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During November the Sydney Tramway Museum received a visit from Ms Charna E. Staten, a Commissioner with the Public Utilities Commission of San Francisco. The purpose of her visit was to review the operations of the Sydney Tramway Museum and to have a first hand understanding of the Museum's plans for development of the new site, the opening in 1988 and to satisfy herself that the plans for the permanent loan of PCC car 1014 to the Sydney Tramway Museum was a worthwhile venture to warrant the participation of the Public Utilities Commission of San Francisco.

Ms Staten enjoyed her visit and expressed the wish that she will be able to return to Sydney in a few years time to ride on 1014 at the Museum's new site!

Our photo shows (from left): Bill Parkinson (Tramcar Maintenance), Peter Kahn (Traffic Manager), Charna Staten and David Rawlings (General Manager). PHOTO HOWARD CLARK

FRONT COVER:

Double-ended PCC 1006, restored by the Municipal Railway for San Francisco's Annual Historic Trolley Festival, is seen at Duboce Avenue and Market Street in September 1986. HOWARD CLARK

BACK PAGE:

Brisbane four-motor car 429 being loaded at Ferny Grove for transport to the Brisbane City Council's Toowong Workshops for restoration, 10 June 1986.

PETER BURDEN

S.F. TORPEDO FOR S.T.M.

The Public Utilities Commission of the City and County of San Francisco, through its public transport agency the Municipal Railway of San Francisco, has advised the Sydney Tramway Museum that PCC car No.1014 and miscellaneous spare parts, subject to availability, are to be placed on indefinite loan to the Museum to help celebrate Australia's Bicentenary in 1988 and for educational purposes, to be used either as a display or for use as an operating vehicle. The loan was authorised by Resolution No. 86-0445 of the Public Utilities Commission and adopted on the 28th day of October 1986. The City and County of San Francisco and the City of Sydney are 'sister cities' and the loan is being made in the spirit of the sister city agreement.

PCC 1014 is one of ten double-ended PCC cars built by the St. Louis Car Company under Order No. 1667 of 19 June 1946. They were the first true PCC cars received by San Francisco and they went into service on the Muni in 1948. The Municipal Railway classified the cars as Type D and they soon acquired the nickname "Torpedo". The cars carried the numbers 1006-1015.

The ten cars were built with standard PCC controls and were all-electric (they had electric rather than pneumatic control systems and electric instead of air brakes). The cars seated 52 and were the only Muni cars with drop-sash windows. A City ordinance required two-man operation of streetcars and the ten PCCs were built to operate with a conductor.

In June 1954 the electorate passed a revision allowing the Muni to use one crew member on all single-ended cars built after 1 January 1939. One of the first changes resulting from the revised ordinance was to seal the doors on one side and remove the controls from one end of cars 1006-1015. The seating was increased to 60 passengers. Car 1009 was rebuilt with its left-hand rear doors replaced by body panels in 1957.

By 1979 the double-ended cars were out of service and some were being used as a source of spare parts to keep other cars in service. Car 1008 had been used as an overhead test car in 1976 and 1977 for which duty it was fitted with a pantograph, and in this service became the first streetcar to use the newly completed Market Street subway. It became the repair car for Muni's new LRV fleet in 1981. Two cars, 1012 and 1013, were disposed of in 1982.

When PCC operation ceased in September 1982, 49 PCC cars were placed in dead storage at Pier 70 until the future of several proposals to operate a tourist service could be settled. The 49 cars included seven double-ended cars: 1006-7, 1009-11 and 1014-15. Class leader 1006 was returned to Muni tracks and refurbished in 1984 for use in the annual Historic Trolley Festival. As at December 1986 car 1014 was in the storage yard at Pier 70 and it is expected to be shipped to Sydney during 1987.

Double-ended PCC car 1014 in open storage at Pier 70 in September 1986. It is flanked by sister cars 1009 (showing its 'rear end') on the left and 1011 on the right.
HOWARD CLARK

ONE MAN CARS IN GEELONG

by R. H. Meakin

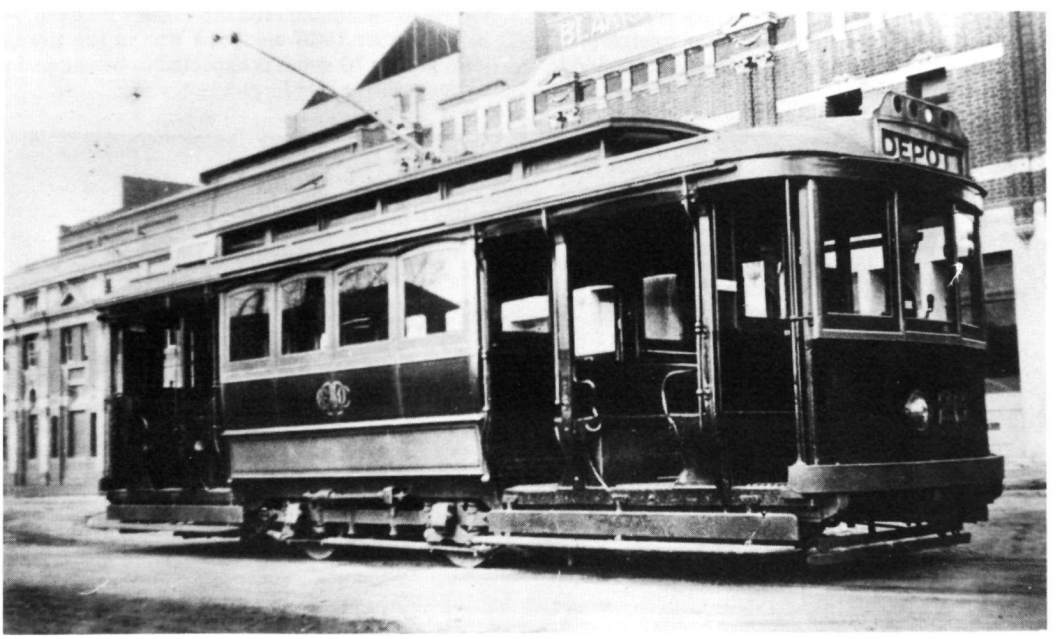
This paper was prepared for presentation at the Australian and New Zealand Tramways Conference held in Adelaide during September 1932. Mr R H Meakin was Manager of the Geelong Electricty Supply and Tramways which were under the control of the State Electricity Comnmission of Victoria. Tramway services were inaugurated by the Melbourne Electric Supply Company Ltd whose cars began running on 12 March 1912. The MESCoy was taken over by the SECV on 1 September 1930.

