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RESTORED TAIT'S AND BRISBANE CENTENARY

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CONTENTS

BRISBANE TRAMWAY CENTENARY	3
150th ANNIVERSARY TAITS	10
HERE AND THERE	12
MUSEUM NOTES	16

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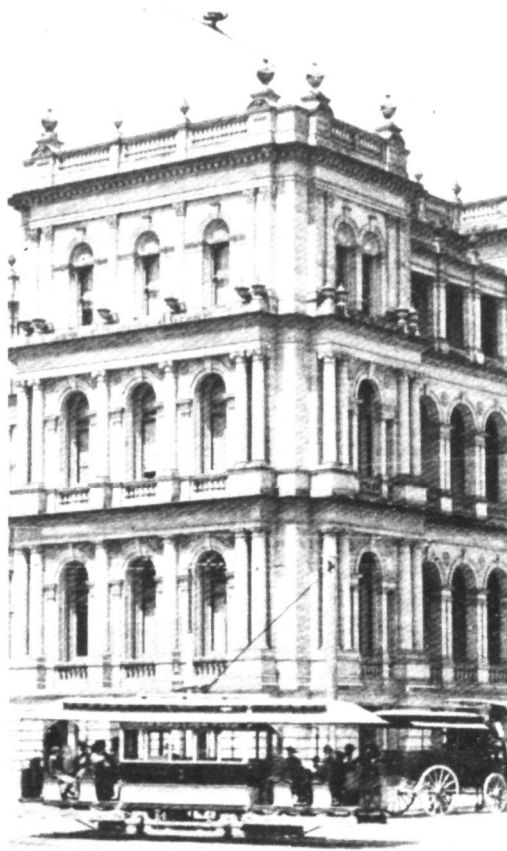
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*No. 1, Brisbane's first electric tram, at North Quay
in 1898. It was converted from a saloon horse
tram in 1896.*

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FRONT COVER:

*Victoria's restored Tait train waits at Sandringham during an ElecRail luncheon tour to
Hurstbridge on 26 May, 1985.*

JOHN DARE

BACK PAGE:

*Depot men pose with Brisbane horse tram No. 8 at Light Street Depot circa
1890.*

BTMS ARCHIVES

CENTENARY OF BRISBANE TRAMWAYS

by D. W. Campbell

Introduction

August 1985 is an appropriate month to briefly review the beginnings of tramway operation in Brisbane. It was in this month, one hundred years ago, that a horse tram service commenced as the first major public transport system, and although in operation for only ten years, formed the basis of the urban transport network in operation today.

Tramway Development 1879-1895

With the declaration of Brisbane as a municipality on the 7th September, 1859, the desires of the newly formed council to improve transport services were severely limited to minor regulatory powers because of the lack of provision to raise adequate finance. Licensing of private vehicles, with safety and fare regulations for the ferry services were the extent of their powers until the relevant act was amended in 1861. This then allowed rates to be levied for financial security, the policing of the council's authority, as well as the provision of much needed roads and bridges.

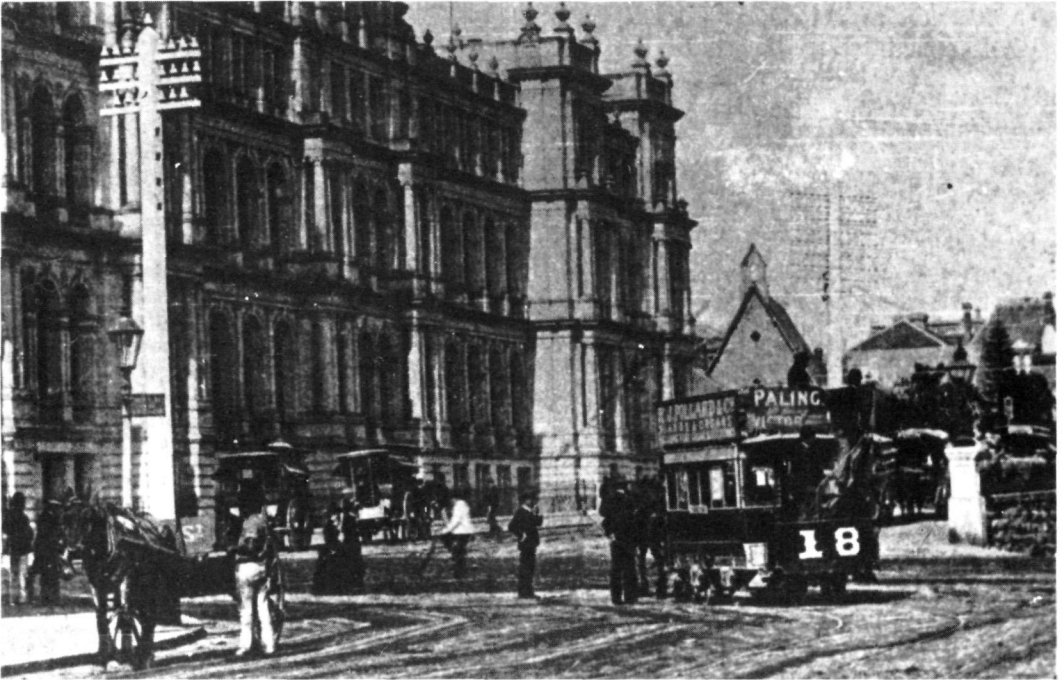
Both the State and Local Governments did not see their role as providers of street transport at this time, this being considered as the domain of entrepreneurs in the form of private hire cabs, waggonettes and dray passenger services on Brisbane's unsealed roads. While far from adequate, it did enable rival commerce to develop to some extent around North Brisbane, South Brisbane and Fortitude Valley.

With an increasing population, this situation changed over the next twenty years with a greater demand for improved transport particularly from the business community of Queen Street. Subsequently, the Brisbane Municipal Council considered two proposals on the 30th December, 1879 to operate street tramways — one from Sydney to use horse traction, and the other with a Queensland company to operate steam trams. Both projects, however, were abandoned because of the inability to raise the necessary capital and the absence of any empowering legislation, at either State or Municipal level, to authorise tramway construction or operation by either



Double-deck horse car No. 3 outside John Stephenson's works in New York in 1885.

BRISBANE CITY COUNCIL



Saloon horse tram No. 40 in North Quay circa 1890.

BTMS ARCHIVES

a private company or public authority. A similar fate befell another local proposal in 1881.

Shortage of capital in the private sector and lack of interest by overseas investors prompted the Queensland State Government to take a more active role in 1880. Under the Railways Acts of 1867-1880, a steam tramway was authorised following deputations to State Parliament from the Brisbane business community. This tramway was proposed to run from Brisbane Station (now Roma Street) to Petrie's Bight via Ann Street, Edward Street and Queen Street as an extension of the existing suburban railway. Three Kitson 12t 0-6-0 motors eventually arrived in June 1883 and Hudson Brothers of Sydney constructed six cross bench trailers to 3'6" gauge to work this line. However, construction of the line hardly commenced when the entire project was shelved, mostly because of the reluctance of the Railway Department. They did not consider that the Railway Act was valid for street operation and that their role was in this area of transport. The equipment was later converted for conventional railway purposes from 1884 and used mainly around the coal lines of Ipswich.

The early 1880's developed into a period of unprecedented residential growth. This was the "Land Boom", a time of unparalleled optimism and belief in the value of land investment. Large tracts of rural land

adjacent to the existing town were taken up and subdivided by entrepreneurs, heavily financed by numerous "land banks" using the savings of a wide cross-section of the local population and overseas British investors.

Most government members, council members of town or shire authorities in and around Brisbane were businessmen or land owners who saw the role of government in a regulatory only capacity, with private enterprise as the "legitimate" provider of any transport service where a financial return was possible.

It was with this underlying principle, that the Metropolitan Land and Investment Co. Ltd, was registered in 1882 to promote business interests through the operation of a tramway. This company however still lacked the necessary authorisation and was without the essential powers in its Memorandum of Association.

Thus in November 1883, following the passing of the Tramway Act of 1882, the company was reconstituted as the Metropolitan Tramway and Investment Co. Ltd. and was consequently authorised to construct and operate 6½ miles of standard gauge double track from Woolloongabba to the Valley, with branches along Ann Street; to New Farm; to Breakfast Creek and to the Exhibition Buildings, using horse traction.



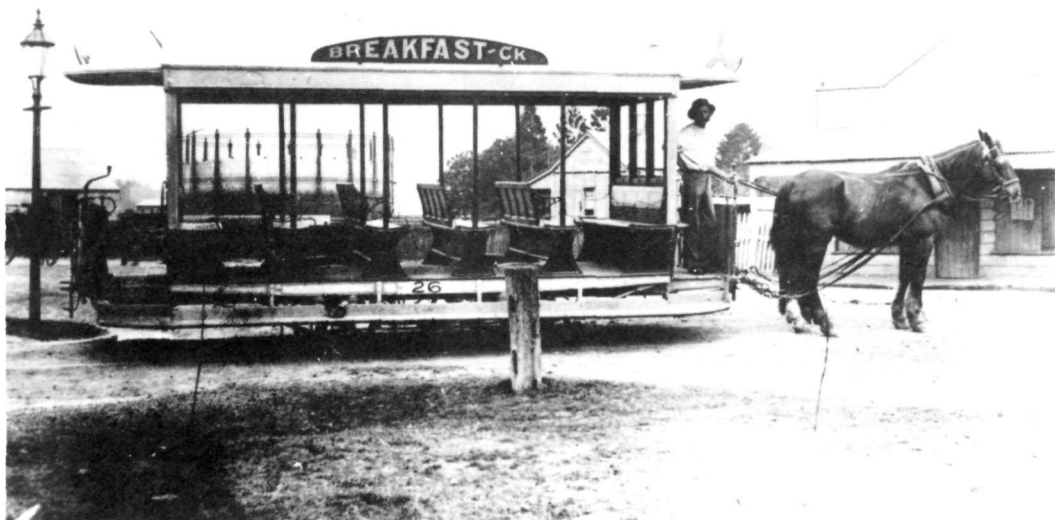
A five-windowed saloon car poses for an official photograph outside Light Street Depot in circa 1890.

