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CABLE TRAM CENTENARY CELEBRATIONS

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*Clifton Hill cable trailer No 171 behind the Swiss
Mountain Hotel at Blampied, Victoria on 5
January, 1986.*

K. McCARTHY

FRONT COVER:

*Birney 15 in its Christmas role of Santa Tram for the Myer Emporium, heads a
lineup of trams for the Bendigo Trust's Christmas tram spectacular on 7 December,
1985*

COURTESY BENDIGO ADVERTISER

BACK PAGE:

*A side view of restored cable trailer 171 from the Collingwood and Clifton Hill line in
Melbourne. It has been restored by Daryl Hawkesworth in the Victorian country town
of Blampied.*

K. McCARTHY

100 YEARS OF MELBOURNE TRAMWAY OPERATION

By Ken McCarthy

Monday, 11 November, 1985 marked the centenary of continuous tramway operation in Melbourne. The Metropolitan Transit Authority, the State Government of Victoria and the Tramway Museum Society of Victoria took this opportunity to stage some interesting activities to celebrate the occasion.

To mark the inauguration of the Richmond cable tramway on 11 November, 1885 the TMSV provided grip car No 436 and trailer No 299 for static display at the City Square adjacent to the Town Hall in Swanston Street. They were on display from 10 to 13 November.

The "Met Transporter" was also on display. This is a rocket-like contrivance, not unlike the illuminated rocket tramcar used some time ago on the Blackpool Tramways in England during the Illuminations tourist period. It contains flashing lights, videos, a planetarium and a control room which can be operated by children. Displays within the "Met Transporter" show metropolitan transport scenes from the past and predictions for the future. This presentation had been used at the Melbourne Show during September.

The centenary activities commenced with a tramway parade to the City Square. The parade included open toastrack V124, tourist car Y 469, single trucker X2 676 and W2 380. With the arrival of this parade, which took place on Sunday, 10 November, the Minister for Transport, Tom



Victorian Transport Minister Tom Roper speaks at the launching of the week of Centenary celebrations in City Square.

COURTESY OF MTA OF VIC

Roper and the MTA Chairman Kevin Shay launched the booklet "One Hundred Years of Melbourne Trams" which was prepared as a joint effort by the Metropolitan Transport Authority



The trams which brought the official party to the City Square function held on Sunday, 10 November, 1985.

COURTESY MTA OF VIC

and the Australian Tramway and Motor Omnibus Association to mark the occasion.

At the conclusion of these formalities articulated LRV No 2001 made a ceremonial trip from the City to Richmond along the route of the pioneer cable tramway and then continued on to Wattle Park where a barbeque was held for employees.

During the lunch period on Monday, 11 November vintage tram operation was planned from Parliament House along Bourke Street to the GPO to carry mail bags containing letters specially postmarked for the tramway centenary. Due to a then current Union dispute this was not conducted as planned, but the mail was carried by Z class trams in normal service while the Minister for Transport was on hand at the GPO to supervise the delivery.

The Minister then unveiled a plaque marking the 100 Years of Tramway Operation on the south-east corner of Bourke and Elizabeth Streets in the shopping mall. The official party then proceeded to 673 Bourke Street where a plaque provided by the TMSV was unveiled by the Minister on the former Melbourne Tramway & Omnibus Coy office building.

During that Monday afternoon the State Member of Parliament for the Richmond area carried a special scroll on a service tramcar to his electorate. On arrival at Richmond Town Hall he delivered a speech from the scroll as part of the ceremony declaring open a Cable Tramway Centenary Exhibition. This exhibition has been assembled and financed by the municipalities served by the tramway system and will be progressively transferred each month amongst the municipalities for the next year. The exhibition was opened to the public at Richmond City Library on 13 November.

Since November most tramcars have been flying tramway centenary flags as they travel through the City.

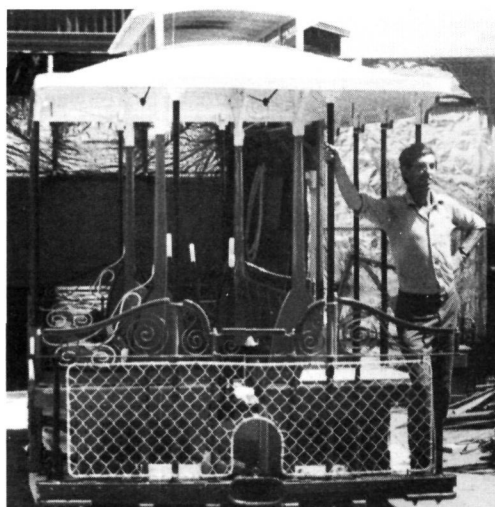
On Saturday, 16 November the Minister for Transport, Tom Roper, visited the TMSV museums at Kilmore and Bylands. After inspecting the horse tramway at Hudson Park, Kilmore at 1pm he moved on to Bylands where he travelled on the petrol-engined grip car No 593 and restored trailer car No 171. He also ceremoniously switched on the electric power at the museum to reopen electric operation.

As *Trolley Wire* readers are aware, electric trams ceased operation at Bylands in November, 1984 due to a major transformer failure. The Minister for Transport was instrumental in negotiating a government grant of \$14,000 for the museum which enabled electric operation to be resumed. To mark the occasion The Hon Tom Roper was made a Patron of the Museum.



Tramway Museum Society President Keith Kings (left) and Victorian Transport Minister Tom Roper unveil the plaque on the wall of 673 Bourke Street, the original Head Office of the Melbourne Tramway & Omnibus Company.

COURTESY MTA OF VIC



Grip car 593 at Swan Hill on 6 January, 1986 when alterations were being carried out on the motor ventilation system. Newton Williams is standing on the front platform of the dummy.

K. McCARTHY

RESTORED CABLE CARS

CABLE CAR CENTENARY

By Ken McCarthy

If you are travelling along the Midland Highway between Daylesford and Ballarat be sure to call at the Swiss Mountain Hotel at the small settlement of Blampied, 12km west of Daylesford. Mine Host is Daryl Hawksworth and he will be very proud to show you his cable tram treasures at the rear of the hotel.

Clifton Hill cable trailer 171 has been fully restored to its original appearance of 10 August, 1887 when it introduced cable tram operation on the Bourke Street to Clifton Hill tramway. The tramcar is finished in the red route colour and the very high standard of restoration, which occupied Daryl for four years, is a credit to his skills, craftsmanship and perseverance.

The car is housed in a shed, and a short length of track laid in the hotel paddock enables the tram to be wheeled out into the yard.

Further north at Swan Hill the results of 12 months' dedicated work and patience can be seen at the residence of Newton Williams. This is cable grip car 593 which has been built as an entirely new vehicle, only employing the wheels and metal fittings from older grip cars. This is the first new grip car constructed in Victoria since 1923 when No 592 was issued to traffic on the Richmond line in Melbourne!

Newton Williams and his father-in-law, the late Alan Antcliffe, were responsible for the construction of open crossbench horse car 253 which now operates at the Hudson Park Tramway in Kilmore. Grip car 593 has been constructed to the same high standards as the horse tram.

Dummy 593 is powered by a single cylinder 16hp petrol engine which is situated under the front right hand seat. Thus unit drives an hydraulic



Cable trailer 171 emerges from its shed while car 462 stands at the right awaiting restoration on 5 January, 1986.

K. MCCARTHY

pump which transmits power through a reversing valve and heavy duty hoses to a small hydraulic motor which activates the rear wheel set through a drive chain.

The "grip man" controls the car through the usual three levers; the left and right ones activate the track and wheel brakes while the centre lever is the "grip" activating mechanism. In this case the lever does not reach down to a set of jaws which would engage the cable, but at the floor level it controls a cable which alters the speed of the motor and starts and stops the grip car.

As grip mechanism are not available, Newton Williams had to design and construct a new one which resembled exactly the original model. Even though the gripper does not extend below the car's chassis, over 70 parts were required in its construction.

The petrol tank is situated under the rear right hand seat while the battery which powers the starter motor is located under the front left hand seat, the identical position occupied by lighting batteries on the Melbourne grip cars after 1920.