In September 1924 we placed in service at Geelong two Birney Safety Cars manufactured by the Brill Company of the USA.

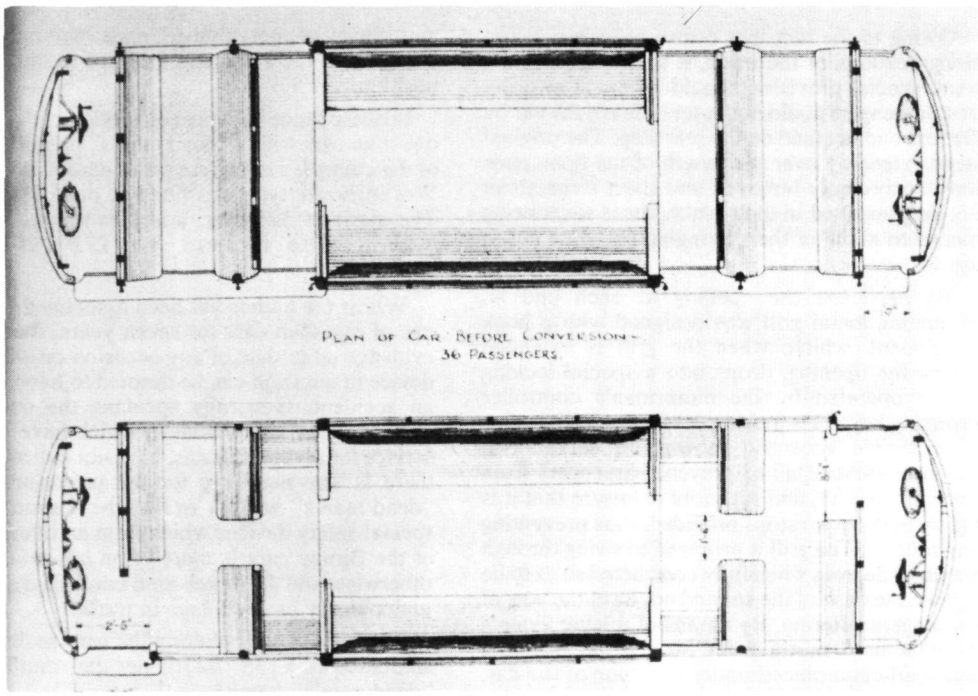
This was our first experience with one-man cars and the results obtained under most service conditions have been both satisfactory and economical. At first, however, and until the public had become used to the cars and educated to the necessity for providing themselves with the correct fare, delays were caused, with the result that there was difficulty in keeping to the ordinary two-man car running schedule. In fact, at peak load periods this was found impossible, especially as all cars pass through the main street of the city, this street constituting the tramway traffic centre, and following two-men cars were there held up at such times. Once, however, the public had become used to the cars the work of the driver-conductor was greatly simplified, and the difficulty with regard to the maintenance of the running schedule mitigated to a very considerable extent.

From the experience gained with the two Birney cars we were able to definitely determine that, even with our existing fare system and timetables, it was practicable to operate one-man cars during slack periods of the day, and in view of the necessity for cutting down expenditure as far as possible it was therefore decided to convert a number of our combination cars to make them suitable for one-man operation.

The type of car selected for alterations is of the single truck 6 ft 6 in wheelbase, drop sill type, is



Geelong single truck car 26 in its original condition outside the depot. The depot was entered through an archway behind the tram. Note the MESC scrolled initials on the side of the car. SRA OF N.S.W. ARCHIVES



Plans of the single truck car before and after conversion. SRA OF N.S.W. ARCHIVES

31 ft overall, is fitted with two 45 hp 225N Westinghouse motors and air brake equipment, and has seating accommodation for 36 passengers (16 in the saloon and 10 on the transverse seats at each end).

After giving due consideration to several alternative methods it was finally decided to rearrange the transverse seats at the open ends of the car as shown on the plan. This arrangement, whilst reducing the seating accommodation from 36 to 34 passengers, made it possible to effect the change, without altering the original position of the seats, by merely cutting back the seat adjacent to the motorman's bulkhead, with the provision of an 18 in opening in the centre of the other transverse seat to provide a gangway, the seating accommodation in the saloon being left untouched. That portion of the seat against the motorman's bulkhead which had been cut away was then re-used to provide two single seats placed one at each side between the saloon bulk-head and the first transverse seat. It will be observed that had the seats been placed longtitudinally in a manner similar to that in which the seats are placed in the saloon, standing passengers would have occupied the vacant floor space, with a subsequent blocking of the passage way in and out of the car.

The next step was to move the stanchion at the left hand end of the motorman's bulkhead back to the next adjacent roof rib. This, without weakening the coachwork, provided a 2 ft 5 in doorway for passengers to enter or leave the car, and was considered desirable, as the original opening of only 1 ft 7 in wide had proved too narrow a space to be convenient.

The open sides were then panelled to a height of 3 ft 2 in in line with the saloon window sills, as shown in the photographs. After fixing in position a suitable top rail or sill, this panelling was carried out in ½ in redwood covered with 22 gauge galvanised iron. The saloon rail was continued over this outside panelling, and three ply boarding was used on the inside to give a finished effect.