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The Treasury Building forms a backdrop to Double-deck car No. 18 at North Quay circa 1888.

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Summer crossbench horse tram No. 26 stands outside Light Street Depot about 1890. It was built by the Queensland Carriage Co. of Nundah.

BTMS ARCHIVES



Double-deck Stephenson-built horse car at Light Street Depot about 1889.

BRISBANE CITY COUNCIL

Predictably, the Company board members of shareholders were mostly Queen Street businessmen with considerable interests in land and local commerce. One notable example was a Member of State Parliament (the Hon. C. H. Buzacott) who held the position of Postmaster-General as well as chairman of the Brisbane Newspaper Co. Little wonder that the Tramway Act, presented to parliament by this same gentleman on 28th September, received such swift assent through both houses without amendment 3rd October, 1882.

Construction was commenced in Queen Street, 21 January, 1885 by an Adelaide company with the ceremony of driving the first spike being performed by the Mayor of Brisbane. Both Saloon ("farebox") and Double deck type tram cars were ordered from Stephenson and Co. of New York while those of the open crossbench design ("summer cars") were acquired from G. J. Brill and Co. of Philadelphia. All of these first orders (18 cars) arrived in Brisbane on the 17th April, 1885 and were assembled at Babbidge Bros. workshops, South Brisbane.

The official opening was performed on 10th August, 1885 with various dignitaries being conveyed in two double deck cars from North Quay to

the Exhibition and thence to Breakfast Creek. The general public's first opportunity came on the next day when a specially decorated Brill crossbench car took a party of fifty school children for an excursion. This was followed by free trips for all and sundry for the remainder of the day. The first fare paying passengers were conveyed on the 15th August with the commencement of regular public services on the north side lines. Each car was drawn by two horses rather than the one as originally proposed because of the climate and weight of the cars proved difficult.

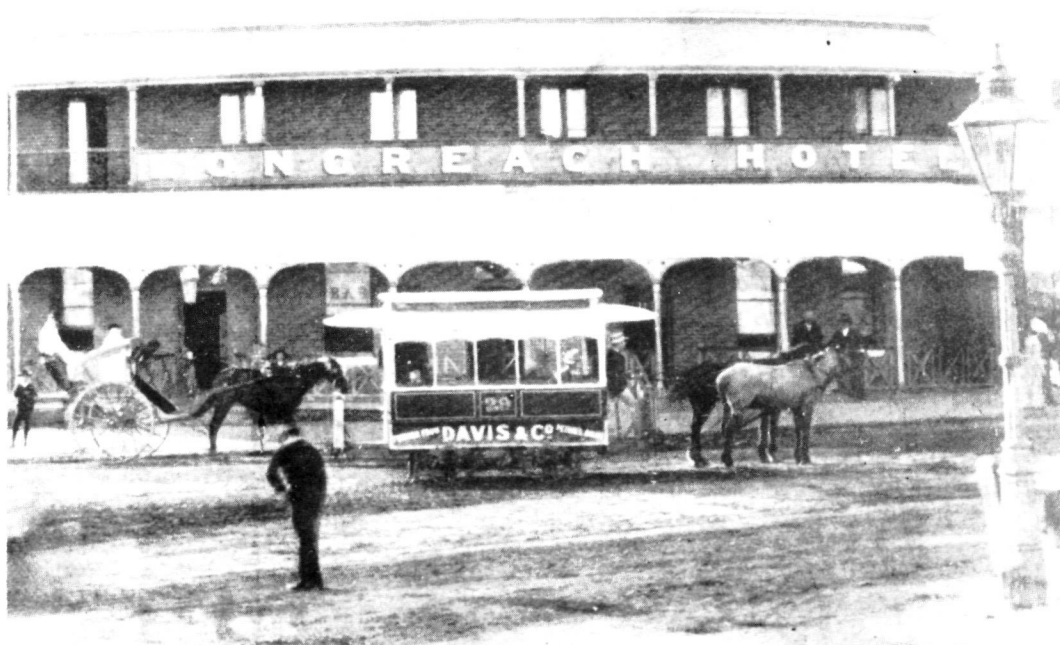
With the completion of track laying on the Victoria Bridge, the first through service to Woolloongabba was inaugurated on 1st May, 1886 with the arrival of an additional 10 Saloon and Double Deck cars from America. At this time, there were 26 cars available for the northside lines with more on order. This included two locally built crossbench cars by the Queensland Carriage Co. of Nundah in an effort to provide less expensive, lighter type trams for one horse operation.

Lines were extended to Bulimba Ferry, New Farm (Browne Street) and Boundry Street in 1886 with the Logan Road and Vulture Street extensions provided in 1887. Tram cars continued to be



Double-deck horse tram and its competing waggonettes in Queen Street outside the General Post Office in 1897.

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Saloon car No. 29 leaving the North Quay terminus bound for Exhibition in 1890.

QUEENSLANDER 1890

obtained until a total of 51 vehicles was reached, although the builders of these later cars were not recorded. Depots were located at Light Street, Browne Street, Logan Road and, it is believed, at West End.

The Horse Car Decade Ends

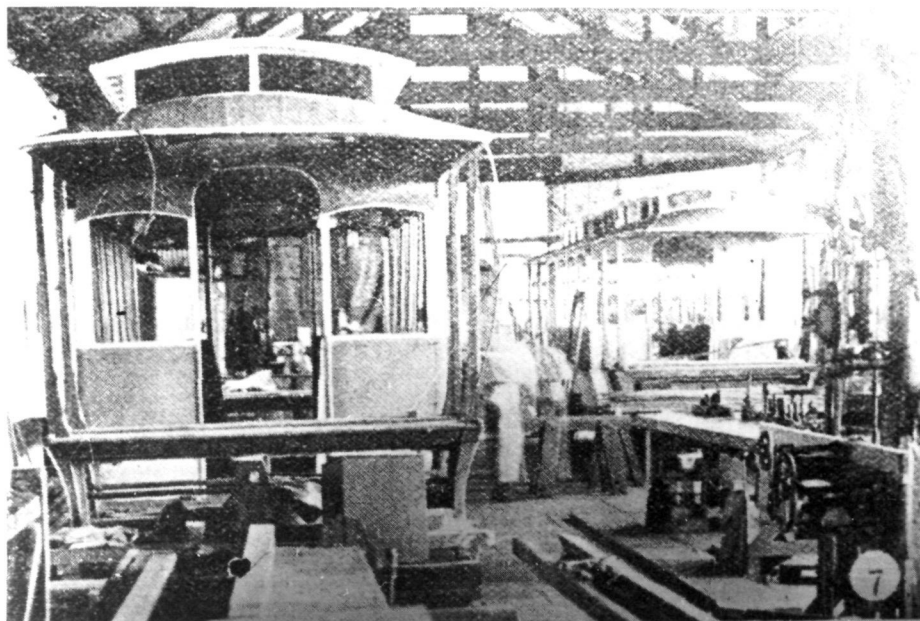
The horse trams were well received, but in spite of reasonable patronage initially and the instigation of wagonette feeder services contributed to poor returns within a worsening economic climate. The depressed years of the early 1890's culminated in the Bank Crash of 1891 as the land speculation of the 1880's overstretched itself and was followed by years of the worst and most widespread depression experienced in Australia. To add to the problems, the massive flooding in February 1893 precipitated the decline and regardless of amending legislation by a sympathetic State Government, the company failed to raise the necessary capital to convert to the more economical electric traction then being successfully applied elsewhere. Subsequently, the horse trams were sold to a new concern on 30 September, 1895, although the original investors appeared to have received little reward for the initiative they had displayed.

The successor of the M.T. & I. Co. was the London-based Brisbane Tramway Co. Ltd. (B.T. Co.). Using British capital and an American manager/engineer, the B.T. Co. commenced a

vigorous programme of electrification and expansion of the horse car system taking advantage of the renewed confidence of overseas investors in colonial enterprise, particularly following the success of tramways in American and European cities. The B.T. Co.'s operations were most successful with an annual 8% dividend payment to its shareholders for most of its existence. With the emphasis on profitable operation of public transport, the tramway's new lines were directly responsible for the development and expansion of new urban and commercial activities. The company tram services continued to provide improved transport for a spreading urban area until 1917 and thus established a transport pattern which is still evident in Brisbane today.

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Combination electric trams under construction in the Brisbane Tramway Company's Countess Street Workshops.