When viewed in January, some mechanical modifications were being undertaken on this grip car. A ventilation system was being installed for

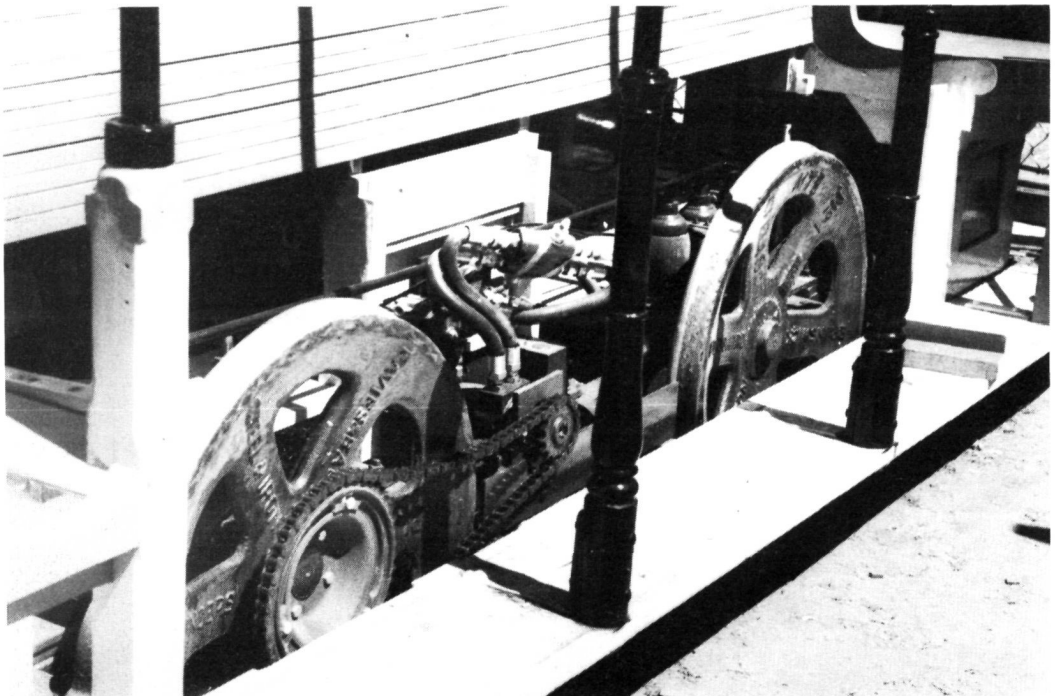
the petrol motor to enable long distance operation to be made without overheating the unit.

Newton has also laid a short length of track outside the garage in which the cable tram is housed and this enables the vehicle to be demonstrated.

One would feel that these two men would deserve some respite from preservation activities after their recent excellent efforts. But once a person is 'bitten by the bug' one must go on!

Daryl already has another cable tram trailer (No 462 of October 1891) housed behind his hotel awaiting restoration while Newton has a 100 year old trailer (No 95 of November 1886) in his yard which will possibly be his next project. Car 462 originally worked on the Windsor to St Kilda Esplanade tramway while No 95 entered service on the Victoria Street route along Collins Street.

Grip car 593 and trailer car 171 worked together at the Tramway Museum Society of Victoria's tramway at Bylands on 16 November, 1985 to mark the centenary of the opening of the first Melbourne cable tram route to Richmond. On that afternoon the Victorian Minister for Transport, the Hon Tom Roper, was the guest of honour at the Museum and operated the cable car set in traffic.



A closeup of the hydraulic motor and chain transmission which powers new grip car No 593.

K. McCARTHY

BALLARAT HORSE TRAM No 1

By Richard Gilbert

The Ballarat Tramway Preservation Society has been fortunate to obtain the body of Ballarat horse tram No 1 from the backyard of a house in Ballarat East. The body had been used as a sleepout for about fifty years. Although Society members have been aware of the tram's existence for some time, there had been little motivation to obtain it before now, as establishing the electric tramway and museum has been the first priority.

In early 1985 advice was received of a Melbourne cable trailer being offered for removal from a property at Ararat and on investigation it was found to be cable tram trailer No 88 and it was still on its truck.

This immediately motivated the idea of restoring horse tram No 1. The cable trailer body was in very poor condition and was scrapped by a group of BTPS workers and the truck brought to Ballarat during Easter 1985. Negotiations with

the owner of the property on which the horse tram was located soon commenced and were enthusiastically received by both parties. The owner, Mr. Jack Leviston, saw the historic importance of restoring the tram from our first contact with him and asked for a steel garden shed to replace the 'sleepout' he was prepared to give away.

On Friday, 13 December, 1985 a group of enthusiastic society workers poked, prodded and generally inspected this 'time capsule' which had such a tangible link with the past tramway era in Ballarat.

The body is in surprisingly good condition with much original paintwork and 'No 1' being quite visible on the sides. A close inspection of the blistered paintwork suggests that the vehicle was never repainted, the original dull yellow livery appears to have been brightened up from time to time with a varnish surface coat. The interior is absolutely preserved minus the passenger seats and the whole body has been saved from the ravages of weather by having a sturdy peaked iron roof placed over it and being tightly fitted between other buildings. A find of great importance was the original 'byelaws' still framed in the window case.

After a laborious day's work jacking and pushing with steel bars, the tram was loaded onto a tandem trailer and paraded to the tram depot via Sturt Street, calling at the Town Hall where Ballarat Town Clerk, Mr. Ian Smith, and City Engineer, Mr. Robin Nuttall inspected and enthused over the acquisition. On arrival at the depot the body was lowered by crane onto the cable tram truck and pushed into the shed.

This six-windowed double-deck saloon car was constructed by Duncan & Fraser of Adelaide in 1887. It is believed that the car was delivered complete to the Wendouree sheds of the Ballarat Tramway Co Ltd where the other vehicles were assembled prior to the opening of the tramway on 21 December, 1887. It is thought to have been withdrawn from service in the late 1920s, possibly used until this quite late date as a trailer behind the electric trams conveying employee's bicycles between the City Traffic Office and Tram Depot.

The Society is to look for sponsors to assist in financing the restoration which, it is hoped, can be completed in time for the centenary of the Ballarat Tramways in December 1987, and the eve of the Australian Bicentenary.

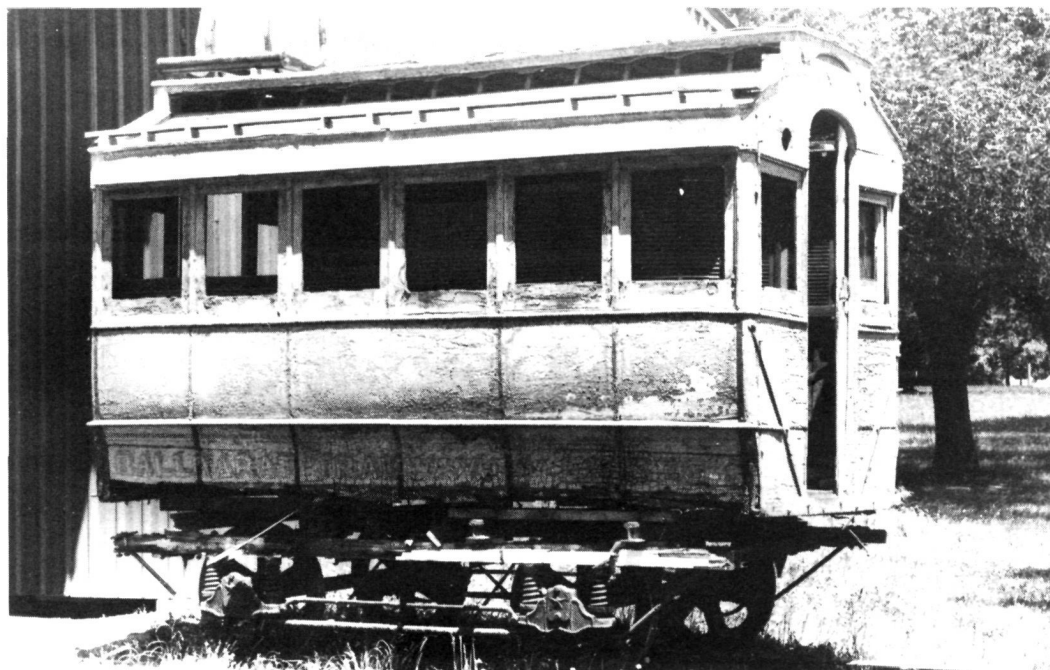


The interior of horse tram No 1. Examining the ceiling Mrs Betty Jackson, sister of Mr Jack Leviston.
COURTESY BALLARAT COURIER