Weather blinds were provided to close in the space above the panelling at the end of the car; these were constructed to run in grooves at each side in such a way that it would be impossible for them to be blown out by the wind. A flap is fitted at the bottom of each weather blind to act as a watershed over the outside of the sill at the top of the panelling. Necessary alterations have also been made to the spouts and grab rails.

To simplify cleaning, the transverse slats with which the floor in the open ends had previously been covered were removed and replaced by malthoid covering, such as used in the saloon.

Owing to the fact that centre poles are in use along portions of the track, it was essential that some special provision should be made in order that passengers could not enter or leave the car by the rear end or stand on the rear step. The original steps extending over the length of the open ends were accordingly removed and short steps about 3ft long installed in their place, these steps being hinged to allow of their swinging up when not in use.

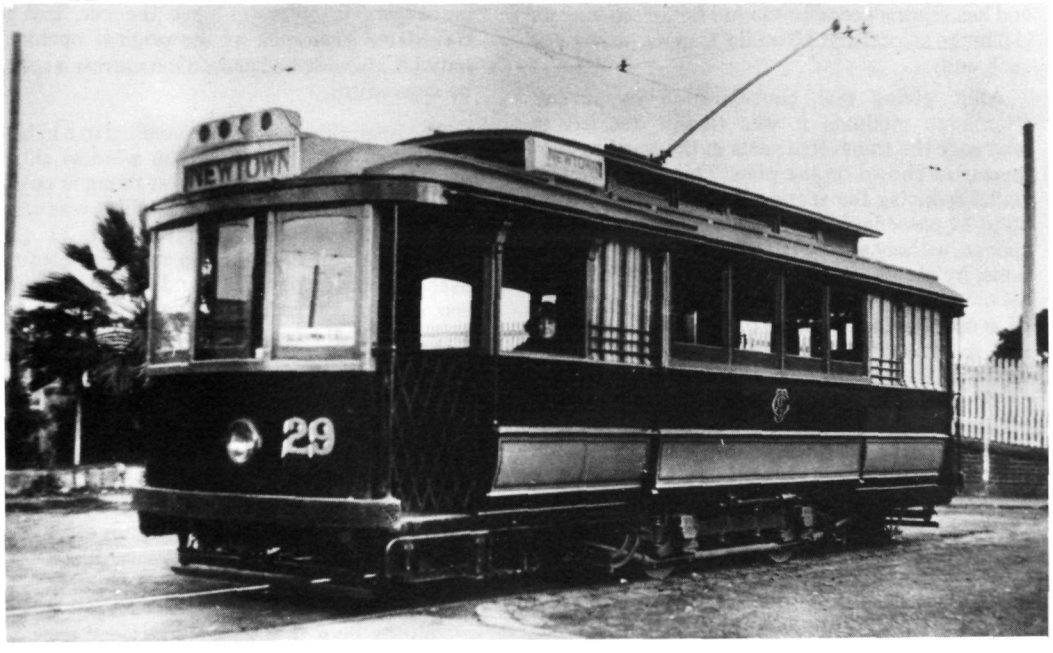
To barricade the opening at each end an expanding metal grill was designed with a hook attachment, which, when the grill is extended across the opening, drops into a special locking device operated by the motorman's controller reversing key. This locking device, which consists of a simple eccentric movement, serves two purposes; first of all to prevent passengers from opening the grill, and secondly to ensure that it is tightly against the stops provided, thus preventing any rattling. The grill is arranged to swing through about 90 degrees when fully contracted so as to lie against the dash of the car and not be in the way of passengers entering. By means of a lever system manufactured partly from Model "T" steering gear parts and placed under the floor of the car, this swinging movement has been made use of to simultaneously operate the step so that when the grill is pulled across and closes the car entrance the step is accordingly swung out of use. The linking of the step with the door grill ensures that the motorman cannot change ends without being certain that the steps and grill are in the correct position.

In accordance with the convention of equipping one-man cars with a "dead man's" handle as part of the control, a complete set of equipment of the Westinghouse type was fitted to one of the cars. The question, however, arises as to whether the extra expense involved, viz £72 ($140), is warranted.

Whilst the author has been associated with the use of one-man cars for seven years, there is no evidence up to date of any occasion on which the device in question can be deemed to have averted an accident. Generally speaking the converted one-man cars under review, which have been in service for several months, have not indicated that there is any necessity for the provision of the "dead man's" handle. In fact the absence of the special safety devices which form an integral part of the Birney cars is more of an advantage than otherwise; and the motor-man-controlled doors do undoubtedly cause delays in traffic.

The total cost of altering the cars as described amounted to £135 ($270) per car, omitting the "dead man's" handle.

So far the results obtained by converting the ordinary type of combination car to such of the one-man type are, in the light of present economical considerations, sufficiently encouraging to



Car 29 after rebuilding to a one-man operated car. The scrolled GTE on the car side was later replaced by the SECV logo. SRA OF N.S.W. ARCHIVES

justify the intention of extending the use of one-man cars wherever it is possible to do so. The question as to the limits of their use or as to whether or not they will be generally adopted throughout is governed by what the future will bring forth as regards increases or decreases in the tramways traffic. Whilst the cars as altered can be operated with one man, their efficiency as regards two-man operation is not greatly impaired, it being possible to use them as one-man cars during slack periods, and to send a conductor out with them during busy times of the day. So far we have not had to dismiss any men in consequence of the adoption of the one-man system, but for some time past no vacancies have been filled, and it is hoped that the natural wastage will enable us to extend the one-man system without any large number of dismissals.

* * *

Since this paper was prepared (mid 1931 — ed.), the use of the one-man system has been extended. It was decided that, as there was no indication that traffic would increase at the beginning of the financial year commencing July 1931, in our relatively small and therefore restricted system, we would alter sufficient cars to provide for the whole of the tramway service being operated with one-man cars, from first thing in the morning until noon, and from 8 pm until the service was shut down each night at about 11.30 pm, also during the whole of Sundays. From noon until 8 pm on weekdays the cars are operated by two men.

