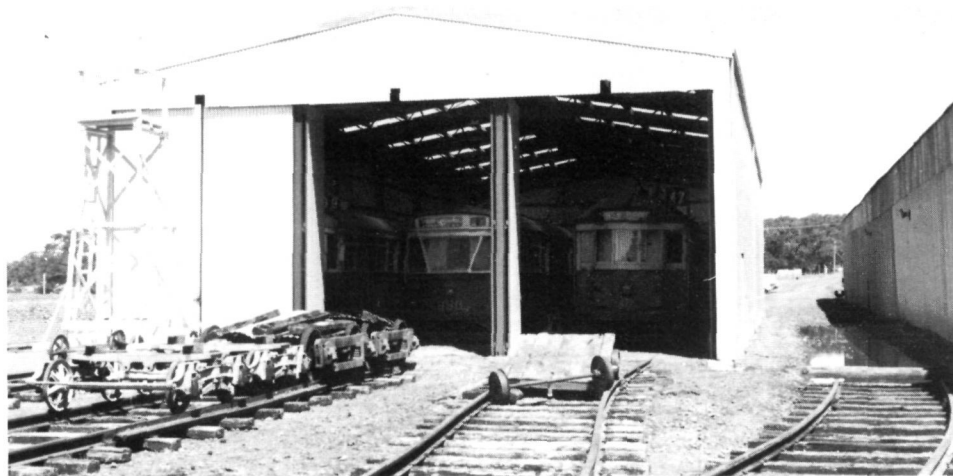
Steady progress is being made on the major reconstruction of car 220. This W2 class tram

arrived at Bylands during February 1982 and since then the end drivers' cabins have been removed and the drop centre side panels unbolted. This car is being converted back to its original appearance as a W type. By late April work was nearing completion on the fitting of new drop centre side panels giving the original W type door spacings while most of the cab fittings had been refurbished and reinstalled.

Four-poster cable grip car No. 436, obtained by the late *Alf Twentyman* in 1935, is now located in the long two road depot building at Bylands while his cable trailer cars 290 and 586 are housed with trailer 299 in the eastern bus shed.

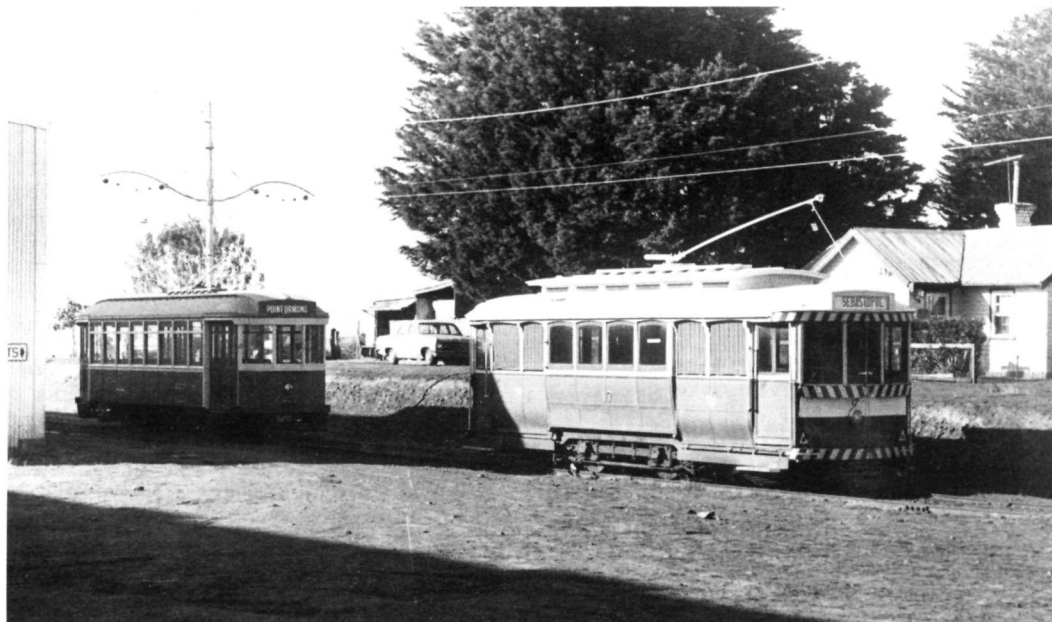
Open toastrack horse car 253, which operates at Kilmore, is a replica of the original vehicle which once operated on the Brighton Road cable line and then on the Zoo horse tramway. This magnificent vehicle was constructed by Alan Antcliffe and Newton Williams at Mildura and Swan Hill and made its debut at the Melbourne Transport Pageant in January 1980.