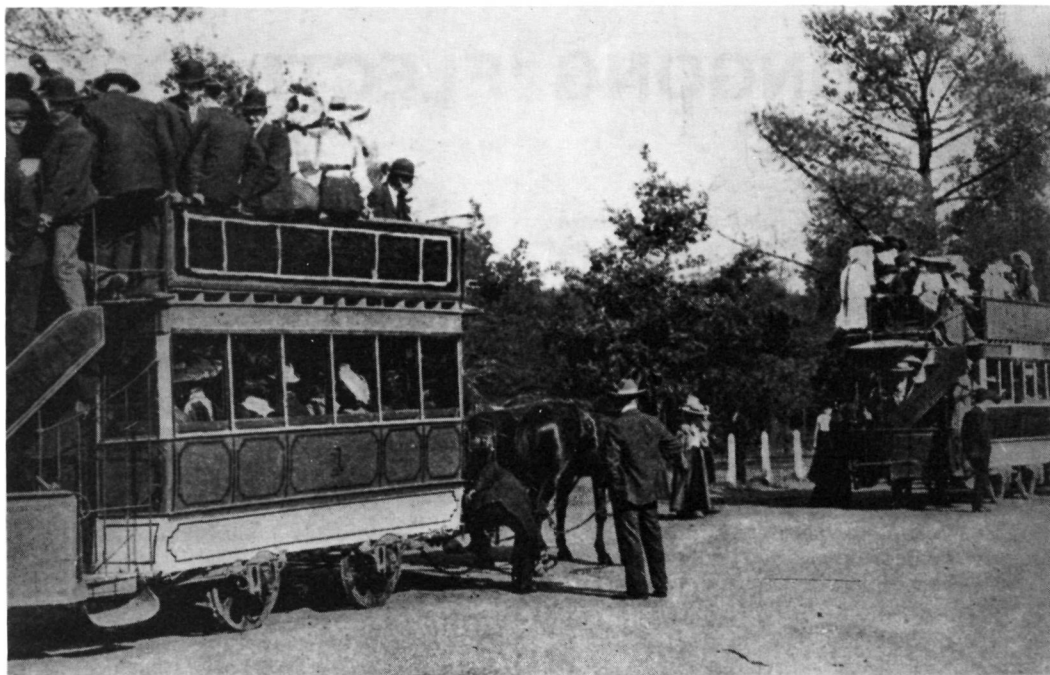
Horse tram No 1 outside the Ballarat Town Hall. It is being admired by BTPS Secretary Richard Gilbert (left) and Ballarat Town Clerk Ian Smith.

COURTESY BALLARAT COURIER



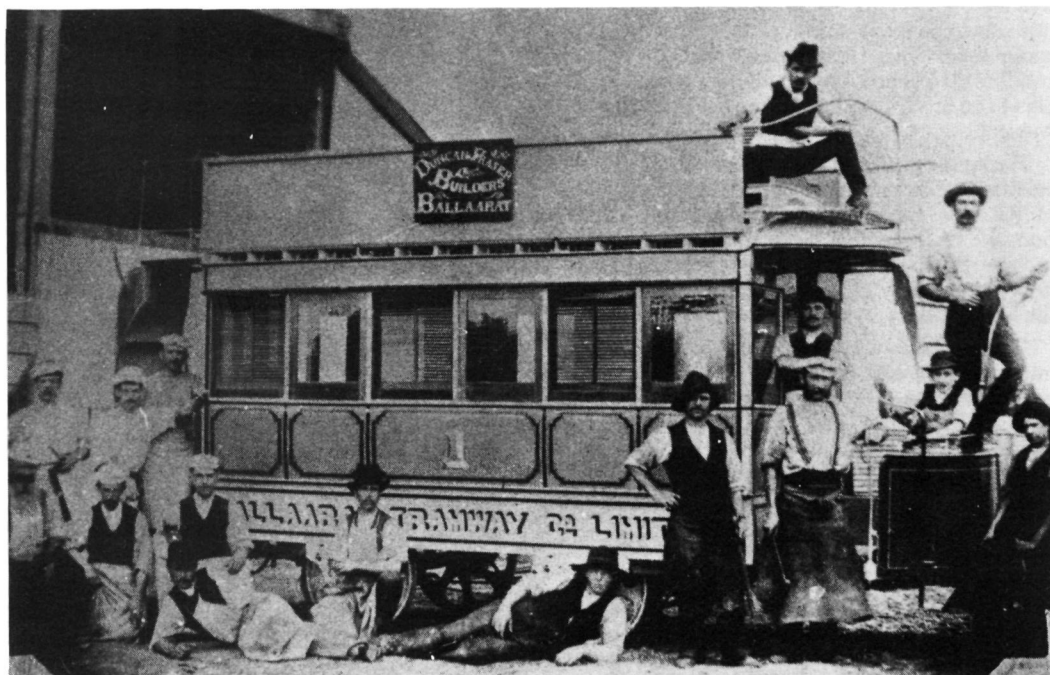
The horse car body standing on the cable trailer truck outside the rear of the Society's workshops on 5 January, 1986.

K. McCARTHY



Horse tram No 1 at the Wendouree Parade depot in 1887, shortly after completion and with the Duncan and Fraser employees posed around the vehicle.

BTPS ARCHIVES



Ballarat horse car No 1 at the Botanical Gardens during the 1890s. The "Havelock Tobacco" advertisement on the decency board on the top deck has been touched out by the photographer.

C. B. THOMAS COLLECTION

WOLLONGONG 'ELECTROFEST'

By Ken McCarthy

Sunday, 15 December, 1985 was proclaimed "electrofest" day in Wollongong to mark the completion and opening of the railway electrification; a project which cost over \$200m and which has seen the overhead wire reach out over the last six years from Loftus (28km from Sydney) to Port Kembla (100km from Sydney).

Unfortunately the through service to Sydney was closed at midnight on Thursday, 12 December due to a structural fault in the Stanwell Park viaduct. Rumours had circulated since August that some difficulties were being experienced in the 65 year old structure, but stringent speed restrictions had been imposed and preparations continued for the opening of through electric service on 15 December.

Driver training trips had ventured as far as Thirroul by September 1985 and on 27 November the first multiple-unit electric passenger train worked into Wollongong station.

The first passenger carrying electric train left Sydney on Thursday evening 12 December and this was to be the last through electric journey for some time. This pre-official opening trip was conducted to enable enough multiple-unit electric cars to be in Wollongong before the through route was cut.

Preparations were too far advanced for the celebrations to be cancelled or for the introduction of the new timetable to be postponed, so on Sunday, 15 December electric suburban services in the Scarborough-Wollongong-Port Kembla area were inaugurated, electrically isolated from the main Sydney system.

On the Sunday morning single stainless steel interurban sets U6, U9 and U10 (a total of twelve cars) were in operation providing free trips between Thirroul and Port Kembla. From Monday, 16 December sets U6 and U9 were observed in service with double deck air-conditioned interurban set V23 providing the third train. By the end of the first week U6, U9 and U10 were providing the base service with V23 sandwiched between on driver training schedules.

It seems that six four-car sets were isolated in Wollongong . . . three single interurban sets and three double deck airconditioned interurban sets. In addition the double deck stainless steel suburban D trailers, which had been hauled by diesel locomotives on the Wollongong suburban services since April 1983, have also been isolated in the

Illawarra area for the duration of the viaduct closure.

The Hon Neville Wran, Premier of New South Wales performed the official 'obsequies' at 12.30 pm on Sunday, 15 December, although he stated that this was the first time in nine years that he had declared open a scheme which could not be opened! He then signalled away the "electrofest"



Interurban electric set U6 in Wollongong station on 15 December, 1985. This was the first electric train in revenue service on the Wollongong suburban service on 'Electrofest Day'.