Owing to the fact that the same cars would need to be used throughout the day, we found it necessary in order to provide for peak loading to equip all the converted cars with an additional entrance for use only when the car was worked by two men. Two entrances were placed so that the one which needed to be open would be at the rear of the saloon between the transverse seat and the saloon bulkhead on what might be termed the "near" side of each car. An expanding metal grille was provided for each opening, similar in design to the ones used on the ends of the cars. This grille was also linked to the step, which was made the same length as the front one, by a lever and bell crank mechanism so that as the grille was expanded from the side post to the saloon bulkhead the step was simultaneously pulled to the "up" position. To hold the grille in its expanded position, a simple spring plunger was provided which dropped into a hole in a plate fastened to the floor of the car, and which worked up and down in the ½ in pipe used as the side member of the grille.

The installation of these additional openings in the cars made it necessary to do away with one of the two short longitudinal seats at each end of the cars where the openings are situated.

The system of using one-man cars throughout during the slack periods of the day, and the same cars operated by two men during the hours between noon and 8 pm when traffic is more brisk, has proved entirely satisfactory. Whilst the total number of passengers carried shows a slight decrease, this is not attributable to the use of one-man cars. Practically no alterations had to be made to the timetables or to the fare system, and whilst there were a few complaints from the public, on investigation we found that these were largely engendered by friends of some of the men whom we unfortunately found it necessary to dismiss.

HERE AND THERE

NEWS ITEMS OF INTEREST FROM ALL OVER

New Glenelg Tram Depot Opens

Glenelg trams commenced running from the new Glengowrie tram depot, located adjacent to the Morphettville Racecourse, on Sunday, 19 October 1986. The City Depot in Angas Street, home of the 57 year old H cars for most of their lives, ceased operations the previous evening. The change to the new depot also saw another significant change — the use of pantographs on all cars. Glengowrie Depot has been wired for pantograph-only operation. The pantographs are manufactured by an Australian company, Austbreck.

Major preparations for the changeover began during September when car 369 was fitted with a pantograph and used for trials. It had a number of overnight stays at Glengowrie as part of the test programme.

During the weeks preceeding the changeover the cars had associated gear fitted under the floor. This equipment includes:

* a large battery box containing four 6 volt batteries
* a battery charger box
* a transponder radio pulse mechanism

The batteries are used to power a small electric motor which enables pantographs to be raised or lowered from the overhead wire whilst in the depot. The batteries also power the transponder radio which is an automatic route selection transmitter. This enables the depot points leading to and from the main line to be set by the motorman from the tram.

Full conversion saw the installation of special switches on the left pillar of each motorman's windscreen. One switch is used to raise and lower the pantograph, while the other switch operates the route selection mechanism. The points are normally set for main line operation. A manual push button route selection box is situated adjacent to the various signal locations near the depot as a backup should the transponder system fail to operate.

Gold liveried car 377 was the next tram to be fitted with a pantograph and it moved to Glengowrie on 15 October. On Friday, 17 October cars 372, 367 and 368 were transferred to the new depot, 367-368 being the first coupled set to operate with pantographs.

On Saturday morning 18 October, four coupled sets with trolley poles were transferred to Glengowrie for the fitting of pantographs. They were 379-380, 373-374, 357-370 and 365-366, set 365-366 being the last coupled set to depart from City Depot. Car 376 left City Depot for Glengowrie at 4pm followed by 371 at 7pm and 364 at 11.30pm. The three service cars, 351, 375 and 363 returned to Glengowrie as they completed their shifts. Car 363 was the last car to operate using trolley poles.

The last coupled set on a service run from City Depot was 375-376 during the Friday afternoon peak period. The last service tram to enter City Depot was 375 at the completion of operation on Friday night. The first service cars to depart Glengowrie Depot on the Sunday morning were 375 and 376 operating as a coupled set.

The only trams still remaining in City Depot are the partially dismantled 355 and 378, still in the silver and red livery. They are not expected to be transferred to Glengowrie. Cars 361 and 358 were not included in the move as they had been transferred to the STA's Regency Park Workshops by low loader as part of the current refurbishment programme. All major body overhauls will in future be carried out at Regency Park.

There are currently 19 cars available for service at Glengowrie Depot. Undercover facilities are available for 17 of these cars.

On Sunday, 19 October city-bound trams ran only to South Terrace crossover for most of the day while the overhead wiring to Victoria Square was replaced and repositioned for pantograph operation. The overhead wiring from Angas Street

H cars lined up for the last time at City Depot — and with trolley poles. 17 October 1986. TREVOR TRIPLOW

to the terminus at Glenelg had been gradually repositioned over the last few years. In conjunction with the Victoria Square rewiring, the overhead along Angas Street to the depot was disconnected from the main line but still remains in place.

Although some of the cars have had all trolley pole equipment removed, a number of the fleet still retain one trolley pole. This may be a wise move as there has been some early problems.

Canberra Tradesmen's Union Club

The Canberra Tradesmen's Union Club has added five more trams to its collection. Three former Melbourne cars were delivered on 2 September. Two of the trams are ex-Victorian Railways bogie cars, from the Sandringham to Black Rock line, while the third is thought to be an ex-MMTB Q class single truck car. Numbers of the three trams cannot be ascertained at this stage.

The three trams are understood to have been used as changing rooms for a fairground. They have not suffered roof or body deterioration from their years in the open, but internal alterations such as the removal of bulkheads will make restoration difficult.

On 31 October two ex-Sydney R class trams were delivered to Canberra. They are 1806 and 1819 and came from a farm near Braidwood. The condition of these two trams, overall, is reasonable. Their roofs are good while the condition of the bodywork is fair.

Arrival of these five trams brings the Tradesmen's Union Club's collection to 13, which will soon increase by another one as Launceston No 1 is also expected.