QUEENSLANDER 1902



Combination car No. 12 and crew about 1900. The car was built by the Queensland Carriage Co. in 1898.

BRISBANE CITY COUNCIL

VICTORIA'S 150th ANNIVERSARY COMMEMORATIVE TAIT TRAIN

"Preserving "Sparks" for the Future!"

In 1981 with the progressive withdrawal of suburban electric Tait stock, ElecRail made representations to the then Victorian Railways for the retention of a Tait train in operating condition. During the next few years the proposal "Waited Line Clear" as the Victorian Railways was reconstituted into VicRail and then in turn, subdivided into V/Line and MetRail under the all-embracing umbrella of the State Transport Authority. Finally, in May 1984 it was announced that approval had been given for the restoration of a 4-car Tait set as part of Victoria's 150th Anniversary Celebrations. Estimated cost was \$350,000.

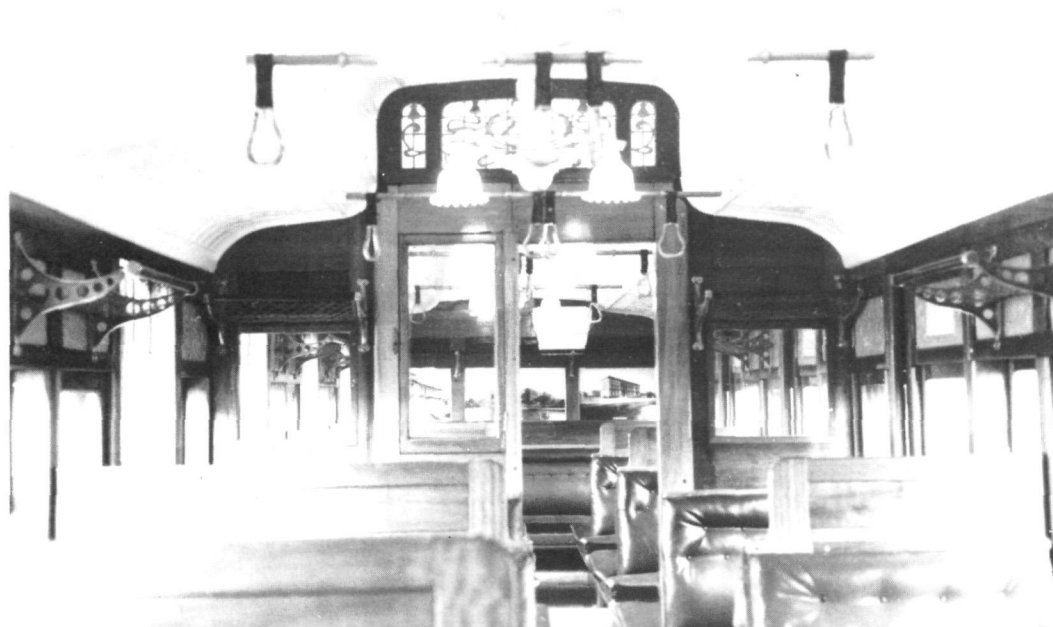
Joint Project

The project was to be a joint exercise between V/Line Workshops Branch, the Metropolitan Rail Division and ElecRail. Perhaps fearful there might have been a deadlock due to differences of opinion

as to the standards of restoration between the departmental professionals and the volunteer preservationists, a written edict was issued stating that: "The Manager at Ballarat Workshops is to liaise direct with the ElecRail representative, and it will only be necessary to obtain direction from Head Office when general agreement cannot be reached". Such was the immediate enthusiasm and co-operation between all parties there was never any likelihood that Head Office would be called upon to arbitrate.

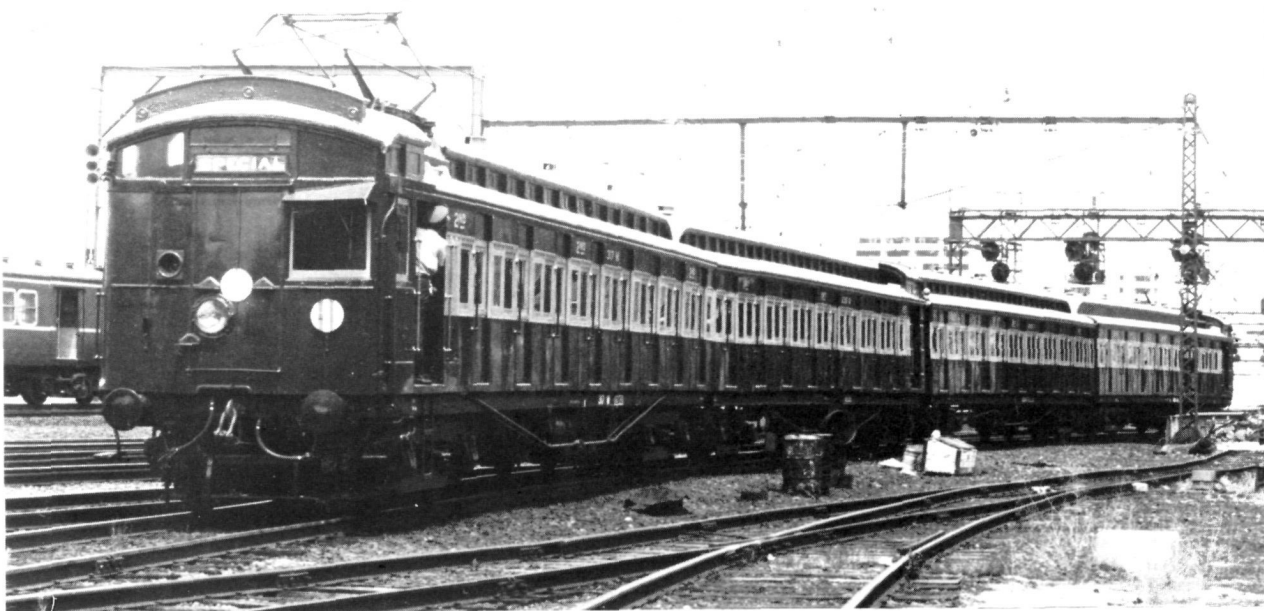
The M car power bogies were sent to Bendigo Workshops for a lift overhaul. Traction motors were the responsibility of the Electrical Workshops, Melbourne.

ElecRail volunteers spent hundreds of hours hard work recycling heavy seats and other interior fittings from Tait cars awaiting scrapping at Newport Workshops into the nominated Tait's prior to their transfer to Ballarat Workshops.



The restored interior of 208T showing the wooden draught boards (salvaged from country Tait car 70 BPL) reinstated above the button upholstery of the seats. The doorway fitted into the centre archway was recycled from 307T.

TOM CLARK



The restored Tait train leaving Flinders Street Station for St. Albans during the inaugural tour, 25 November, 1984.

JOHN DARE

Ballarat Workshops faced a major task restoring the dilapidated car-bodies, some 75 years old. The Tait cars were selected because of their originality rather than serviceable condition when withdrawn from regular traffic. Three were rickety rust buckets with fittings stolen and interiors vandalised — a great challenge for restorers — be they professional or amateur.

The Tait Train Project which had not been included in the Annual Works Program was an added burden on Ballarat Workshops. This meant the Workshops had to become embroiled in a challenging old fashioned wooden rolling stock project in an era when many of its younger generation staff were experienced mainly with vehicles built of metal or modern synthetic materials. At the same time The 'Shops were expected to keep up with scheduled maintenance and conversion programs for rolling stock urgently required for regular service. Through dedication and much patience, management and staff achieved the seemingly impossible by completing the Project within the prescribed time by 26 October. What is more — they had succeeded in removing all the rattles from the Red Rattlers!

The cars restored and dates built are: 317M (1915), 208T (1910), 230D (1910) and 381M (1918).

Colourful Era

The exterior colour scheme selected was Rose Red and Moonstone Grey with black and yellow lining for the era 1936-1958. No specifications survived for these original paints. Although a Moonstone Grey is still used for car window frames and Harris car roofs it is a much darker shade than paint identified by that name 49 years ago. When old paintwork was stripped back to reveal the original Rose Red on separate cars these were found to be two different shades — colours like memories tend to differ and fade over the years!

Practicalities and modern day operating procedures did not permit restoration back to 1919 when suburban stock was painted dark brown with gold lining. Thus, with many fittings no longer available, acceptable compromises were necessary.

Over 200 passengers travelled in the restored train when hauled by Australian National (former SAR) diesel electric locomotive, no. 937 from Ballarat to Melbourne on 27 October, 1984.

Following its inaugural run under the wires on 25 November the Tait Train has been used by ElecRail for a number of Grand Dinner and Sunday Roast Luncheon Tours with Pre-Dinner Drinks and Nibbles served on board and the main

meal at the Central Station Hotel adjacent to Middle Brighton railway station.

In recognition of the high standards of car-body restoration to the Victoria's 150th Anniversary Commemorative Tait Train the ElecRail Division of Steamrail Victoria has conferred an Award of Merit on Ballarat Workshops. Presentation of the brass framed illuminated Award of Merit, which included a colour photo of the restored train, was made to Ballarat management and staff on 26 May during a luncheon tour to Sandringham and Hurstbridge.

The Award of Merit presented to Ballarat Workshops by ElecRail on 26 May, 1985.