K. McCARTHY



An unusual sight in Burelli Street, Wollongong as the ILRMS locomotive "Kiama" in steam moves ahead of the SPER cable tram trailer on 15 December, 1985.

K. McCARTHY

parade which followed a 1km route from the station to McCabe Park.

Amongst the attractions of the parade was the Illawarra Light Railway Museum Society's 2ft gauge locomotive "Kiama" (Davenport 1596 of 1917) in steam on a low loader made available by Cleary Brothers, and Sydney cable tram trailer No 23 which had been restored for the Sydney Tramway Museum over the last two years by senior students at Warrawong High School.

The locomotive had presented no problems as it had been loaded at Albion Park on the morning of 14 December and returned to the Museum railway on Monday 16. The loading of the cable tram onto a bogie trailer presented some problems. Due to the low doorway on the building in which it had been restored the tramcar had to be jacked off its wheels and pushed out of the building on pipe rollers. Once it was secured on the trailer a steep grass bank still had to be negotiated, an exercise made more difficult due to over 900mm of rain having fallen during twelve hours prior to the transfer being undertaken.

The preparation commenced at 8 am and thanks to the efforts of W Parkinson, A Pachaco and I Saxon, the tram was safely housed in Rutty's bus depot by midday.

The tramcar and locomotive took up positions in Wollongong at 10.15 am on 15 December and, after a period on display adjacent to the 'Railway Picnic' in McCabe Park, the locomotive returned to Cleary Brothers' depot and the tram was taken to covered storage on Ian Saxon's Albion Park property where the body was united with its wheels.

Prior to its transfer to the Sydney Tramway Museum, Car 23 has to receive glass in the window frames, small windows in the clerestory, canvas fitted to the roof and the remaining seat slats installed.

Until the snap decision was made on 12 December to close through rail services to Sydney, publicity dealing with the opening ceremony and associated activities had been excellent. After the closure the press, radio and TV coverage was abysmal. Although the news media announced



King Street cable trailer 23 at the corner of Burelli and Church Streets, Wollongong during the "Electrofest" Parade on 15 December, 1985.

K. McCARTHY

that the celebration would proceed, no mention was made that a local electric suburban service would be introduced on Sunday, 15 December as planned. In fact after one week of electric operation, one local radio announced that the introduction of electric trains would be further postponed as the expected three week period of closure of the tracks over the Stanwell Park viaduct was now to be extended to the end of January 1986. Historians researching the electrification years hence will receive little assistance from contemporary reports of this event!

The Wollongong station yard was a scene of railway activity during the opening day. The Governor-General's car, State Governor's car and the Small State car were on display in the new Up dock platform while two cars of a new double deck airconditioned interurban set were positioned in the Down dock. Steam locomotive 3642 from the Rail Transport Museum at Thirlmere was also on display in steam while railcar sets and MU electric trains were leaving the main platforms at regular intervals.

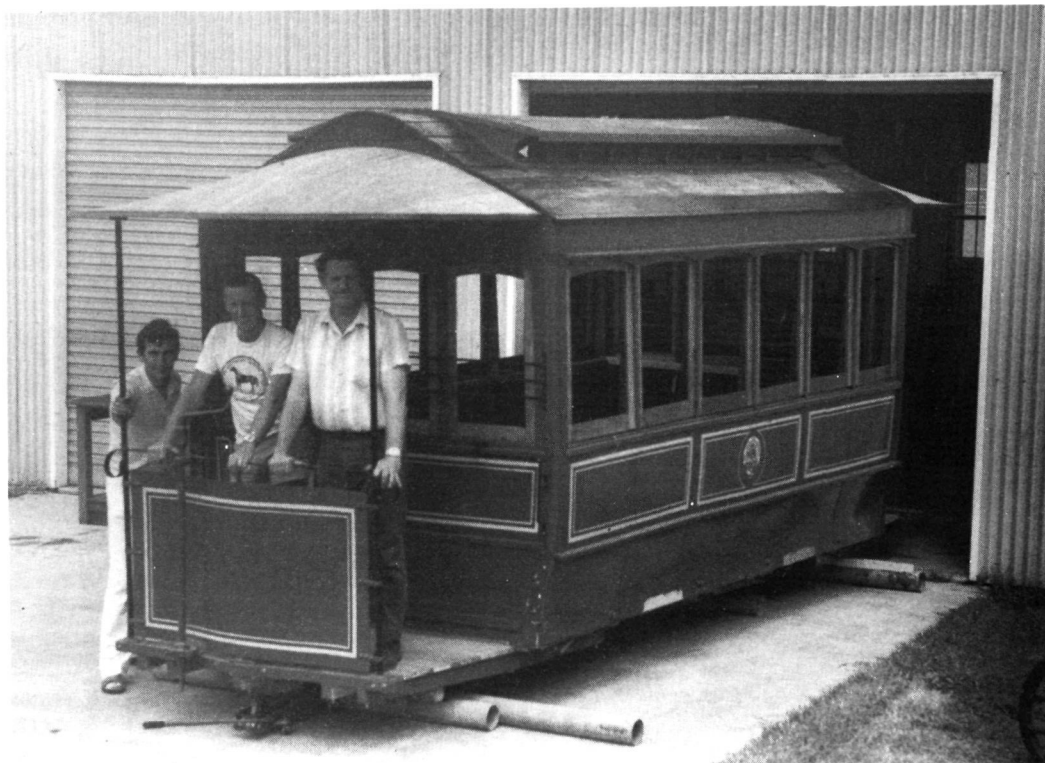
The festivities concluded at the Railway Picnic in McCabe Park where 20,000 railway meat pies, thousands of free lunch packs containing drinks and railway fruit cake, as well as ice blocks, tea and coffee were dispensed.

According to the news media this was the biggest non-event ever. To the people of the Illawarra area it was a fitting way of launching the era of electric traction to the region.

The Sydney Tramway Museum thanks member Ian Saxon for providing and driving the four-wheel drive vehicle which hauled the tramcar and for negotiating covered space in which car 23 will be housed for the next few months. Bill Rutty is thanked for housing the tram in his company's depot on the night prior to the parade.

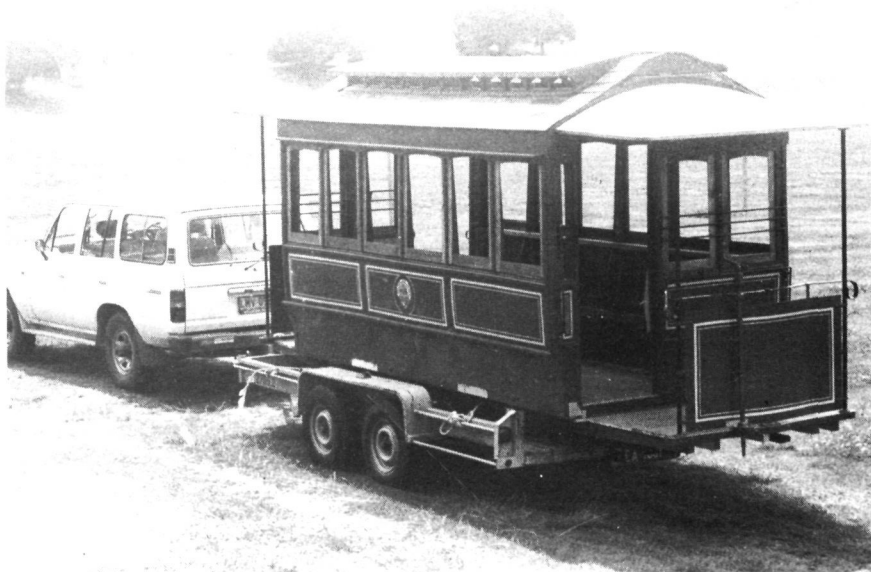
It is almost 80 years since a Sydney cable tram appeared in a procession. During 1906-7 North Sydney cable trailer No 22 appeared in a Sydney parade with trolley pole and electric controllers. During October 1907 this car was in a Newcastle procession without the electric accessories. No 22 was then used on the Newcastle tramways as a steam breakdown emergency car until withdrawn in 1928.