The Club's fleet is as follows:

Melbourne:
- W2 447 (Note 1)
- Cable Trailer 589 (Note 1)
- Two VR bogie cars (Note 3)
- Q class car (?) (Note 3)

Sydney:
- P1729 (Note 1)
- R1806 (Note 3)
- R1819 (Note 3)
- C33 (Note 3)

Hobart:
- Bogie car 120 (Note 3)

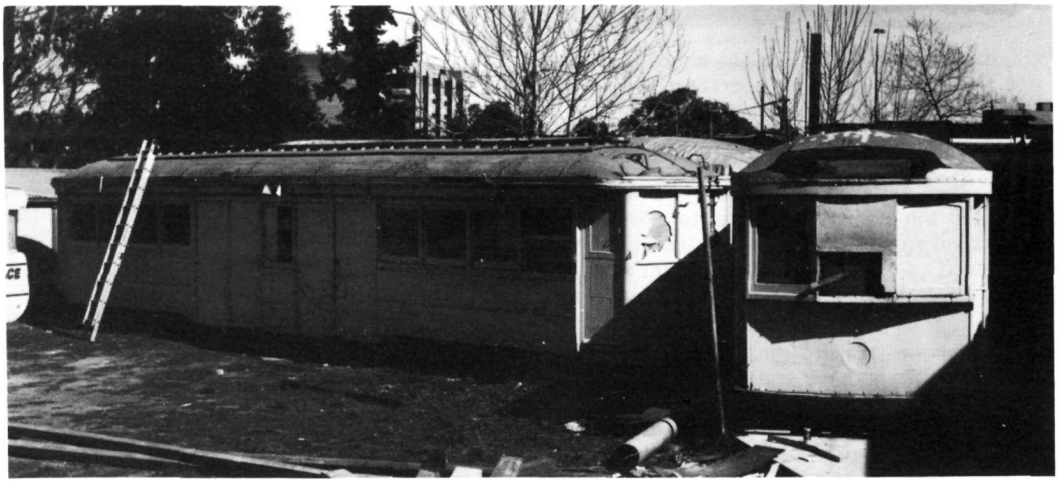
Brisbane:
- FM499 (Note 2)

Adelaide:
- D156 (Note 1)
- H356 (Note 4)

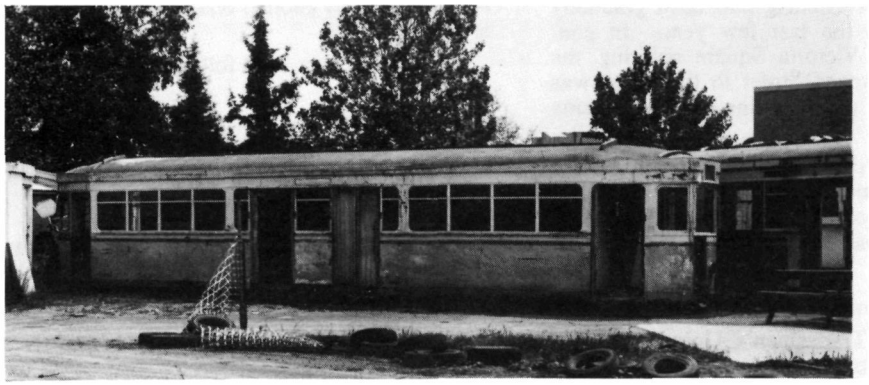
Launceston:
- Single truck 1 (Note 5)

Notes:
(1) Restored and in use in the Club building for dining/drinking etc.
(2) Externally restored and in the Club building, but used as a store.
(3) On site awaiting restoration.
(4) Off site at Queanbeyan.
(5) Not yet delivered to the Club.

All the bogie cars so far restored are mounted on ex-Melbourne W2 bogies, without motors. For recent and future acquisitions, the Club has eight more pairs of W2 bogies — complete with motors. Their are no current plans to operate any of the cars — only the Melbourne W2 cars have



The bodies of an ex-Victorian Railways bogie car (left) and an ex-MMTB single truck car at the Tradesmen's Club soon after their arrival on 2 September 1986.
DALE BUDD



R class car 1806 after its delivery to Canberra from Braidwood. DALE BUDD

Cars R 1806 (left) and R 1819 were delivered to the Tradesmen's Union Club on 31 October 1986. DALE BUDD

controllers — but the Club has already initiated one proposal to build an operating tramway in Canberra, and could do so again.

Rockhampton News

The open day held at Rockhampton bus depot, at which the public were able to observe the restoration progress of the Purrey steam tram, was postponed a week to 21 June. Due to the excellent media coverage the function was most successful, over $2000 was raised during the day.

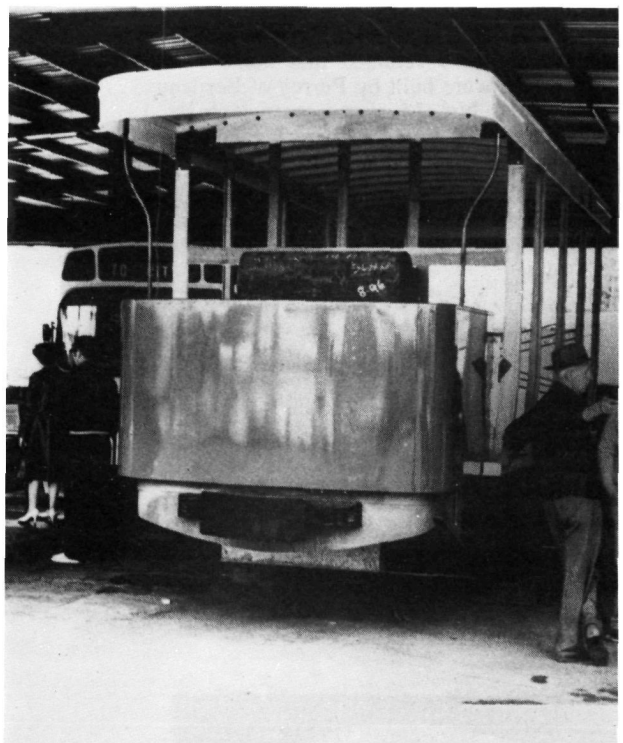
The depot was open for inspection from 8 am to 5 pm. People who have assisted the project were entertained to afternoon tea during the afternoon while several former tramway employees were on hand to relate their experiences prior to 1939.