DON POTTS



HERE AND THERE

NEWS ITEMS OF INTEREST FROM ALL OVER

Bicentenary Grants

In addition to the 1988 Bicentenary Grant of \$150,000 awarded through the Sutherland Shire Council for the construction of the workshop/restoration building and the traverser at the new Loftus museum complex (see page 00), an additional \$20,000 grant was announced for Waverley Municipality.

These grants were announced on 17 May as part of a \$13m general projects funding scheme to mark the 1988 Bicentenary celebrations.

The Waverley grant is for the restoration of R car 1808 and its display at Bondi Pavilion Community Centre. The body of R1808 was loaded at Ashford, NSW on 1 September, 1984 and delivered to Bronte during the following week.

In the meantime trucks and electrical components from a W2 car have been obtained

from Melbourne and the recently announced grant will now enable the restoration task to proceed.

This is considered as stage one of a scheme aimed at the eventual reintroduction of a tourist tram service along the Oxford Street shopping mall at Bondi Junction. As outlined in *TW* of October 1984, the double track relaid in mass concrete during the mid 1950's is still in position under the paving of the mall area.

Glenelg Tram News

Work continues on the new Mosley Square tram terminus at Glenelg. Although trams now use the new terminus and crossover, work continues on the platform and surrounding roadside.

Sixteen centre poles have been installed at Morphettville between Salisbury Terrace and Morphett Road. The installation of the poles is part of a general upgrading and beautification of the

area. Services were suspended on a number of Sunday mornings while work was in progress. A substitute bus service was provided.

A major tram refurbishment programme has begun. As mentioned in *TW* for April 1985, silver liveried car 361 has entered the workshop. Car 361 is a prototype for the new refurbishment programme. One of the major changes will be the replacement of trolley poles with pantographs. These are expected to be added to the remainder of the fleet when the new Morphettville depot opens. Other changes to car 361 will include the installation of interior fluorescent lighting, bus type headlights, hazard lights, dipping and stop lights. The braking system will also be modified.

The 'greening' of the line by Adelaide school children continues. Over 4000 trees have been planted along the route by students from seventeen different schools since 1983.

Hackney Depot

Further to the report in the February issue of *TW* regarding agitation for the closure of Hackney Bus Depot in Adelaide, the South Australian Government has decided to resite the depot. The Premier of South Australia, Mr John Bannon, announced in June that the depot would be relocated to a site at Mile End within a few years. A site at Mile End occupied by United Motors has

been purchased by the Government for \$6.6 million. Mile End is an inner western industrial suburb close to the City, an important factor in the relocation of the depot.

It is believed that the depot's heritage items — the administration block and depot bays 1-6 of the former tram barn will be retained in some way. These were erected in 1908 for Adelaide's new electric tramway system.

Controversy continues over who will maintain the site upon its vacation by the STA — the Government, the City Council or the Botanic Gardens Trust.

Meanwhile, at least four major developments are being considered for the City Depot site in Angus Street. The main contenders are a Federal and Family Court, a new Police Headquarters and two Government departments. The building, which is not on the State Heritage List, is expected to be demolished after the depot is moved to Morphettville.

Rockhampton News

The restoration of a Purrey steam car at Rockhampton had reached the stage by June where the fastening of the new underframe components with rivets was being undertaken. The steel chassis side frames had arrived at the Rockhampton City



A lineup of dropcentre and Glenelg trams on roads 1-6 at Hackney Depot in the last year of conventional tramway operation. Demolition work on the remainder of the barn is evident in road 7. This section of the depot may be retained as a heritage building.

STATE TRANSPORT AUTHORITY OF S.A.

Council bus workshops on 29 March and work commenced on preparing these items for assembly on 24 April.

The Antique Machinery Society of Brisbane transferred the engine unit to Rockhampton on 13 February, 1985 and the Rockhampton group returned the swap item to Brisbane at that time. The Brisbane society obtained the Purrey steam engine unit a few years ago from an Ipswich sawmill, the motor being originally used under one of the two Queensland Railway's steam rail motors which were identical to the Rockhampton street tramcars.

On 19 February hand grip rails and metal seat ends were sent to the Rockhampton College of TAFE and since then students have been fabricating new parts for the City Council project. On 2 May old body parts were taken to North Rockhampton High School where students are now restoring these items.

Some difficulty has been experienced in obtaining 33 inch eight-spoke wheel-sets for the tramcar. It appears that suitable disc wheels and axle boxes are available from the Queensland Railways but by June both the Melbourne Tramway Workshops and the State Rail Authority of NSW were searching through their stocks for suitable wheel-sets. The search was not expected to delay the restoration project as suitable items are available from under the complete trailer chassis, but this unit will eventually be required for use under a reconstructed trailer body.

A meeting conducted in the Mayor's office on 14 May revealed that the goal is to have the restored Purrey steam tram operating by the Bicentennial Year of 1988. It is hoped that interim operation would be conducted along the railway tracks in Denison Street between Stanley Street and Archer Park Station while permanent tracks could be either constructed along the riverfront near Quay Street or in the vicinity of Archer Park Museum.

In the meantime the engineering firm of Burns and Twigg are reconstructing the Purrey water tube boiler which was retrieved from a farm about ten years ago by the Rockhampton Branch of the National Trust.

An interesting facet of the restoration project appeared in the "*Morning Bulletin*" during May. While removing an old tree stump at the City Council Bus Depot to enable the paved bus parking area to be extended the back hoe struck some metallic objects. These proved to be two tramcar leaf spring buffer units buried on what was the former tram depot site in circa 1940. Both buffer units were in remarkably good condition and as none have been retrieved with other tramway artifacts, the find was most welcome.



Mr. Russell Walsh, who is being employed on a Bicentennial grant, is seen unearthing one of the Purrey steam tram buffer units from their 45 years hiding place at the Canning Street bus depot. The background painting is a publicity poster which shows Rockhampton steam tram No. 3 outside the East Street Post Office.

ROCKHAMPTON MORNING BULLETIN CLIPPING

Farewell to Russell Street Substation

Brisbane's Expo 88 moved a step closer in July with the closure of Grey and Stanley Streets in South Brisbane. Within the Expo site most buildings are to be demolished, including the old Russell Street tramway substation. Built in 1926 it originally had two 1000kW BTH rotary converters. The building was later extended and ultimately became an Electricity Board store.



The 1985 Australian Transport Managers Conference was hosted by the MTT in Perth. Delegates took time off to visit the Perth Electric Tramway Society's Museum at Whiteman Park on 16 April, 1985. The Museum's W2 car served as a suitable photographic backdrop.

Brisbane Trams in New Zealand

Early in 1984 the Board of the Wellington Tramway Museum faced the problem of insufficient space in their depot for proper restoration of their running fleet and it was decided to ask other Museums in New Zealand if they would be interested in leasing the two Brisbane cars. Centre Aisle car 133 was offered to the Tramway Division of MOTAT in Auckland and dropcentre 236 to the Tramway Historical Society of Ferrymead, Christchurch. Eventually a formal agreement was concluded with the THS.

Dropcentre 236 began its journey to the South Island when, over a number of weekends in December, 1984 it had its poles and bases removed and was lifted from its trucks. The bogies made the journey south on Christmas Eve and were unloaded at Ferrymead on 27 December.

The body of 236 followed on 30 January, 1985 making the journey on a low loader low enough and long enough to take the 45 ft 6 in length and keep the overall height below the 4.1 metre opening of the Wellington-Lylleton freight ferry *Spirit of Free Enterprise's* stern door.

Car 236 was united with its bogies the following day when it was unloaded in Moorhouse Square on the Ferrymead Tramway.



Brisbane Tramways substation No. 2 in Russell Street, South Brisbane is listed for demolition.

T. THOMAS

LOFTUS . . .



South Pacific Electric Railway

Bicentennial Grant

On Friday, 17 May the NSW State Government announced a further series of Bicentennial grants in one of the afternoon papers and among them was a grant of \$150,000 to the Sydney Tramway Museum.

Whilst this amount falls short of the \$600,000 for which we applied to enable our complete withdrawal from the Royal National Park site to be effected, it is nevertheless a highlight of our struggle to relocate. The grant is to be used for the construction of the workshop/restoration building and the traverser which will serve it and roads 4 to 8 of the main carshed.

The Bicentennial Grants are not handed out frivolously and we can therefore take heart that our efforts and our safe operating record over the past twenty years are finally being recognised.

In addition to the above news, various groups including Sutherland Shire Council, have put forward a number of schemes which will both involve and complement the new museum complex. Details will be reported in these pages in due course.

New Site

Welding of the connection from the three way point to Road 3 has been completed and formwork is being placed in position for concreting from the three way point to Roads 1 to 3, once the connection to Road 1 has been completed.

A load of drainage pipes has been delivered to the site to allow the completion of the stormwater drain. Upon completion of the drainage, we may see an end to the large pools (or small lakes) of water which gather after the now frequent periods of rain.



The Museum's trolley-mounted petrol-engined welder is transferred to Road 3. The future depot yard is still very much a construction site at present.

DICK HALL



Transferring trolleys onto Road 3 during the bus/trolley shuffle on 30 March, 1985

DICK HALL

Old Site

Work is continuing on the restoration of L/P 154. The kick boards have been removed and are being replaced with new timber and work on the exterior body panels is advancing to a stage where painting will be possible very soon.