**VISIT YOUR MUSEUM DURING
HERITAGE WEEK 1986
13 APRIL TO 20 APRIL**



No 23 being hauled around the perimeter of the Warrawong High School hockey field on 14 December 1985 as it leaves its home for the last two years. K. McCARTHY

Cable trailer 23 emerging from the school's automotive unit on pipe rollers. This building housed the tramcar during its restoration. K. McCARTHY





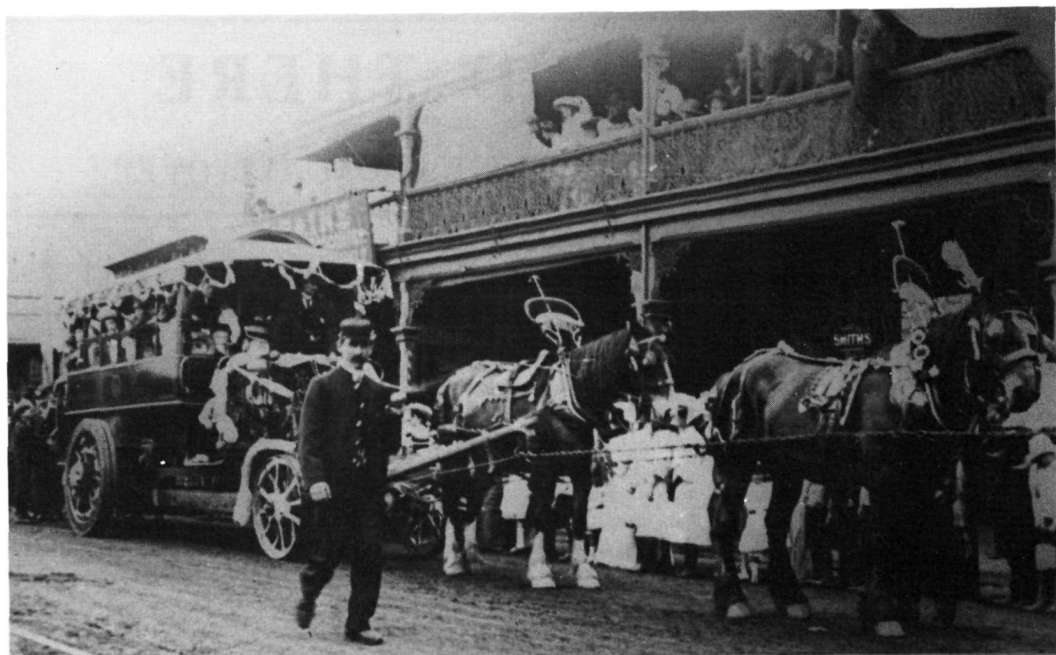
The King Street cable trailer in Ruttys Bus Service depot at Figtree on 14 December 1985.

K. MCCARTHY



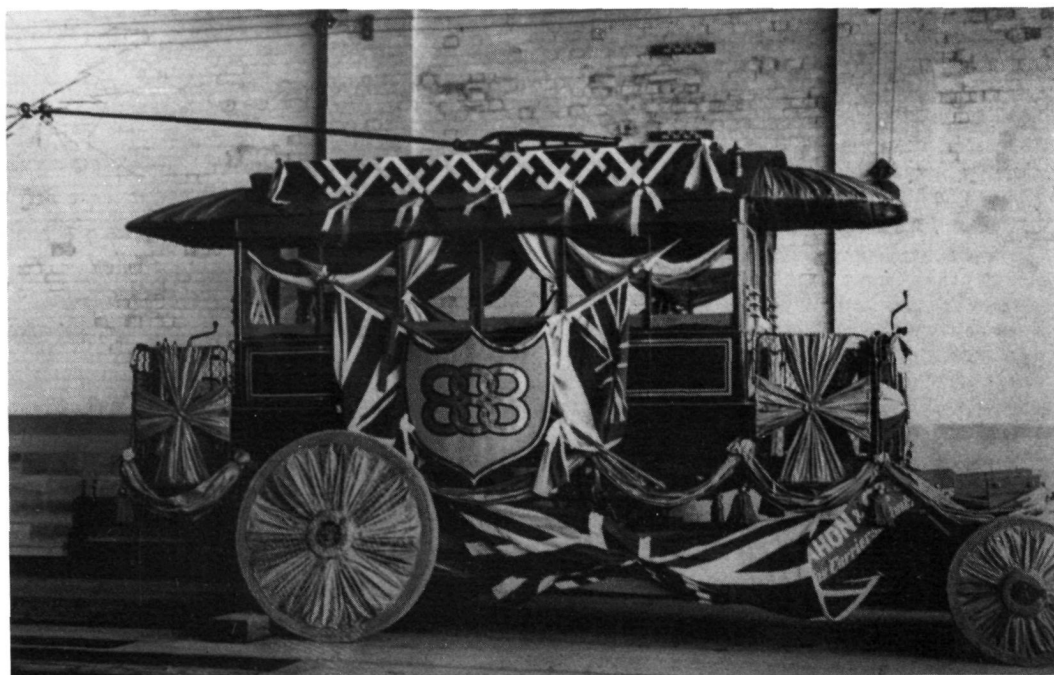
The 2ft gauge Davenport locomotive "Kiama" awaits the start of the parade in Auburn Street, Wollongong on 15 December 1986.

K. MCCARTHY



North Sydney cable tram trailer No. 22 in Hunter Street, Newcastle during a parade held on 28 October 1907.

K. MAGOR COLLECTION



North Sydney cable tram trailer No. 22 disguised as an electric tram on J. McMahon & Coy's float in 1907. This was displayed in the Sydney Eight Hour Day Parade.

ARHS NSW DIVISION ARCHIVES

HERE AND THERE

NEWS ITEMS OF INTEREST FROM ALL OVER

Kiama Tramway

On Wednesday, 7 August, 2ft gauge John Fowler loco No 16089 of 1923 (0-4-0T) returned to the Illawarra region and is now stored at the Illawarra Light Railway Museum Society's Albion Park Museum.

From 1914 until 1941 a 2ft gauge steam worked street tramway linked the Pikes Hill Quarry with Kiama Harbour and the NSWGR goods yard. A double tracked main line ran the length of Terralong Street (see *TW* Oct, Dec 1976 and Feb 1977) linking these locations. A total of six steam locos were attached to the system, the most recent unit was this John Fowler engine which entered service in 1923.

During the official opening ceremony of the ILRMS in November 1984 Mr Don Cottee, the Deputy Engineer of Kiama Municipality and a member of the Sydney Tramway Museum, expressed an interest in developing a tourist project which would result in the reopening of the Kiama tramway.

The ILRMS Museum Committee expressed a willingness to assist such a project and during December 1984 Don Cottee compiled an illustrated proposal which gained the support of local businessmen, a majority of residents, the Kiama press and the sympathy of the aldermen.

The Public Works Department has expressed intentions for some time to upgrade the areas surrounding the harbour basins at both Wollongong and Kiama. A start has been made on the Wollongong project which will result in harbour-side restorations being carried out in fabric similar to that used over 100 years ago when the small coastal harbours were excavated.

It has been mentioned at the Environmental Heritage Committee meetings which serve the three Illawarra coastal councils, that consideration be given to constructing about 100m of 2ft gauge track in the resurfaced roadway at Robinson Basin at Kiama so that the ILRMS Davenport loco from Albion Park could be steamed in its original location on special festive occasions.

A larger Kiama project has emerged from these initiatives. Since 1974 the Fowler engine has been stored under cover at Kenthurst NSW since leaving the Goulburn steam museum. The owner

was willing to sell the locomotive but an interstate group held an option on it until the end of 1984. When this expired a group of Kiama businessmen and interested residents formed a Locomotive Trust and raised the not inconsiderable purchase price of the unit.

The Locomotive Trust is now proceeding through development applications and other legal aspects which, it is hoped, will result in the award of a government grant to reconstruct portion of the Kiama tramway for tourist operation.

Work is well advanced on a bypass freeway around Kiama which will free the main street of through motor traffic. It is therefore possible that the reconstruction of part of the original route along Terralong Street may be eventually considered under a later stage of the project.

In the meantime two portions are proposed for initial operation which would give an operating length of just over 1km.