Newton Williams is now involved in the finishing stages of the construction of a new cable grip car which will be completed in time for the Melbourne Tramway Centenary in November 1985. This car will be powered by a large petrol engine hidden in the gripman's space, and it is hoped that the car will haul a trailer along some of the former Melbourne cable tram routes during the centenary month. This is the first new grip car to be constructed for over 60 years and it is possible that it will carry the next vacant Melbourne grip car number...598!



A view of the newest depot building at Bylands. Cars 472 and 980 can be seen through the open doors of this three-road depot.

RICHARD HALL



Ballarat car 17 and Melbourne X1 class 467 on the main line at Bylands.

KEN MCCARTHY

ST. KILDA . . .



Australian Electric Transport Museum

New Depot Opened

The new tram shed (depot roads 7 and 8) was opened to the public from 3 March 1985 and with its wide track spacing and cement flooring, makes an ideal display shed. The main depot (roads 1-6) is now completely closed to the public. Previously roads 5 and 6 were open to the public and a small fence separating roads 4 and 5 restricted access to other roads.

Generally only restored or operable cars are now kept in the display shed and unrestored cars such as E118, C186 and F1 264 are stabled in the main shed along with works car W2 354. Cars 282, 294 and 381, which form the backbone of the service fleets, remain in the main shed as they are nearly always brought out for use on operating days. Rotation of other service cars for operations is carried out slightly less often now, as it may require considerable shunting of cars in the display

shed. For example, if cars 1 and 111 are to be used for operations, they are transferred to the main depot. They may remain there for several weeks to be used on operating days before being returned to the display shed in exchange for two other cars such as 192 and 303.

Construction of the display shed (9m wide × 38m long x 4.9m high) by a private contractor commenced in October 1980. Final fitting out of the shed by Museum members, which included the erection of trolley troughing from City Depot, has allowed the shed to be opened to the public.

Dropcentre 264

The varnished wooden seats have been re-installed in the drop centre section. Restoration of seats included removal of the Asbury green paint added in the mid 1950s. A special tool box,

common to this type of tram, has been painted and fitted under one of the dropcentre seats. The tool box contains the special tongs used to pick up fallen trolley wire, a can of sand (for use during a sanding gear malfunction), and a length of trolley rope. A conductor's emergency air cock has also been reinstalled in this section and this allows the conductor to apply the brakes in an emergency. Use of this mechanism would not have been needed following the provision of emergency exit doors from the saloons to the motorman's cabins in most of these cars during the mid 1950s.

Toastrack 42

Chris Andrews continues to painstakingly repair the wooden ceiling veneers on this car.

Patronage and the Weather

We all know the effect that Mother Nature can have on our operations. It was perhaps never more obvious than the first two Sundays in April at St. Kilda. On Easter Sunday the weather was near perfect — a comfortable 26 degrees C. and little wind. Over 1000 passengers were carried on 26 trips to the beach. During the following week the weather hotted up to a record 34 degrees, most unusual for an Adelaide autumn. However, by the following Sunday the change had arrived. Strong

winds and continuous rain turned the passengers away. A total of four passengers travelled to the beach on three trips — definitely a record low attendance!

Foreshore Development

Believe it or not, the mangrove swamps at St. Kilda have been turned into a tourist attraction. Once the curse of beachgoers, environmentalists now believe that the mangrove swamps play a vital role in the surrounding marine ecology. A two kilometre boardwalk has been constructed through the swamps and was formally opened by the Minister for Environment and Planning in April. The boardwalk was constructed for about \$130,000 from the Department of Labour's job creation scheme and there are several platforms from which to view the plant, bird and marine life. Because of the delicate nature of the swamp ecology, only supervised groups will be admitted.

The St. Kilda tramway has always acknowledged the presence of the mangroves and samphire swamp. Our trams cross Samphire Road, pass at Mangrove Loop and travel along Shell Street, while the coloured symbol destination rolls fitted to car 1 depict a blue crab below the St. Kilda Beach sign.



Charter operations have been a significant part of activities at St. Kilda over the past few years. Here an enthusiastic group of Brownies spill off car 282 to inspect the Museum, watched over by motorman Max Fenner.

JOHN RADCLIFFE



Groups of children head off to inspect the displays in the trolleybus shed and the new tram shed at St. Kilda after arriving from St. Kilda Beach on H1 type car 381.