The trolley poles on W2 392 have been re-tensioned so as to avoid the problem of their dewiring. The Melbourne poles on 392 are much shorter than those on Sydney cars, due to the generally lower trolley wire height in Melbourne and the normal spring tension did not allow for the height of the wire in our depot yard.

The air compressor on Brisbane Dropcentre 295 has been replaced with an overhauled compressor, using the recently overhauled pit jacks. These jacks hold a considerable amount of oil, as Ian Saxon will testify. Ian managed to wear a goodly quantity of it while assisting Bill Parkinson and Richard Youl with the overhaul.

It was necessary to revert to the old motor generator sets recently, following the failure of the silicon diode rectifier on 21 April. The rectifier caught fire as a result of one of the local possums gaining entry and

attempting to build a nest therein. Fortunately, the fire was easily extinguished by the Traffic Officer and Chief Engineer, Richard Clarke. The unfortunate possum did not fare as well.

The old M.G. sets managed to supply limited power for traffic operations until Saturday, 18 May, when the rebuilt rectifier was re-installed in the substation. The rebuilding was carried out by Bill Parkinson and we extend our thanks to him for getting us back to full power in such a short time. The rebuild was actually so successful that we now have more power than before, this being demonstrated in tests carried out on 18 May.

Thanks are also extended to Glen Killham and Don Sims for the boring but essential duty of substation operator during traffic operations while we were restricted to the M.G. sets. This was required by the new Energy Authority regulations.

Some work has been carried out on the track at the entrance to No 2 road to lift the track but more work must be carried out to prevent lifeshields on some cars from tripping when leaving the shed.

ST. KILDA . . .



Australian Electric Transport Museum

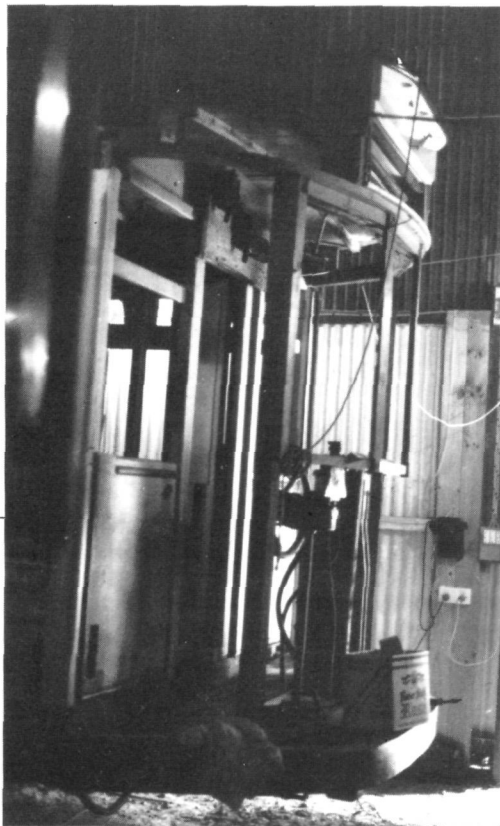
Dropcentre 264

The major rebuild of Adelaide F1 type car 264 continues to dominate the news from St. Kilda. Polished brass support legs for the standee hand strap rails have been reinstalled in each saloon and all leather work, including standee straps and window straps, has now been crafted by a local saddlery. The polished brass window handles and latches are now in place and new flooring slats have been installed in both motorman's cabins. Both cab ceilings have been scraped and sanded, and final coats of varnish have been applied to the gangways.



The recently installed dropcentre seats in F1 264 have been returned to their original varnished condition.

PAUL SHILLABEER

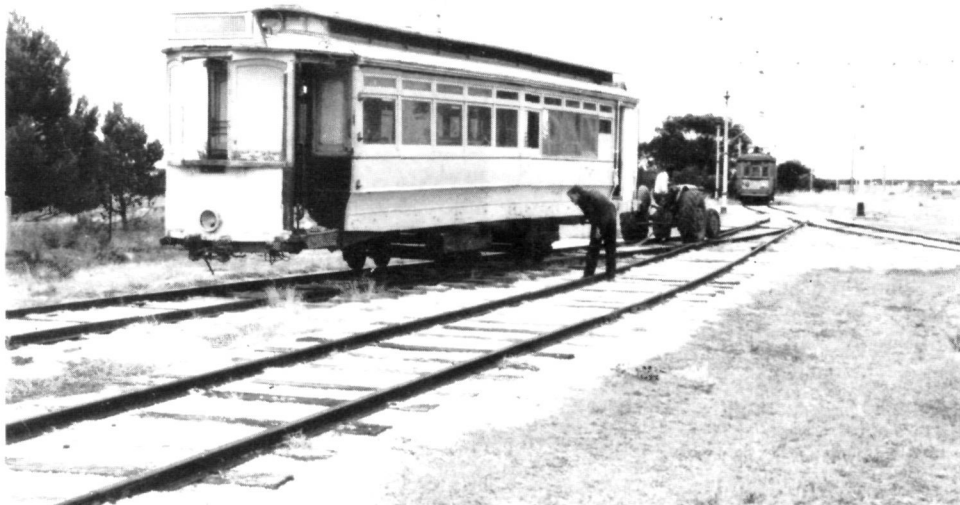


Major reconstruction is being carried out on both motorman's cabins of F1 264 at St. Kilda.

PAUL SHILLABEER

A number of parts for use in 264 have been retrieved from the body of F1 281 near Woodside in the Adelaide Hills. These include the builder's signs for 'A Pengelley & Co., Edwardstown' who built the majority of Adelaide's dropcentre fleet.

Side destination boxes and rolls have been installed and, as car 264 will be used on the Glenelg line, appropriate destination names have been added to the rolls. They include:



The body of E type car 118 being towed from the new depot to the main depot. H car 360 is in the background.

PAUL SHILLABEER

City & Glenelg
Victoria Square
Glenelg
Brighton Road
Morphettville
South Terrace

Hopefully they will cater for all possible workings!

Operating Procedures

Traffic cards (discs) with motorman's instructions for safe working on the Museum's single track line are now issued by the despatcher. The discs hand up on the old run number screws located above the kerbside motorman's window on most trams. Ballarat cars 21 and 34 have had these screws added for AETM use while W2 294 uses the Melbourne run number position. As these were last used in Adelaide in the early 1950's, H1 381 (built 1953) never had them. Screws have now been fitted to this car for Museum use.

Museum Displays

Photographic displays depicting a history of the AETM have been transferred from the old depot (which is now closed to the public) to the new depot. The display is now situated at the eastern end of the new shed. Spot lighting has been erected around the display.

Other News

Plans have been approved for the long-awaited toilet block in the Museum yard. The toilet is being erected off-site and is of ferro-cement construction.

The 'cut-off' marks on the track, which warn motormen to cut off power when crossing overhead section insulators, are being renewed.

Some of the former BHP helmet type overhead hangers in use on the line are being removed, repaired and replaced.

35 YEARS OF TRAMWAY PRESERVATION

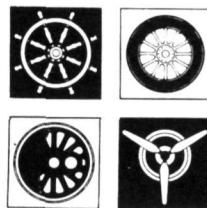
24 July, 1950 saw the handing over to the Australian Electric Traction Association by Mr. A. A. Shoebridge, Commissioner for Government Transport N.S.W., of Sydney L/P class tramcar 154 for preservation

It began a new era in the preservation of Australian transport history and set a precedent for similar ventures in other Australian States and New Zealand.

The preservation of tramcars by enthusiasts commenced in the U.S.A. in 1939 with the acquisition of car 31 of the Biddeford & Saco Railroad, and in Britain with the purchase in 1948 of Southampton Corporation Tramway's No. 45.

GLENORCHY . . .

Tasmanian Transport Museum Society



The Society has been honoured as a recipient of an Advance Australia Award for an outstanding contribution to Tourism and the presentation of Tasmania's transport history. The award, a key part of the Advance Australia campaign, recognises outstanding contributions to the advancement and enrichment of all walks of the Australian way of life. In the foundation's opinion, the Society has met the high standard of the Award and has made a positive contribution to advancing Australia.

The Award was presented to the Secretary, David Jones, by His Excellency, the Governor of Tasmania, Sir James Plimsoll, at Government House on 30 January, 1985.

The Society considers the Award is public recognition of the efforts which have been made by members in establishing the Museum. The event received much media publicity and it is an honour which has received wide recognition within the community and which is sure to enhance the status of the Museum.

Carriage Shed

Construction of the building is well advanced. The steel frame has been erected and cladding with colorbond sheets has commenced. Apart from the foundations which were prepared and poured by members, the 40 x 9 metre building has been built by contract, the only museum building which has not had a substantial member involvement with construction.

Stormwater drains are being laid and on completion the wall cladding and roof guttering will also be finalised. The building will eventually be given a period appearance by incorporating small paned windows and decorative gable barge boards from the former signals and telegraph building in the Hobart railway yards. The National Trust has shown interest in the building particularly because of its decorative features. They have now consented to them being removed for use on the carriage shed.

The land on which the carriage shed has been constructed is largely outside the museum fenced area. Its construction has necessitated movement of the boundary fence outward. This has now been completed and new fencing has also enclosed an

area recently leased from Australian National Railways.