1. Between Terralong Street and the northern end of Robinson Basin around the edge of the harbour.
2. Eastwards along Terralong Street skirting the Showground above the ocean.

Portion 1 would be along the original route, but the No 2 portion would cover new tramway territory east of the harbour. The original route traversed Terralong Street west of the basin.

If the proposal wins approval the Illawarra Light Railway Museum will participate in the joint scheme exchanging locomotives and rolling stock between the two undertakings as traffic demands.

The Albion Park Museum will continue to be developed as a working industrial railway museum together with support displays and workshop facilities. Although the ILRMS would continue to operate at Albion Park on its present schedule, emphasis would be placed on the picnic/family clientel during the March to October period while intensive tourist operation would be conducted at Kiama in the summer months.

Diesel haulage would be used at Kiama on periods of light traffic with steam during the tourist peak times. Only one or two steam locos would be attached to the Kiama system at any one time.



Kiama Locomotive Trust engine, John Fowler No 16089 at Albion Park on 9 August, 1985.

K. McCARTHY

The grant negotiations appear to be approaching an encouraging conclusion as the project has been given a high priority. The Trust has successfully accomplished its first practical stage with the return of John Fowler loco 16089 to the Illawarra area.

Tailem Bend Tourist Tramway Plans

With the announcement in 1984 that rationalisation of South Australian railway operations would result in major employment problems at Tailem Bend, a tourist development scheme using an electric tramway to link the town with the locations along the Murray River bank emerged.

A report in the Adelaide *"Advertiser"* on 19 June, 1984 indicated that the tramway would require a \$344,000 grant for a route of 9.7 km. The estimated all-up cost is \$410,000 with stage 1 being the first 4.5 km of the proposed route. The line would run from the centre of Tailem Bend township to a railway oriented historical village now under construction.

The Tailem Bend Feasibility Study Group was formed with Mike Kozikowski as spokesman. Although the South Australian Government was willing to assist in an investigation to determine the feasibility of the entire planned tourist package the Tailem Bend Council lodged various objections.

The main objection voiced by the Council was the erection of overhead wires in the town area, but no concern was voiced on the major portion of the proposed tramway along the Murray River bank.

By the start of 1985 the promoters were investigating the use of either a diesel electric or battery trailer to power tramcars along the sensitive portions of the planned route, while the State Transit Authority has promised that certain infrastructure items would be available as these became surplus with the general upgrading of the Glenelg tramway.

Since February 1985 news of further developments or progress on this interesting project has not been available.

**ORGANISE A GROUP TO VISIT YOUR MUSEUM DURING HERITAGE WEEK
SUNDAY, 13 APRIL TO SUNDAY, 20 APRIL, 1986**

BENDIGO



THE BENDIGO TRUST



Former Prahran and Malvern Tramways Trust drop centre bogie car No 45 has emerged from the Trust's workshops in a new guise.

This tram, which has operated in Bendigo as No 18 since 1951, has been rebuilt as an end loading one man operated saloon tourist car.

Work started on this conversion in 1980 and it is now available for winter weekday operation and for school parties.

The drop centre has been fitted with an elevated floor in line with the floor level over the maximum traction bogies while the longitudinal saloon seating has been replaced with transverse reversible 2×2 seats of a style similar to those in the Birney cars.

The seating has been increased from 48 to 52 and the car now resembles the E1 type cars of the Adelaide tramways.

The end platforms of No. 18 have been fitted with power operated folding doors while the glass corner apron panels increase the motorman's field of vision.

K. McCARTHY

No. 18 heads away from North Bendigo terminus with a tour party on 19 May 1985.

P. B. CLARKE





An interior view of end-loading saloon tourist car No. 18 at Bendigo.

K. McCARTHY



Rebuilt No. 18 in Bendigo Depot on 7 January 1986 with single truck car No. 6 at the left. No. 6 had been used as a permanent way maintenance car until recently.

K. McCARTHY

ST. KILDA . . .

Australian Electric Transport Museum



Car 42

Canvas repairs and sanding, priming and painting woodwork on the roof is progressing. The clerestory window frames are being lengthened to the original design; they were shortened when the car was altered to its A2 design in 1917. The frames are being modified using parts obtained from the bodies of A type cars. Lifeguards have been repaired and reinstalled while further work has been performed on the braking system.

Santa Tram

Ballarat 21 was used on two operating days and a charter day during December 1985 as a "Santa Tram". The car was suitably decorated to accommodate the grand old man and was run in addition to the normal service trams. Several half trips (to Mangrove Loop) and some full trips were run on each occasion.

It is believed that car 21 was used on several occasions when in Ballarat as a Santa tram and was also decorated for some of Ballarat's Begonia Festivals.

Brake Repairs

Seven of the original iron brakeshoes have been re-installed on F1 282. Composite shoes were fitted to the car during its stay in City depot for the Glenelg tram Golden Jubilee celebrations in 1979. Some mild occurrences of irregular braking brought about the change to the "old" shoes and the car now brakes satisfactorily.

Trolleybus 526

Preliminary cleaning down of Sunbeam trolleybus 526 is being carried out by Graham Kaines. It is intended to repaint the trolleybus in its original silver and carnation red livery as it appeared when built in 1953.

Mark Skinner prepares the former Hanson Street/Pulteney Street signal cab for repainting.

PAUL SHILLABEER



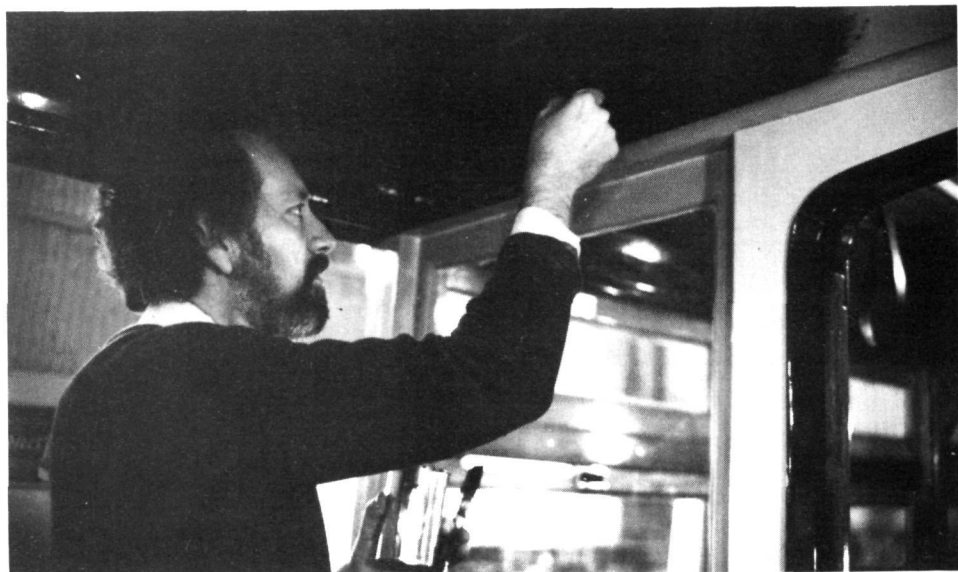


Above: Chris Andrews varnishes a section of the American Oak crossbench seating for Car 42.

PAUL SHILLABEER

Right: Jack Pennack bolts a cast aluminium seat end to one of the new pillars on Car 42.

PAUL SHILLABEER



John Hoffman painting a bulkhead on dropcentre F1 264.

PAUL SHILLABEER

WHITEMAN PARK . . .

Perth Electric Tramway Society



December News

During late June and early July 1985, following discussions with Park authorities, realignment of the track took place some 300 metres from the depot fan. The realignment cuts out three very sharp curves which were posing problems with the erection of the overhead as well as creating possible problems for the operation of single truck cars.

The elimination of these curves has seen the installation of a gentle curve and an extension of a long straight through the swamp. This realignment was carried out by park staff working on CEP grants.

Following an application to the Arts Council of Western Australia in March 1985, the Society was successful in obtaining a $\frac{1}{3}$ assistance grant for the purchase and erection of a workshop/restoration building at the rear of the Museum compound. This building will initially have two roads to take the Perth, Fremantle and Kalgoorlie bodies for restoration and also provide undercover storage for the Society's trolleybuses and road

vehicles. Building measurements are 25m \times 16m \times 4.2m.