JOHN RADCLIFFE

Other News

The last of the old signal stands, which operated the switch connecting roads 2 and 3, have been replaced. All four switches on the depot fan are now operated with spring levers.

Stocks of rails and poles have been relocated from an area immediately behind the depot to the rear of the yard. The cleared area may possibly be used for a future shed.

Guttering has been installed at the northern side of the workshop and will overcome the problem of rainwater seeping into the workshop. Our ex-MMTB ex-Sydney Bedford tower wagon was used to aid the installation of the guttering.

Annual General Meeting

The Annual General Meeting of the AETM was held at Hackney bus depot on 19 April 1985.

Once again all retiring officers were re-elected.

Average passenger loading per car for the year was 28.3, a slight drop from last years exceptionally good 30.25. Members manhours worked increased by 17% over those of the previous year.

At the conclusion of business members were treated to a screening of films by member Trevor Triplow. The films included Adelaide tramway scenes in 1911/12, 1923 and 1950s; Melbourne cable trams in operation, and Brisbane trams in 1968/69. Trevor compiled and screened an excellent audio-visual presentation of the St. Kilda Museum from 1957 until operations commenced in 1974, and has kindly made a copy of the presentation available to the Museum.



BALLARAT . . .



Ballarat Tramway Preservation Society

Museum Grant

The Society has received a \$2000 cash grant for its museum display as part of the Small Museums Award. This award is administered by the Victorian Ministry for the Arts. The Victorian Branch of the Museums Association of Australia has awarded the Society a certificate of merit as part of its 1985 Museum of the Year awards.

The museum has for some years been housed inside tram No. 11 on No. 1 Road, and consists of photos and tickets pertaining to the Ballarat tramway system, plus sales items. When the depot extensions were made in the late 1970s, the plans called for the ultimate removal of No. 1 Road, with the space being used for offices and the museum. One of the award judges stated his belief that the display should remain inside a tram, so the Society is currently making new plans for the museum display.

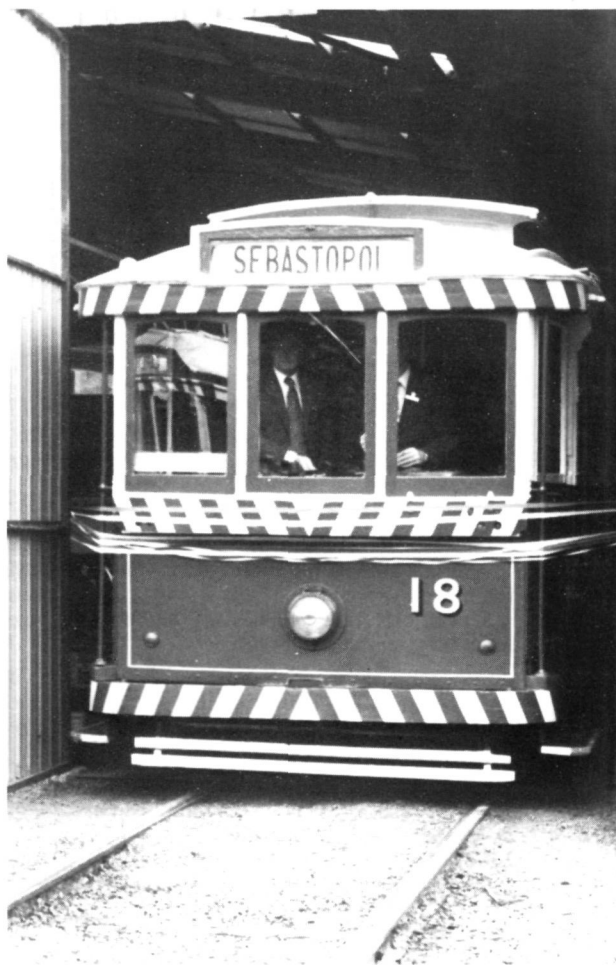
Recommissioning of No. 18

On Saturday 23 March, No. 18 was officially recommissioned into service during a ceremony at the depot. A report by Bill Scott of this event, together with photographs, appears on page 18 of this issue.

CEP Scheme

The Society is continuing to benefit from the Community Employment Programme, which is employing three people full-time for six months, mainly on tramcar maintenance. No. 27 is currently being painted in the 1940s colour scheme. The window frames have been sanded back and varnished, and new glass has been installed in some of the windows.

No. 13 has been placed on jacks and the truck dismantled. The wheels have been sent to the MTA's Preston Workshops to be reprofiled, but due to a backlog of work, this will take some time. Some work has been carried out on No. 25 and the side panels have been reinstalled.