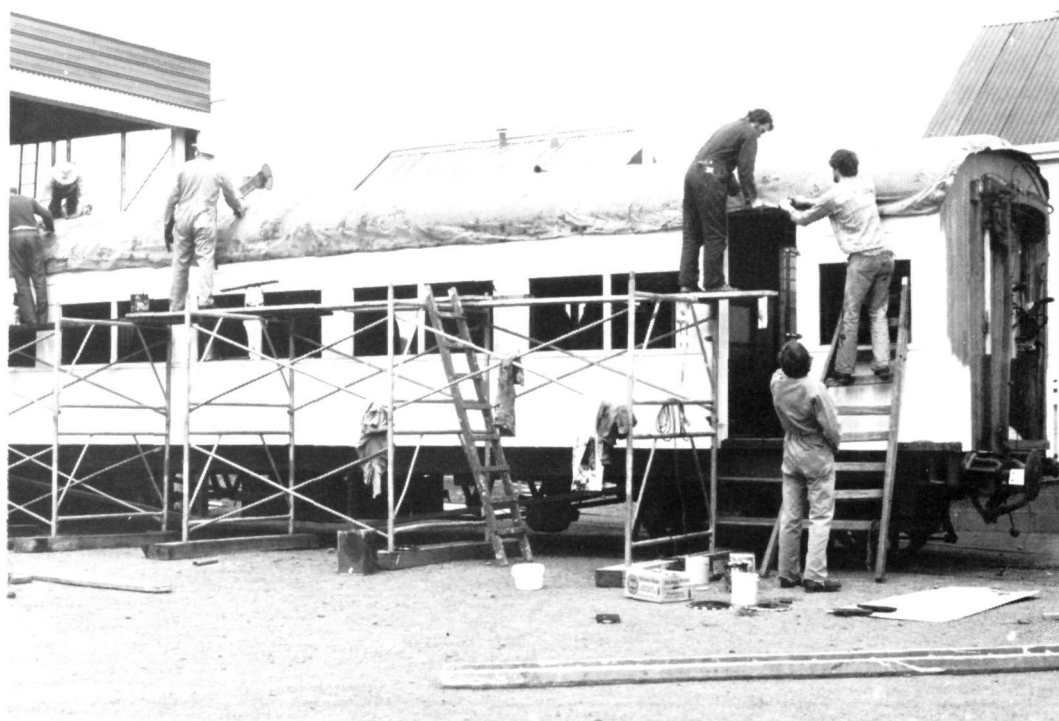
The laying of two rail tracks which will serve the building has commenced.

The completed building will accommodate all railway carriages owned by the Society.



TTMS members Wally Mounster (President), Jane Darling, David Jones (Secretary), David Verrier (Treasurer) at Government House, Hobart following presentation of the Advance Australia Award on 30 January, 1985.

COURTESY MERCURY HOBART



D. H. JONES

Recovering the roof of ex TGR carriage AAL 10 at the Tasmanian Transport Museum.

Government Grants

The Society has again been fortunate to receive Tourism Department grants. Last December \$30,000 was received as a contribution towards the construction of a locomotive round house. Planning is proceeding on this project which hopefully will be carried out by CEP employees. A further grant of \$8,000 has been received to be used to complete construction of the carriage shed and associated works.

Restoration

The restoration of the former TGR first class carriage AAL10 is progressing well with the recanvassing of its wooden roof now completed. As other groups who have carried out this task will well know, recovering a canvas roof is a messy business, requiring much preparation and a good workforce. With the roof finished, attention is now directed to repainting the carriage exterior.

Steam Technology Building

With the recent installation of aluminium framed windows this building is essentially complete though painting will be a future task to be undertaken. It is planned to eventually link various engines to a steam source. With this in mind a considerable quantity of steam pipe was recovered

by members from the steam dredge 'Macquarie' before it was scuttled at sea off the Derwent River.

Mt Lyell Locomotive

It appears from recent press statements that a proposal to reopen portion of the former Mt Lyell Railway from Queenstown to Strahan, will not proceed due to excessive costs. It seems therefore that the Society will retain its Abt system locomotive on permanent display at the Museum.

School Visits

Visits by school groups continue to be an important part of Museum activities. It has been decided to offer steam train rides to school groups on particular Mondays provided minimum patronage can be guaranteed.

Society Excursions

During the past summer the Society organised two excursions for members and their families. The first on 9 December was south from Hobart using MTT Hino bus No 436. Visits were made to the Channel Historical and Folk Museum at Snug and the Tasman Antique Motor Museum near Huonville. Time was also found to visit the train

market at Margate, inspect old trolley bus bodies and participate on a short cruise on the Huon River.

The tour of Tasmania's West Coast over the Australia Day weekend was an outstanding success with a varied programme and excellent weather. On the first day visits were made to the old mining town of Crotty to inspect the old railway bridge and copper smelters and the the Lake Margaret hydro electric power station with its vintage generators. The next day the journey was made to Williamsford to view the spectacular haulage and other facilities associated with the Hercules Mine. From this point a 4.5 km walk through beautiful forest along the formation of the North East Dundas Railway led to the 113 metres

high Montezuma Falls. This railway was once the home of the world's first Garratt steam locomotives. On the last day before returning to Hobart, the party visited the Mt Lyell Mine at Queenstown where an inspection was made of the Museum, the electric railway, crushing plant and former open cut. One of the highlights was the opportunity to inspect three brand new 'Siemens' electric locomotives stored, unused, for the past five years.

While on the West Coast several side trips were made to inspect old railways, mine and smelter sites and to Tullah to meet with members of the Wee Georgie Steam Preservation Society to inspect their locomotive and railway.

BALLARAT . . .

Ballarat Tramway Preservation Society



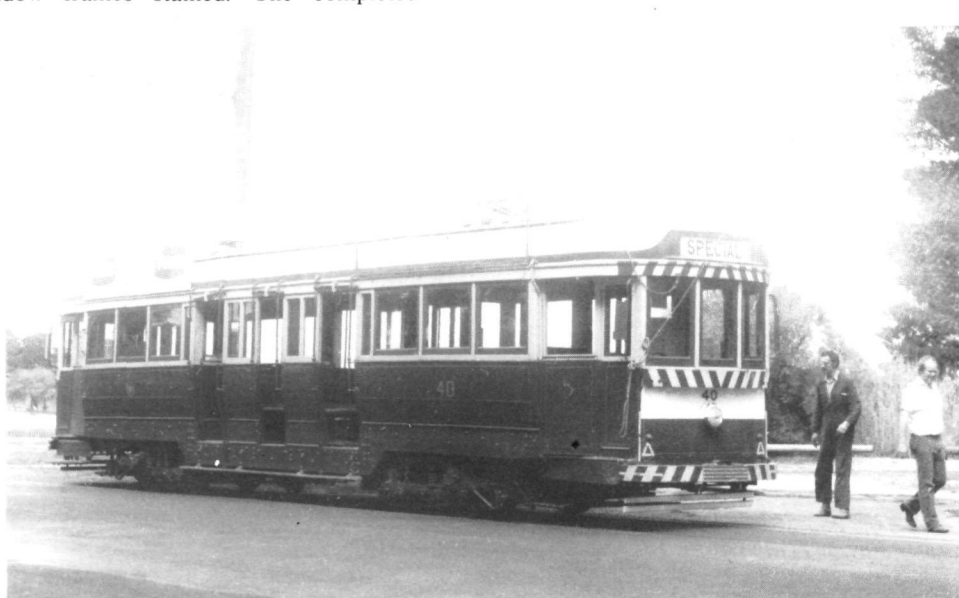
The recommissioning of car 18 on 23 March, 1985. Richard Gilbert and Frank Hanrahan are seen beside the tram.

DAVE MACARTNEY

No 27 has been completely repainted in the original SEC colour scheme. No 27 was the first Ballarat car to appear in this scheme in 1935, replacing the red and white Electric Supply Company colours. The green used was of a lighter shade than the later SEC green (used from the late 1940's), the rocker panels were painted cream, and the window frames stained. The completed

paintwork, with ornate lining, numbers and monograms, looks magnificent. As well as a repaint, No 27 also received new windows and a revarnished interior.

No 14 has had new timbers installed in the floor as some of the original floorboards were badly worn.



Car 40 at St. Aidans Drive on a trial trip with Warren Doubleday and Richard Gilbert on 28 February, 1985.

DAVE MACARTNEY

FERNY GROVE . .



Brisbane Tramway Museum Society

Restoration of 341

Work on Dropcentre 341 is progressing at a healthy rate. All external timber and metal panels have been prepared and undercoated. Several colour coats have been applied. The tram is being painted in the 1930's colour scheme: dove-grey fascia and gutters, light blue above windows, dove-grey around windows, royal blue waistband and silver below. The dove-grey and light blue have been applied.

Work has now moved inside the tram while the external colour coats harden. Both driver's cabins have been stripped and undercoated, as has the dropcentre section. The two enclosed saloons are in the process of stripping. Some internal windows need to be reglazed because of scratches, but all 16 side windows are ready for final coats of gloss white (interior) and dove-grey (exterior).



Early July at Ferny Grove. The wooden poles went in easily . . .

. . . The stobie poles were a bit more difficult.