Another success has been the receipt of a CEP grant of \$73,000 to employ five tradespeople for 26 weeks on the restoration of Fremantle 29 and Perth 34. Sufficient electrical and mechanical parts are on hand for these cars to be returned to service.

Barry King recanvassed the roof of Ballarat 31 and the two saloon bench seats have been reupholstered and refitted.

Vic Sweetlove continues to persevere with his mechanical work on the tower wagons. Two were made operational and were fully utilised in the erection of the overhead wiring.

Robert Pearce has located further tram bodies which the Society has taken steps to obtain for future restoration. Two D class bogie saloon cars and two K bogie saloons have been found. G class 37 should be at Whiteman Park before Christmas while E class 67 has been purchased and will be moved early in the new year. Three of these bodies



The body of Kalgoorlie single truck car No 3 at Coolgardie in August 1983.

JOHN SHAW



A substantial culvert was constructed across Bennett Brook. Since the photo was taken in October 1984, the trees have been further trimmed back to provide adequate clearance, poles erected and wire hung.

JOHN SHAW

are in excellent condition having been under cover since their withdrawal from service. Multiple-unit D class operation is an exciting possibility in the future; the D class being the only 2-motor multiple unit tramcars in Australia. K130, last of its class, is one of the newly located bodies and it is hoped it will quickly follow E67 to Whiteman Park. Kalgoorlie single truck No 4 will also be shipped to the Park subject to obtaining suitable transport.

The Society has been successful in purchasing from the Metropolitan Transport Authority of Victoria W2 class cars 329 and 392 for initial operation on the tramway. 392 will operate in conjunction with W2 368 and W4 674. Car 329 has been purchased to provide parts for the future restoration projects and we hope to have them delivered in early 1986.

Power has been connected to the carbarn and it is very welcome in the office/meal room area. Much appreciation must be expressed to Kim Chipper for his work with power connection and the installation of the depot sub-station. Kim has

been assisted by our jack-of-all-trades Secretary Ric Francis.

The Annual General Meeting was held at the Museum on Saturday, 24 August, 1985 and saw the following members elected for the coming year:

<i>President</i>	Lindsay Richardson
<i>Secretary</i>	Ric Francis
<i>Treasurer</i>	Frank Damen
<i>Councillors</i>	Barry King
	Duncan McVicar
	Kim Chipper
	Vic Sweetlove
<i>Liaison Officer</i>	Robert Pearce

The Power's On!

On Monday, 4 November, 1985 power was fed into the overhead for the first time at Whiteman Park. Former M&MTB W2 368 was driven out of the carbarn on No 1 road under the joint control of President Lindsay Richardson and Secretary Ric Francis, thus returning tramway electric traction to Western Australia after an absence of 27 years!



Frank Edwards assists with the erection of the web of wiring over the depot yard pointwork.

JOHN SHAW



Ric Francis (on tower wagon), Kim Chipper (left) and Frank Edwards hanging overhead on Saturday, 6 July, 1985.

JOHN SHAW



Melbourne W2 368 and Ballarat 31 in the depot yard at Whiteman Park on 4 August, 1985. The overhead wiring has yet to be erected.

JOHN SHAW

For the six members present it was a 'lump in the throat' feeling after years of searching for a home, disappointments, frustrations and hours — countless hours — of work put in, but this was amply rewarded by 368 moving under electric power.

Present also to help with the joy of the car movement were seven members of the Western Australian Light Railway Preservation Society who rode the rails to Mussell Pool terminus and, like the PETS members, received a thrill from the full parallel achieved along Swamp Straight.

W2 368 performed extremely well on its first run in Museum service and rides very well on the track. After four return trips from the carbarn to Mussell Pool, 368 was stabled and all 'rested' to allow the adrenalin to stop pulsing.

The weekend of 9/10 November saw a sleep-over, on which much work was undertaken and a few minor adjustments were made to the overhead. Track was laid from the rear of road 1 of the carbarn, straight through the backyard to the doorway of Road A of the rear workshop. W2 368 and W4 674, which has not run for about 14 years,

were both given shakedown trials preparatory to opening day. Both cars performed well, but 674 was run under handbrake operation due to a blocked valve in the compressor which has since been rectified.

Wandering lead operation was tested to move the cars onto road 2 and to facilitate the movement of Fremantle bogie car 29 from the rear of road 2 of the carbarn to the newly laid track to the workshops. This would enable the staff employed on the CEP to start work on restoration on Monday, 18 November, 1985. Ultimately two tracks will be laid in the workshop area, to be known as roads A and B.

Restoration

Fremantle bogie car 29 is looking very good with the restoration work completed so far, as previously members had stripped the outside metal body panels and wooden slats down to the body ribs. These have now been primed and prepared to take new aluminium panels. New timber beams have been installed on No 2 motorman's end, chassis and bumpers installed at both ends and new aprons have been fitted.

Internally, new marine ply is being fitted to the roof and, where required, new floor boards have been installed. Window sills and side wall panels have been stripped in preparation for varnishing later. New windows for the motorman's cabins and saloons are now on hand and will be fitted shortly. The State Engineering Works are being engaged to fabricate new metal seat components for both Fremantle 29 and Perth F 34.

We're Open!

Saturday, 30 November dawned clear and very hot, and 150 invited guests and friends, together with thousands of friendly West Australian flies, were on hand to hear President Lindsay Richardson give a resume of past events leading to the present day and to introduce Mr Bill McKenzie, Chairman of the Metropolitan Region Planning Authority (now State Planning Commission). Mr McKenzie

officially declared the Museum Tramway open and invited all present to ride 368 and 674 from the carbarn to Mussell Pool to share with the distinguished guests and Museum members refreshments served in a marquee erected in the parkland at Mussell Pool. Four round trips were needed to convey all those present.

Trams operated from 11.30am to 1.00pm, offering free rides to all guests and visitors to the park. On Sunday, 1 December, revenue service commenced at 1.00pm and closed at 5.00pm with a very encouraging 251 passengers carried for the afternoon.

Late Note

In early February the Society will be taking delivery of W2 class 329 and 393 from the MTA of Victoria and they will be transported to Western Australia via the State Shipping Service.

HADDON . . .

Melbourne Tramcar Preservation Association

Substation

The tubular framework on which the A.C. and D.C. panels will be mounted has been fabricated and installed in the substation.

The two zelemite panels have been cleaned and unusable holes filled. The wiring of these panels is currently in hand and when completed, the various meters, circuit breakers and switchgear will be fitted.

A resistance tube board for the holding coils of the D.C. circuit breakers has been manufactured, along with new tube clips, and it now awaits mounting to the breaker frame.

Trackwork

The closure rails for the No4 and No5 road points have been cut and positioned, then lifted to their correct elevation and placed on brick piers in readiness for welding.

During early November, the area outside No 3 and No 4 roads of the running shed was graded and the point castings positioned. At the same time the point castings for the "top end" points, which will lead from the main line to the workshop building, were positioned.

An additional twenty metres of main line track at the west end, leading from the No 5 road points, has been completed and bent to its correct curvature.

Electrical Superintendent Noel Gipps is seen designing the layout for the the substation panel.

A. SMITH





Inside the car shed at Haddon looking east between roads 3 and 4. On the left are cars W3 663 and L103 while VR41 and W2 357 stand to the right. K. McCARTHY



The depot yard track is shown assembled and levelled awaiting the pouring of concrete to form a mass roadbed. K. McCARTHY

Production of step plates, cross ties and bonds has commenced in anticipation of the welding programme commencing.

By late November welding of No5 road points had started. Under Noel Gipp's guidance, a regular trackwork gang has been formed, comprising members John Withers, Arthur Ireland, Lindsay Bounds and Tony Smith. With this group rapidly developing skills and co-ordinated working techniques, the progress in the construction of trackwork has been accelerated considerably.

General Works

An external 480 volt power point has been provided at the front of the workshop building, and a heavy duty extension lead made to facilitate the welding of the depot pointwork.

Further poisoning of weeds and grass around the buildings has been carried out, along with removal of rubbish from the site.