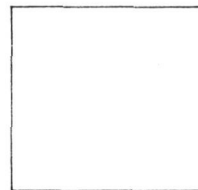
The streamers stretch before breaking as Mayor Graham Collins drives car 18 under the watchful eyes of BTPS General Manager Richard Gilbert.

COURTESY THE BALLARAT COURIER

Missing some issues of Trolley Wire and want to complete your collection? Send a stamped self-addressed envelope to the SPER Publishing Department at P.O. Box 103, Sutherland, NSW 2232 for a list of available back issues.

HADDON . . .

Melbourne Tramcar Preservation Association



Electrification News

Since completion of the substation building, the overhauled isolating links have been mounted. A 24 volt heavy duty rectifier for auxiliary supply has been obtained, overhauled and installed, and the negative bus bar mounted with the main earth cable having been run.

Two Railway "Tait" line breakers have been overhauled, calibrated and tested, and will be used for the main line and car shed D.C. protection devices. A large mounting frame for these breakers was designed and manufactured by Noel Gipps and awaits bolting to the floor of the substation.

Negative return plates have been welded to Nos. 3, and 5 roads of the running shed, with the negative cable having been run and terminated.

The D.C. car shed feeder has been run to the recently installed road selector switch, then to each road in the running shed.

Two isolating transformers have been obtained

and are currently being rewound by Noel Gipps and Craig Tooke.

Trackwork

The first 50 feet of track has been laid outside No. 5 road and has been welded, crosstied and levelled. Formwork is currently being installed in readiness for the concrete pour.

All temporary track outside No. 2 road has been dismantled and new bogie storage tracks laid on the south side of the workshop.

Site Cleanup

During April the chassis of 105 was cut up and removed to the scrap metal pile.

All bogies that had been stored at various locations around the Museum site were moved on to the two new storage tracks, and also the Leyland bus engine/front end assemblies and rear axles were shifted to this area, greatly improving the overall neatness of the site.

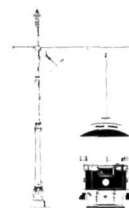


The Melbourne Tramcar Preservation Association has established a tidy three-road depot housing six cars. Secretary Tony Smith is seen here checking over the significant number of spare trucks which have already been secured for the Haddon project.

JOHN RADCLIFFE

LOFTUS . . .

South Pacific Electric Railway



New Site

Surveying of the right of way between Pitt Street and the old Sutherland railway substation has now been completed and the levels have been obtained for the future roadbed. The necessary information should be ready for submission to Sutherland Shire Council during mid-April.

Once the expected approval is obtained from Council, we will then be in a position to commence construction, provided the machinery and the member power is available. While we are hopeful that some assistance will be forthcoming from Council for this task, we will require a major effort from our members, particularly for tracklaying and packing.

The need to move the collection of trolleys which had gathered on No. 2 Road inside the shed, to enable the buses to be "shunted" to Roads 1 and 2, resulted in the connection of Road 3 to the three way point on Saturday, 30 March. This involved cutting and fitting the necessary lengths of rail and placing them in position for welding. It is now possible, for the first time, to operate railed vehicles from the depot yard right to the end of Road 3. The trolleys are now stabled on Road 3.

Work is nearing completion on the cutting and fitting of rail for the connection of Road 1 to the three way point also, and this will allow the concreting of the final stage of the three way point.

Old Site

The cleanup of the National Park site is progressing, thanks to the efforts of Ben Parle and occasional assistance from other members.

Some work has also been carried out on cleaning up the substation high tension yard and a 50 KVA transformer has recently been delivered to the substation.

Maintenance of the yard and shed lighting is an ongoing chore and the light in the car park has been relocated from the white ant infested pole to a corner of the shed.

20th Anniversary of Electric Operation

The open day for the 20th Anniversary of electric operation of the Society's tramcars for the

public was celebrated on Saturday 16 March, in the style of our open days of several years ago, when every movable tramcar was brought out for a lineup on the main line.

Although many of the trams which were used in previous lineups have since been transferred to the new site, the procession of tramcars was nevertheless impressive, and, although not as yet fully restored, L/P 154, which was used to open the electrification twenty years previously, led the procession to South terminus.

The local Federal Member, Mr. Robert Tickner, MHR attended during the afternoon after a hurried return from Melbourne just for the occasion. An interesting discussion was had with Board members and Mr. Tickner, who disclosed his interest in our activities and indicated possible support in the future.