BOTH T. THOMAS

Substation

Earlier in the year Brisbane experienced severe electrical storms, and in one such storm it appears the substation developed a latent fault that revealed itself one Monday night with a loud bang. The Oil Circuit Breaker (OCB) had blown up. Fortunately there was no damage to the rectifier bulbs, but the OCB had to be dismantled and repaired.

On closer inspection it was found that the fault lay in the current transformers (CT's) on the OCB. The CT's are buried in a solid block of pitch, which had to be melted out before our electrical crew could get to the damaged CT. It seems likely that the museum will have the necessary parts to repair the fault.

Trackwork

While the substation is out of action, track maintenance continues. Because trams are not running, the Museum has been able to remove approximately 40 metres of old track immediately uphill from the new concrete track laid in 1984. This was necessary as there were faults in the joints, the trackbed was uneven and many of the sleepers rotten.



The trackbed has now been smoothed out to ensure an even gradient up the hill, instead of the old 'dip and hump'. A set of points has also been incorporated for a branch line to a future display hall. The track will be laid in mass concrete, but in the short term will be supported on concrete buns.

Overhead

The BTMS council has decided that all the present span poles have to be replaced because of their poor condition. One pole had fallen over, its heartwood totally rotten. The society has prepared 16 new woodenpoles, which have been capped and creosoted, 9 stobie poles for use around the depots and workshops (where extra height is needed) and 5 ex-Brisbane steel poles. The metal poles have all been stripped and treated with zinc paint to reduce rusting.

July the fourth to the sixth was chosen as the time to erect the overhead poles. A Commercial borer easily cut into the soft earth around the Museum site, and just as easily dropped the metal poles and the wooden poles into the fresh holes. The poles were then raked back to the correct angle. However the nine large stobie poles were more difficult, requiring an additional large crane, as they were too heavy for the borer.

In all, forty holes were dug, thirty for poles and a further ten for ragbolts for baseplated metal poles. On the sixth, concrete was poured into the holes and the operation completed.

The Museum terminus area is beginning to look like a street again with its poles lining both sides, while closer to the depot there seems to be a forest of poles, with both the new and the old poles still standing.



Dropcentre car 341 in the workshops. T. THOMAS

New Address

Has the Museum moved? Actually no, but our address is now 20 Tramway Street, following the renaming of the easternmost portion of McGinn Road.

BENDIGO

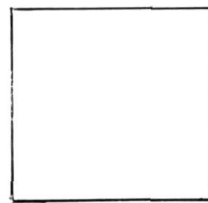
THE BENDIGO TRUST

The 28th of March, 1985 was an important day for the Bendigo Tramways. Cr. Ian Inglis, Mayor of the City of Geelong, re-commissioned Geelong car No 15.

An invited group of some 100 people from tramway and tourist interests, as well as Members

of Parliament, and civic leaders, witnessed Cr. Inglis perform this task.

Tramcar No 15, a Philadelphia Birney was built by J.G. Brill & Co. in December 1923, along with car No 14, for the Melbourne Electric Supply Company. When these two cars were shipped from



the United States, a mistake was made and the normal tip-over style of Birney seats did not come with the cars. Consequently when the cars were being assembled at Geelong, the carpenters made up longitudinal seats.

Birney No 15 came to Bendigo in 1949 through the State Electricity Commission who then operated the trams. Ten years later the car was involved in a serious smash which resulted in a fatality. The accident occurred on the Golden Square line.

After the accident the tram was shunted to the back of the depot and became cannibalised for spares by the SEC. At the time The Bendigo Trust became responsible for the conduct of the city's Talking Tram Tour, no plans existed for the wreck of No 15.

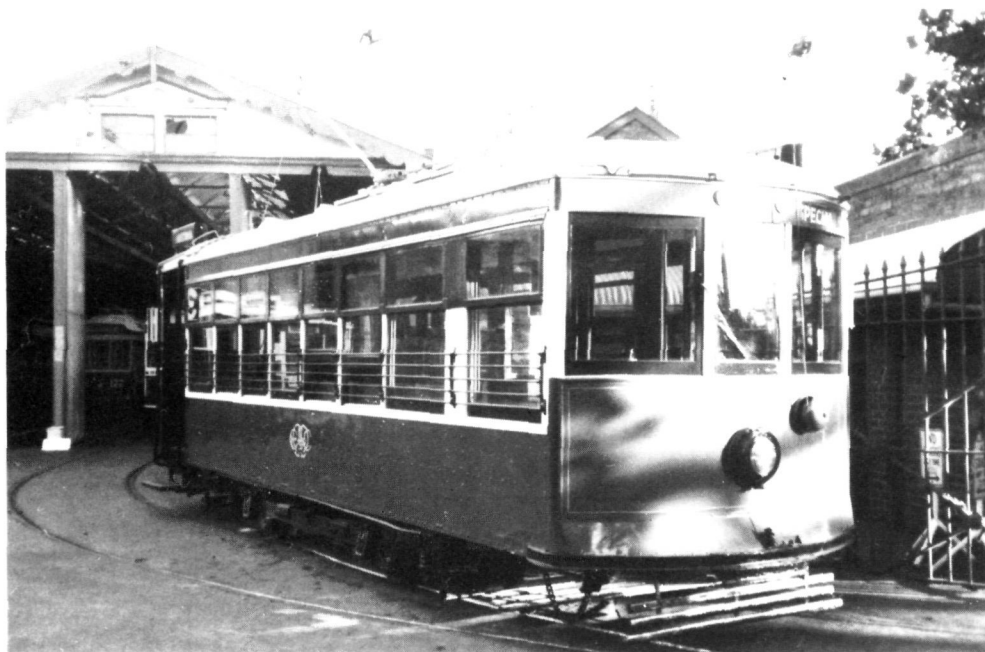
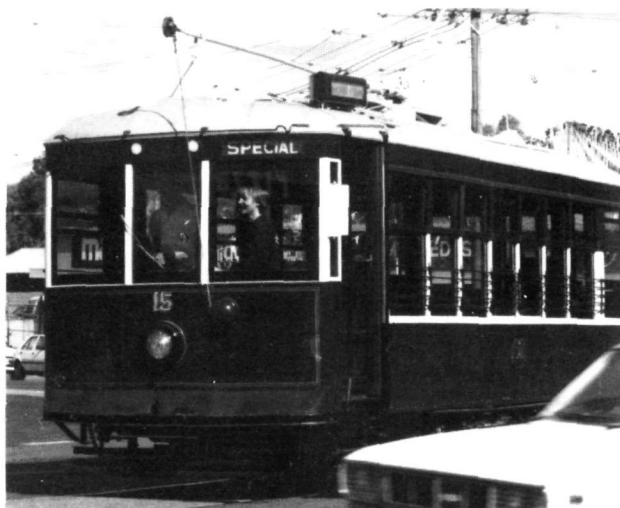
Initial work was done to No 15 during 1979 and 1980; but did not continue because the truck and air equipment were missing. Further restoration was undertaken in 1984, completing the car body and truck work, and later the air system was finished.

The tram was ready for road testing early this year and required only finishing touches to complete the restoration.

The tram has been restored back to its 1924 appearance in Geelong; sandstone coloured roof,

bright red body, with off-white trim, varnished woodwork, and black running gear. Two trolley poles and bases have been re-instated together with trolley retrievers.

The Bendigo Trust's biggest challenge was to find the missing valves for the air system. Whilst Birney No 15 is now complete, work is advancing to restore Birney No 11 (originally No 14 in Geelong), its sister car.



Car No. 15 outside the depot on the day of re-commissioning, 28 March, 1985.

BENDIGO TRAMWAYS

HADDON . . .

Melbourne Tramcar Preservation Association

Trackwork

During June 50 feet of concrete track construction was completed outside No 5 road, and is the first permanent trackwork, other than within the buildings, so far undertaken.

Point castings and crossings for two sets of points have been removed from storage and placed in their correct location, and work has commenced cleaning and overhauling these castings. Once completed the closure rails will be installed and welded, and will connect No 5 road to main lead and No 4 road to main lead.

Substation

The circuit breaker mounting frame has been bolted to the floor, insulated mountings fitted and the circuit breakers installed.

A diode unit has been acquired and installed with provision for an extra unit when required.

Material and fittings for panel construction have been acquired along with suitable switch gear and meters. Four additional circuit breakers were recently obtained for spares for the units employed in the substation.



Interior of the substation under construction showing the rectifier and feeder isolating links on the wall and portable 600 volt dc power supply in the foreground, February 1985.

COLIN WITHINGTON

General Works

Additional lighting for the pathway at the rear of the workshop was recently installed and has made movement at night around this area much safer.

A large industrial First Aid Kit has been acquired and placed in the workshop along with the provision of a stretcher.

A sink water heater is now located at the workshop handbasin and has made the washing of hands and faces during a Ballarat winter much less bracing.

The small flat top rail trolley acquired many years ago has been overhauled and new decking fitted, in readiness for continued track laying.

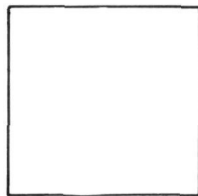


View of W2 407 on No. 5 road after the removal of the front advertisements in June 1985.

COLIN WITHINGTON

WHITEMAN PARK . . .