Late News

Since the above notes were written, the pointwork and associated yard track outside roads 3, 4 and 5 has been assembled and leveled. This track, which extends almost 100 metres from the car shed, was ready to receive a mass concrete road bed by early January.

Former M&MTB tramcars L103, W2357 and 407, W3663, W4670 and Victorian Railways 41 are housed in the car shed which encloses roads 3, 4 and 5. The older building designated for roads 1 and 2 accommodates two Melbourne half-cab buses as well as our large collection of tram and bus spare parts.

At this stage the Association will concentrate on the restoration of these former Melbourne vehicles, as well as tramway operation which is expected to commence later this year. The size of the property will enable a main line to extend about half a kilometre from the depot building.

BALLARAT . . .

Ballarat Tramway Preservation Society



Tram No 26, which is being rebuilt to its original California combination car appearance, is having the drop end seats fitted and varnished, and the seat backs are being made.

Tram No 14 re-entered service on 8 January, 1986 after spending some weeks in the workshops where false ply flooring was installed in the drop ends. The original flooring had worn badly and the tram had been fully repainted.

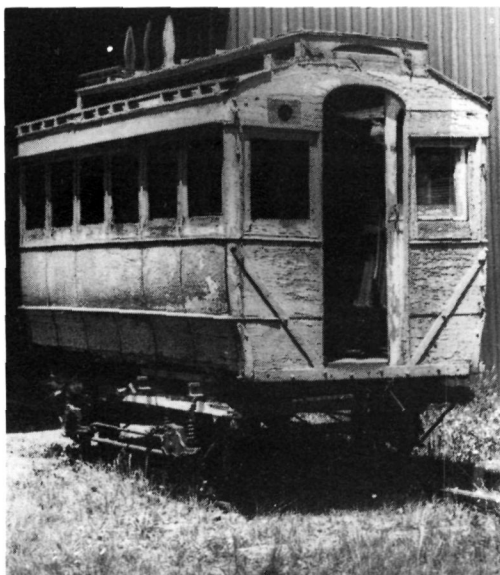
John Phillips has commenced construction of the walls for the new crew meal room. This project will culminate in the new meal room and office dovetailing into the museum which is to be housed in maximum traction tram No39. Architects drawings have been finalised to allow for the tram to be modified and permanently placed on Road 1 as housing for the museum display.

In January 1986 the Victorian Ministry for the Arts advised a further grant of \$20,000 has been made for continued development of displays at the tram depot.

It appears that some Australian railway and tramway museums will have trouble renewing their public liability insurance as a result of Lloyds of London issuing a blanket ban on this type of organisation due to the high insurance payouts on

Ballarat horse car No.1 outside the rear of the museum workshops on 5 January 1986.

K. McCARTHY



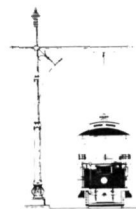
the international market for natural disasters and airline accidents last year. The Bellarine Peninsular Railway near Geelong closed on Christmas Eve but was fortunately reprieved a few days later by the State Insurance Office which has taken on this type of insurance.

The Society's insurers advised that our public liability insurance would not be renewed as from

19 January, 1986. The State and Federal Members of Parliament for Ballarat, took an immediate interest in our case, along with the press, radio and television. A meeting was held between the State Insurance Office and our Society in the company of Mr Tom Evans, MLA for Ballarat North, and cover for the Society was arranged in three days.

LOFTUS . . .

South Pacific Electric Railway



New Site

Following the pouring of concrete around the track between the three-way point and the entrance to Road 1 of the carshed on Saturday, 12 October, 1985 and subsequent removal of formwork on the following Saturday, all that remained to complete this lengthy task was the filling of the track to rail level.

This work was completed on 28 October, on which date our regular earthmover, Alex Cannini, returned to move more mountains of earth, clay and sandstone. His backhoe is steadily eating away at the small mountain which is standing on the site of the Workshop/Restoration building and each visit by this versatile machine sees the site gradually nearing its ultimate appearance.



P1497 on display at Waverley Depot on 13 July, 1985 during the 25th anniversary of the opening of the bus depot following the conversion from its role as a tram depot.

DICK HALL



The top deck is united with the rest of trolleybus 19 at the STA/UTA Apprentice Training College. This year should see the body panels being applied and flooring replaced.

K. McCARTHY

Mike Giddey was recently passing the Urban Transit Authority's now disused Pagewood Bus Depot, which has been relocated to Port Botany. Knowing of our immediate need for span poles, he noted that there were a number of poles standing disused at the depot, having been utilised for lighting the area. A request was made to the UTA and we were advised that we could have them if we were prepared to remove them ourselves. On Friday, 8 November, the poles were lifted complete from where they stood and removed to the new site at Loftus. The first pole was placed in position the following day, 9 November, little more than 24 hours after removal from Pagewood. Don Campbell had persuaded a friend with a post hole digger to drop by and the hole for this and one other pole was dug. Had it not been for the sandstone beneath the surface being more than a match for the machine, greater progress would have been made.

Apart from the 16 wooden poles and one steel pole from Pagewood, we were able to retrieve a number of other useful items which had been made redundant, among these being a large quantity of drain grates, all marked "DGT", which we will find most useful around the new site.

On 16 November, a large crane and semi trailer were hired to transport several large items from the old site, including the large wheel lathe which is to be installed in the future workshop.

While on hand the crane was used to lift the ABV van body, which stands on Road 1, to permit the removal of the pair of MMTB No 9 (W3) trucks which are to be shipped to their owner, the Tramway Museum Society at Christchurch. The 21E truck from Brisbane scrubber 16 (ex Sydney scrubber 137s, ex D car 119) was transported from the old site on the same day and the ABV body was lowered onto this truck and placed back on Road 1.

K car 1296 was also moved from Road 4 to Road 3 on this occasion by hauling it from the shed, lifting it bodily with the crane and pushing it back into the shed with the Matador. This was carried out in readiness for the electric trials at the new site, hopefully in time for the 25th anniversary of the closure of the Sydney tramway system, which we will be commemorating on Saturday, 22 February.

On 23 November, the remaining dirt-floored area between the shed wall and Road 1 was concreted and some concreting was carried out at

the points leading from the ladder track to the three-way point.

On 23 and 30 November, the ladder track was extended approximately 60 metres southward from the Road 4 points, using some of the 94lb (47kg/m) rail which, apart from the isolated lengths of 102lb grooved rail, is the heaviest rail we have used to date.

The temporary substation "building", an ex-railway LCL container, is now in position and awaiting the installation of the necessary equipment to supply traction power to the first section of overhead wiring, to be erected soon, to permit electric trial to take place.

Old Site

The handbrakes on our entire operating fleet, including 99u and L/P 154, have been overhauled. The improvement to the handbrakes on some cars is quite considerable. Servicing the controllers on the operating fleet is also being carried out. This has involved the replacement of segments and fingers that cannot be re-contoured, as well as removing large amounts of gunk that has accumulated in the controllers over the years.

Overhead line car 99u has been cleared of all the serviceable items and rubbish which had accumulated over the years. The side gates were raised with some difficulty and metal sheets have been laid over the open chassis. The car now sees

regular service again, being used to assist in the removal of fallen branches along the line, general clean-up duties as well as the shunting of other vehicles.

In October, Brisbane 4 wheel open car 71 was cleared of stored material and a Melbourne W2 footboard was fitted as a temporary measure. The car was given several test runs over the main line to "shake out the dust and clear the cobwebs". A bit of pitching was experienced but the car went without fault and the handbrakes proved to be as good as the day the car was withdrawn from service.

Bill Lacrosse has been making excellent progress with the painting of L/P 154. Final coats have been applied to the ends of the car and the gold numbers are being applied by hand. While it was hoped to have the car ready for re-entry into service by the Open Day/Christmas Party on 7 December, this was not to be and it was considered best to allow the car to be properly painted at leisure rather than rushing the job to meet a deadline.

Off Site

Cable trailer 23 has seen further progress and was removed from its resting place at Warrawong High School to take part in the Wollongong "electrofest" on Sunday, 15 December. A report of this event appears elsewhere in this issue.



Sydney trolleybus No 19 is gradually taking shape at the Apprentice Training College at Chullora.

DENNIS O'BRIEN