The Queensland Railways have agreed to provide spoked wheels and axles, manufacture and prepare the horn cheeks and to make the bearings and axle boxes to the original design.

The restoration committee has decided to have Fidax Foundry in Sydney produce duplicate cylinder castings. The decision had still to be reached as to whether the restored tram will be powered by a two cylinder simple or a four cylinder tandem compound steam unit. Both styles were used on the Rockhampton trams. It is presently planned to have the new cylinder castings machined in Rockhampton.

Rebuilding work commenced on the water tube boiler during June. At that stage the main header reservoir was being fabricated at the Burns & Twigg plant while work was progressing at the Council bus workshops on the firebox section.

The project committee's Commonwealth Employment Programme (C.E.P.) submission has been successful and two tradesmen's assistants, one male and one female, commenced work on 10 June.



The facsimile Purrey steam tramcar on display at the Rockhampton City Council bus workshops on 21 June 1986. The gentleman at the right is a former driver.

ROCKHAMPTON STEAM TRAM COMMITTEE

During June Mr Tim Borchers hand filed the brass castings for the side blind supports. The castings had been provided by Mr Steve Kele. Later that month new water tanks, which are located under the transverse seats, were ordered from Walter Reid & Coy. These were received on 8 July.

Ipec Transport delivered the original eccentric engine straps to the W. Ohl plant in Maryborough, Queensland, on 26 June so that new castings can be prepared. The Purrey engines were reversed by 'moving wedges' altering the throw of the eccentric on the crankshaft and not by a system of eccentric pairs through a quadrant mechanism as used in conventional valve gear.

Fidax Foundry is also preparing new cast iron step treads. These are based on original, but worn, components donated by Ken McCarthy. These artifacts were obtained from the Seeonee Scout Camp in 1971. One carried the name 'PURREY' while the other displayed the initials 'RMTW', possibly 'Rockhampton Municipal Tramways Workshops'.

By the end of August the steam tram chassis had been dismantled, all parts gritblasted and painted, and the parts reassembled.

By mid October Fidax Foundry were casting the new cylinders for the Purrey tandem compound steam unit. Although the cylinders are being cast to the compound form it is intended initially to operate the tram as a simple steam unit. The engine will be assembled in such a way that will not prevent it being modified later to the tandem compound principle.

By late September the Maryborough firm of W. Ohls & Sons had completed the casting of new firebox bars and these had been fitted to the boiler unit. At this stage Burns & Twigg were about to commence work on the boiler. An earlier start had been prevented due to their contract in making awnings for a new building in East Street.

A report of 30 September revealed that all seat ends had been manufactured, these and the seat frames were at that stage in place on the body, and the first of the timber seats had been constructed at the Rockhampton TAFE College. At the same time all new hand rails, step treads, fire box castings and brass side blind guides had been received while Swains Canvas was procuring a sample roller blind.

The chassis of the tram was removed from the body after the June open day and since then it has been gritblasted and painted. This was carried out at the Glenmore Treatment Works.

The Steam Tram Committee plans to hold the next open day on Saturday, 13 December. By that stage the body of the power car should be completed. It is planned that the final year of reconstruction, 1987, will see the boiler, engine unit, transmission and wheels installed completing the project.

A decision on the operating location is now occupying the restoration committee. Although the Queensland Railways has some vintage rolling stock for the Archer Park Railway Station Museum, this location has not yet been vacated for museum purposes. Much of the original track is still in position along East Street in the shopping mall but the City Engineer has found that it is in a decayed condition.

The most favoured location for the tramway is along the Fitzroy River bank near Quay Street where it can link the Victoria Park and Riverban car parks with the historic precinct and shopping area. The tram could be maintained within the existing Transport Department workforce and a small depot and maintenance facility would be provided.

Representatives of the Treasury Department inspected the project during late August. The committee received their response during October

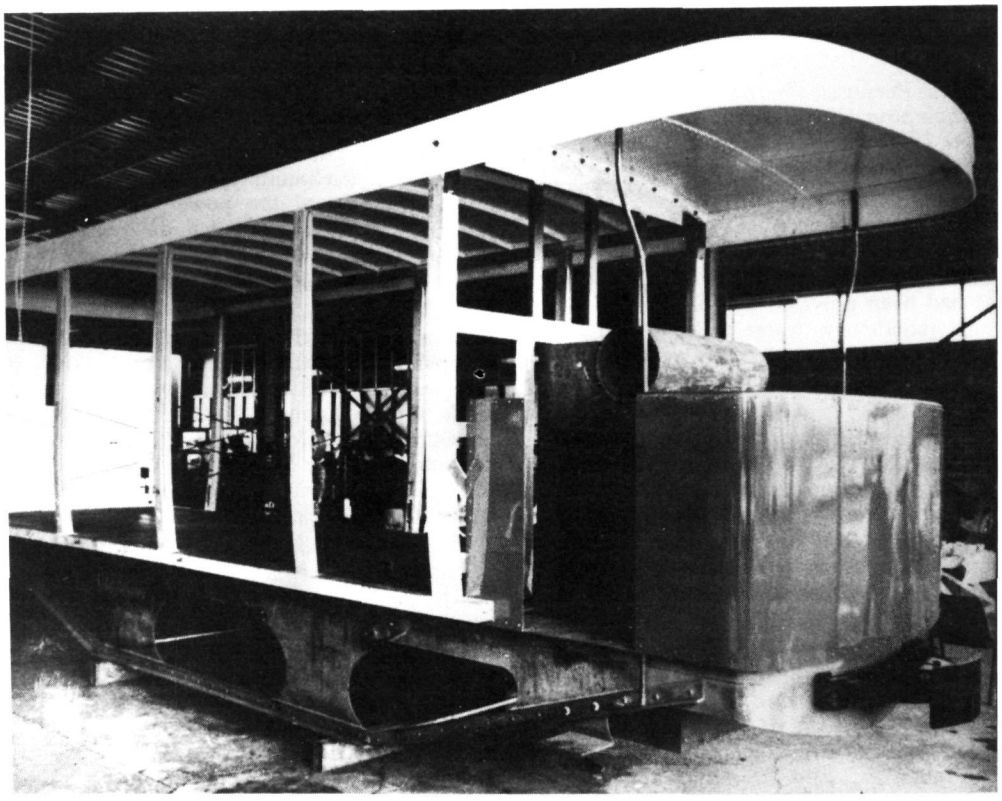
which advised that funding would be available to assist the project. M. Alain Serieyx, the General Manager of the Comite Francais Pour le Bi-centenaire de L'Australie has informed the Mayor of Rockhampton that the French Government is at present investigating ways in which the project can be assisted.