Cable Tram Tailer No. 23

By early May the new roof ribs had been installed and the restored original clerestory ceiling fitted into place. While in use as an out building the clerestory roof side overhang had been cut off and the clerestory window openings covered over with planks of timber. To restore the overhang, twenty four laminated brackets had to be constructed to form the vertical window posts in the clerestory section and to extend the ceiling ribs outwards. These items were fitted by mid May and additional new ceiling boards screwed into position.

By the end of April the shaped steel apron frames were fitted on each end platform. Suitable thick sheet steel has been purchased and this will be cut and bolted into place soon to form the end dasher panels.

Trams in the Movies Again

Back in the early 1970s L/P 154 became an international movie star when it appeared in the Australian movie "*Caddie*", which was set in the 1920s around the Balmain area of Sydney. Actresses Jackie Weaver and Helen Morse were filmed waiting for a tram and travelling on it.

The Society was called upon once again to provide trams and the movie this time is "*For Love Alone*", which is currently in production in and

around Sydney with a budget of around \$3 million. The script called for the actors to join a tram for a journey on "the Watsons Bay Line" and again at "Circular Quay", with R1 1979 featuring in the former scene and P1497 in the latter. Appropriate filming angles were used as well as backdrops, and it will be most interesting to view the finished product. The era depicted in this instance is the early 1930s.

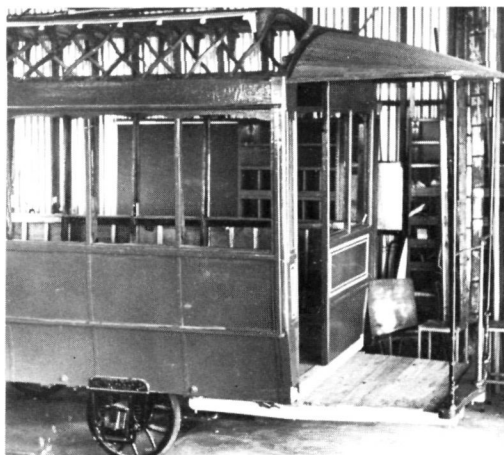
The filming took place on Tuesday 16 April and extended from 6am to 6pm. Doug Greenwald, suitably attired in a specially made uniform of the period, did the honours as driver, with some assistance from Bill Parkinson with shunting the tram backward and forward as required for filming. Ben Parle also lent a hand where necessary and was on hand to open the Museum for the film crews.

As well as being involved with the film, the Society also benefited by a special hiring fee for the day, which will help to pay a few bills.

Tram Museum Discovered

After twenty years of operating trams at the Museum and over 25 years of occupancy at the old site, it would appear that we are finally being noticed, although it would be hard not to notice the car shed at the new site.

In addition to the possibility of assistance being received as a result of the interest being shown in the Museum by Mr. Robert Tickner, Federal Member of Parliament, as mentioned previously,



Cable trailer 23 at Warrawong High School. This view shows the stage reached in the reconstruction by mid May 1985.

KEN McCARTHY

it is possible that assistance may come from other sources as well.

The *Sutherland Shire Pictorial* of 20 April carried the following story under the headline "Tourist Tram Link is Mooted":

"Sutherland could be the centre of a novel tourist attraction and Sydney's longest operational tramway if a new plan gains support. The idea is to extend the present small tram museum at Loftus to provide a tourist tram link between the heart of Sutherland and the Royal National Park."

Its proponent, Independent Cr. Allan Andrews said the 3.5km tramway would be a major tourist asset for the Sutherland Shire.

"This would be a wonderful attraction and just the sort of development we need," he said last week.

Cr. Andrews presented his plan to last Monday night's meeting of Sutherland Council. His idea is to allow trams to operate on the virtually defunct branch railway line from Loftus to the Royal National Park station.

The line would be extended north past the new shed being developed for the Sydney Tramway Museum beside the South Coast Railway and into Sutherland. "I hope we can get a small group together to develop this concept with both the State Rail Authority and the Sydney Tramway Museum", Cr. Andrews said.

It would make good use of the branch line into the Park which now carried only two trains a day and virtually no passengers".

While the same idea was put forward by Mr. Tickner only a few weeks earlier, the concept is not new, as we have suggested this many times previously to the various State and Local Government authorities. We will naturally lend our support to such a proposal.

Another proposal appeared only a day later in the *St. George and Sutherland Shire Leader*. This involves a proposal by students of the Gympie College of TAFE to create a 1920s style village to complement the Tramway Museum. This would be situated on part of the land located between Pitt Street and the old Sutherland substation, fronting Rawson Ave, (old Princes Highway).