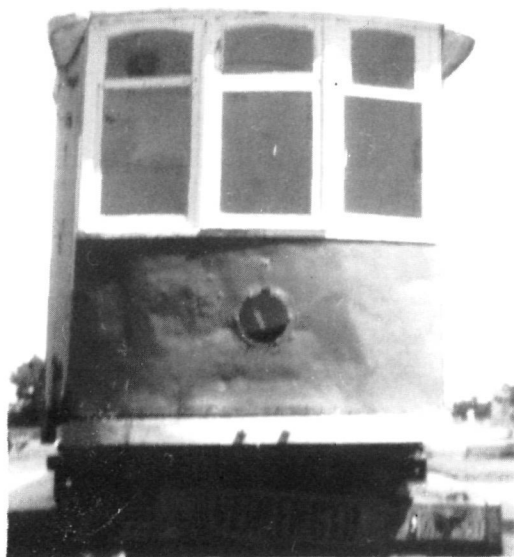
Perth Electric Tramway Society



Since last report, members have concentrated on the point work connecting roads three and four and at time of writing, road three has been cut in and road four still remains to be connected — hopefully on the next two or three work days. Much preparation for this job was done over the Easter weekend “sleep-over” and from general consensus (that word again) these “sleep-over” weekends should be held more frequently — possibly every second month.

During September/October, a MRPA/CEP group were engaged in ballasting the Society's track to the first road crossing (approx. 1 km.). The track is ballasted to top of sleeper and the completed job looks very effective, however, it will look much better when it has overhead above it and trams running over it.

F Class 34 arrived on 14 February from the Mandurah Museum and has been placed on spare W2 bogies on road three and on work day, Sunday, 10 March, the car was stripped of the metal covering the roof and the slats were removed from the sides showing the ribs to be in good condition — we now await the fairy godmother to arrive with bundles of dollars for 34's restoration.



Photographed from a following vehicle, Perth F class tram departs Mandurah for the Museum at Whiteman Park on 14 January, 1985. R. PEARCE



Perth F class car 34 was placed on W2 trucks on arrival at Whiteman Park. It is seen being pushed into the depot on 14 January, 1985.

R. PEARCE



Vic Sweetlove and son, Andrew, have been busy working on the tower wagon's carburettor which, now it is required to assist in the overhead hanging, has taken the "knock". Kim Chipper and Robert Pearce had commenced fabricating the span wires for the overhead of the four-road carbarn fan.

The MRPA/CEP work group have laid a further 1 km of track towards the "crafts village" and late

Good Friday, members on the "sleep-over" decided before retiring to walk the distance through the crafts village to central station — terminus of the tramway/railway and all agreed, when operation starts, the section of the park traversed by the tramway will give the public time to appreciate what tram travel is like. Also there are three long straight sections where full parallel can be expected to be notched up.



Perth G class car 37 at Narrikup is the only known surviving clerestory roofed bogie car in Western Australia.

R. PEARCE

Late News

In a bid to sell Melbourne's expertise in tramway construction and maintenance, tram 2001, the prototype of the latest articulated light rail vehicle, is to go on display in Mexico City.

The trip has been arranged by Comeng (Vic.) in conjunction with the Metropolitan Transit Authority of Melbourne as part of a joint tender bid for huge contracts for a new light rail line in Mexico City. The prototype articulated car, the first of its type in Australia, has been undergoing trials in Melbourne since last year.



NEWCASTLE . . .



Newcastle Tramway Museum

On Saturday, 22 June the Newcastle Tramway Museum transported former Sydney C car 33 from the operating site of the Megalong Valley Tourist Railway.

This tramcar entered service on the isolated Ocean Street to Rose Bay electric tramway on 31 October, 1898 with car 29, joining vehicles 11 to 17 which had been available for traffic at Ocean Street from 4 October, 1898, the opening day of the line.

Saloon car 33 remained at Rushcutters Bay depot until 1907 when it was converted, with No 82, to a trial double deck car to ascertain if such trams could relieve overcrowding at peak periods and so remove the need to widen track centres on curves and remove centre span poles if larger single deck bogies cars were constructed.

The double deck experiments took place from 25 March, 1907 until 17 January, 1908 on the George Street route in Sydney. The slow loading rate and sluggish acceleration resulted in the expensive, but wise choice, to build larger single deck bogies cars for the Sydney traffic.

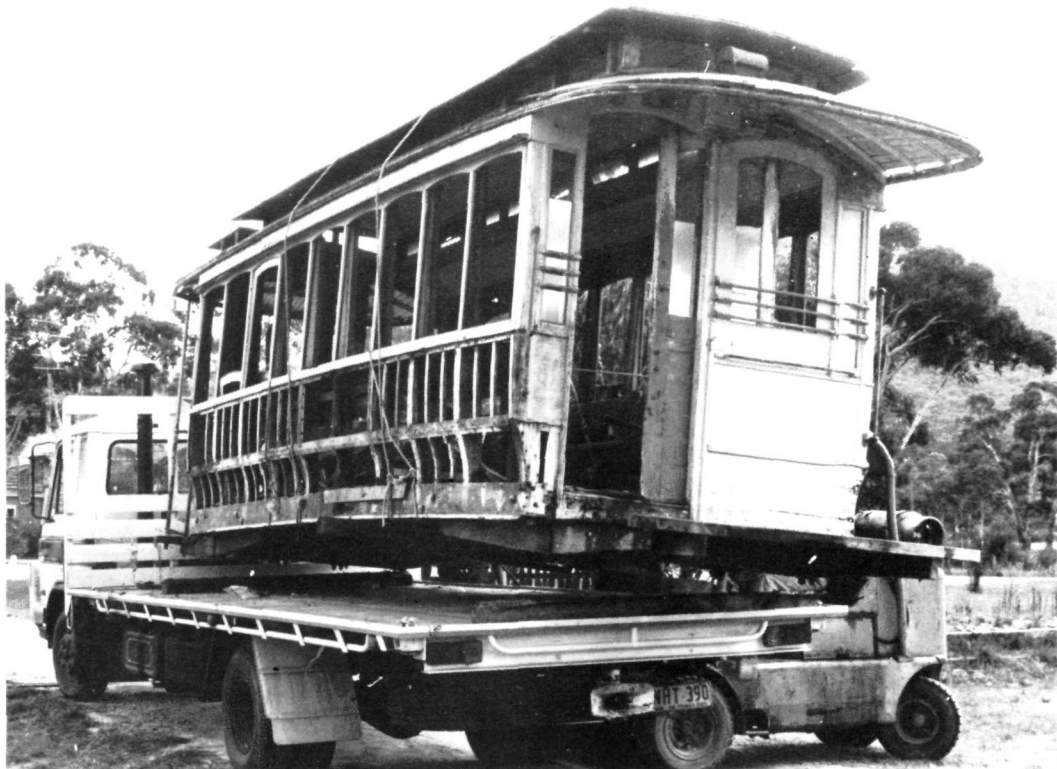
Cars 33 and 82 were converted back to their original single deck form and operated from Fort Macquarie Depot. No 33 continued to operate from that depot until 1924, being withdrawn on 11 November. This tram was retained as a haulage car at Randwick Workshops and as such, was never stripped of seats and other internal fittings as was done to those trams of this class converted to breakdown emergency vehicles.

No 33 was never renumbered in the "Service Stock" roster in numerical sequence, although the



C car 33 arriving at Walka on 22 June, 1985.

K. DUNN



C car 33 being loaded at Megalong Valley. K. DUNN

letter "S" was eventually added to its passenger number. The original No 33 in the service stock fleet was given to bogie electric water sprinkler car No 12 (in separate water car roster).

This tramcar worked at Randwick Workshops during the 1950's on haulage duties shunting stripped passenger cars onto the "burning mountain" where the wooden bodies were incinerated to release the valuable metal scrap. No 33 continued in this role until 1959 when it was withdrawn from service.

The body of this now elderly tramcar was purchased for use as a studio-workshop and was situated for many years adjacent to the old stone gateman's cottage at Mt Victoria.

From there the car was later taken to Springwood for restoration. It seems that little progress was made at that location and the vehicle eventually arrived at the Megalong Tourist Railway where it was mounted on a 2ft gauge, 4-wheel underframe.

When the Megalong group finalised arrangements for the construction of new passenger cars by a Goulburn engineering firm, tramcar 33 became excess to their needs. In late January 1985 the tram was offered to the Illawarra Light Railway

Museum for restoration but that Museum's management committee felt that as this was a rare vehicle, being the only one still available for preservation which operated in a double deck form, it would be preferable to have it restored to its original form as a standard gauge electric tramcar. If no tramway museum group expressed interest, however, the ILRMS would then accept the vehicle for restoration to a 2ft gauge bogie car keeping the body in its original form.

Fortunately the Newcastle Tramway Museum has the experience and resources to restore the tram to its original form and 33C arrived in the Hunter District on Sunday, 23 June.

The tram is now housed on a temporary standard gauge underframe under cover at the Walka Water Works at Maitland. Melbourne car W3 668 and the body of Sydney tram R 1884 were stored at Walka in the late 1970's also due to the generosity of the Maitland City Council (See *TW* p 16 Oct 1978).

The Newcastle Museum is preparing drawings for the possible reconstruction of a Peckham truck. Data has been obtained from original Peckham catalogues while Melbourne wheel and motor sets will be incorporated in the project.