As most readers are aware from earlier articles in *Trolley Wire* on the history of the Rockhampton Tramways, a total of nine self-contained, cross bench open steam trams were used on the undertaking. These carried numbers 1 to 8 and 15. Car 15 was later renumbered 9, but to add to confusion trailer 9 retained that number also! Trams 1 to 8 were built by Purrey of Bordeaux, France while No. 15 was constructed by J. Exshaw in 1922. J. Exshaw & Coy had taken over the Purrey business at that stage.

Mr. Bruce MacDonald recently obtained the following information from the boiler records of the Queensland Machinery Board about steam cars 1 to 8:

Car No.	*Entered Service*	*Boiler Disposal (post 1939)*
1	October 1909	Rockhampton Harbour Board then Bennett's Ice Works
2	October 1909	Mr Jenson, Baralba
3	December 1909	Mr Ince, Kalide
4	December 1909	Rockhampton Steam Laundry
5	June 1911	Rockhampton Steam Laundry
6	September 1910	Unknown
7	August 1912	Rockhampton Technical College
8	October 1912	Ipswich Technical College

The boilers were rated at 8.5 horsepower at 240 pounds per square inch.



This photo shows the work completed on the steam car at 21 June 1986.
ROCKHAMPTON STEAM TRAM COMMITTEE

Steam cars 1 and 2 were certainly in service for the opening ceremony in June 1909 so the delay of four months in having the boilers entered in the Machinery Board's records presents a research mystery.

Museum of Applied Arts and Science

On 15 October the Illawarra Branch of the National Trust organised a visit to the Castle Hill workshop of the Museum of Applied Arts and Sciences in the north-western suburbs of Sydney. The small party included students from Warrawong High School who are presently engaged in the restoration of the Sprague battery electric crane wagon for the Sydney Tramway Museum.

The star attraction was the Bolton & Watt beam engine built circa 1785. After some sixty years of display at Ultimo, powered by an electric motor, this unit has been restored to steam operation in a special shed at Castle Hill. On 15 October it was operating on compressed air at 80 pounds per square inch pressure. The large size of the engine is most impressive but the main consideration is the fact that after 201 years it has been restored to working order. This is one of the oldest working engines in the world. Its exact date of manufacture is not clear but some researchers feel that it should carry Bolton & Watt builder's number 5.

Another bonus of the visit was the sight of the Aveling & Porter 'over type' steam wagon No. 9247 of 1920 in steam. This unit was imported by Rockdale Council for the Forest Road reconstruction and was believed sold after the completion of that job. As late as 1949 Rockdale or Kogarah Councils still operated a small fleet of steam wagons mounted on pneumatic tyres. These later vehicles, however, were Sentinals of the 'under type' design. The Aveling & Porter unit was being road tested for the Menangle Steam, Rally of 8-9 November.

The Transport Hall revealed many of the treasures which will soon be on display in the Power House Museum. Melbourne cable trailer No. 448 is now stored at Castle Hill having been replaced by the King Street cable trailer at the museum display housed in the former Ultimo tram depot.

Newcastle tramcar hearse 27s has been restored to its steam tram (pre 1923) guise. It is now in magnificent condition complete with coffin and wreath. The one criticism is the use of a green and cream colour scheme which resembles that used

Hearse tram trailer 27s complete with coffin, at the MAAS Castle Hill Transport Hall on 15 October 1986. KEN McCARTHY

by the Victorian SEC provincial tramways electric cars in the early 1940's! The historical source of this colour scheme mystifies the writer.

The Transport Hall also houses various passenger and freight horse hauled vehicles, including a double deck Sydney Tramway & Omnibus Co. horse bus. Electric motors and generators, aircraft, portable farm engines as well as passenger and commercial motor vehicles complete the scene.

The Sydney tramcars 1A, 199, C11, O805, R1738 as well as the replica double deck steam tram trailer are stored away from the Castle Hill premises, possibly at the old Shea's Creek wool stores.

If only half of these treasures are placed on display in 1988 at the new Power House Museum, a treat awaits the "transportologist".

1986 Port Kembla Spring Festival

The "Put into Port" festival is held each Labour Day weekend at Port Kembla, NSW. On the public holiday Monday of that weekend the steeply graded Wentworth Street, which runs through the shopping centre, is closed to vehicular traffic and the annual billy car derby is held on this course. As a result of the large number of entries and the attractive prizes competitors are drawn to this competition from the eastern states.

During recent years Richard Youle has operated his half-size Birney safety car on portable track along Fitzwilliam Street while during the 1984 festival the Newcastle Tramway Museum operated Stan Shorte's Sydney R1 class tramcar 1995 along the railway track in Foreshore Road.

This year the Sydney Tramway Museum sponsored tramway operation in Allen Street, Port Kembla. Fifty metres of portable track were positioned along the footpath between Kembla and O'Donell Streets and the petrol-powered Melbourne cable car 593 operated in passenger service from 10.30 am until 3.30 pm on Monday 6 October.

Despite some periods of rain, over 300 passengers were carried during the five hours of operation.

The track was laid on Sunday afternoon 5 October and trial runs made between 4 pm and 5 pm. That Sunday was a day of transport nostalgia in Port Kembla . . . the Bond airship circled the Port Kembla-Wollongong area between 11 am and noon and the cable tram operated during the late afternoon!

By 4 pm on Monday the tramcar had been removed on its special road trailer and the trackwork packed away . . . in the short space of thirty minutes the 'instant tramway' had disappeared.

The Lord Mayor of Wollongong and Member of State Parliament for Wollongong Frank Arkell congratulates Newton Williams at Port Kembla on the construction and operation of his cable grip car, 6 October 1986. KEN McCARTHY

Melbourne cable grip car 593 operating along Allan Street Port Kembla on 6 October 1986. KEN McCARTHY

Canberra — National Museum

The Yarramandi Visitor's Centre of the National Museum of Australia was opened during October 1986. It is situated in Lady Denman Drive beside the western end of Lake Burley Griffin and is open seven days a week.

The centre has an exhibition called 'On the Horizon' which features information regarding the collections and policies for future development. The development plans for the 88 hectare site include a large number of small buildings which will be connected by a 1½ kilometre electric tramway. Included in the display is an animated film which shows a Sydney R class tram on this tramway.

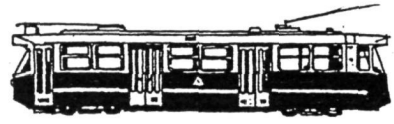
In the August Federal Budget funding for the next stage of the development has been postponed.

Brisbane

The Brisbane Development Association, a non-political organisation dedicated to promoting and improving Brisbane, has announced a proposed Brisbane 'City Circle' tramway to run from the south bank, across Victoria Bridge to the Botanic Gardens via various combinations of the Mall and Albert or George Streets. The BDA is looking to State and local government and private enterprise interests to provide the finance for the proposal.

Penrith, N.S.W.

A group called the Nepean Valley Light Railway Penrith Tramway Society has announced plans to build a dual-gauge track for its restored steam trains and trams from Penrith railway station to the banks of the Nepean River, five kilometres away. A Mr McCulloch is restoring two former Queensland canefield locomotives, and "the last passenger tram to run in Sydney" —a class R1 — has already been restored. This last item would appear to be the Newcastle Tramway Museum's R1 1995.



The Good News and the Bad . . .

The SPER Publishing Department has had long discussions on the effect of rising paper and labour costs, and the effect of Australia Post's decision to discontinue the concessional rate of postage for registered publications next year. It has been decided that *Trolley Wire* will become a quarterly publication from the first issue in 1987.

Trolley Wire will now be published in the months of February, May, August and November. This arrangement will also avoid the problems involved with the production of the December issue — the Christmas mail rush, the Festive Season, and printer's holidays immediately after.

With the publication of a quarterly *Trolley Wire* we will be able to give you an additional eight pages per year and a colour cover at least once each twelve months.

One benefit from the change to quarterly publication will be the ability to publish longer articles in one issue instead of having to carry them over two issues as at present.

Commencing with the February 1987 issue the new subscription rate will be: $15.00 within Australia and $18.00 for Overseas subscribers. The cover price will be $3.75 per copy.

Museum Correspondents will be advised of closing dates for news and other details early in the new year. There will be no change in the closing date for news items for the February 1987 issue.

SPER Publishing Department

C.O.T.M.A.

Council of Tramway Museums of Australasia

Your New Team

As a result of determinations made at the recent Adelaide Council meeting, an expanded Executive has been formed/elected.

Chairman, John Radcliffe; *Executive Officer,* Bill Kingsley; *Assistant Executive Officer,* Tony Smith; *New Zealand Representative,* David Hinman; *Australian Representative,* Lindsay Richardson.

To look after our finances we continue to have: *Treasurer,* Alan Harnwell.

Executive Officers

Following 9½ years of dedicated service, Keith Kings has resigned as Executive Officer. Keith's contribution to the operation, co-ordination and development of COTMA has been absolutely tremendous and we are all in great debt to him for his magnificent service. Well done, Keith. The new Executive Officer really isn't new, nor is he as young as once he was, and he has already been awakened to the increased size of the task. There are some projects which Keith has volunteered to carry through to completion, and for this we sincerely thank him also.

Conference

Thanks Adelaide for a most worthwhile and enjoyable time. Special thanks to Bev and Neville Smith for their organisation and personal effort.

Newcastle

At the Council Meeting, the Newcastle Tramway Museum was elected to membership. Welcome Novocastrians. We look forward to sharing with you.

Patterns

Alan Bradley has volunteered and been appointed by Council to compile a listing of all patterns held by Museums. Please assist us by writing direct to Alan, c/- BTPS, PO Box 632, Ballarat 3350. Thanks for your help, Alan.

Bill's Bit

My right hand man, Tony Smith, has already made several trips to Preston Workshops during spells in Melbourne and is proving very useful in that capacity. Thanks Tony. Knowing what we need in the spare parts area, knowing what's available, purchasing it, organising it to store at Bylands and then arranging for the removal of it will be a very large task.

Finally, let me remind all that COTMA will only be as successful as YOU make it. Do not hesitate to contact me, for I will do my best to help you, and through you, tramway preservation in Australasia.

FERNY GROVE . .

Brisbane Tramway Museum Society

Annual General Meeting

The Annual General Meeting of the Brisbane Tramway Museum Society was held on 7 November 1986. The following were elected to the Council of the Society:

President, Tim Atherton; *Vice Presidents,* Peter Burden, Troy Thomas; *Secretary,* Ray Orr; *Treasurer,* Peter Hyde; *Councillor,* Ian Martin.

Work on dropcentre 341 continues, although at a slow pace owing to other manpower demands at the Museum. Despite our workforce being 'thin on the ground', the no. 2 end saloon of 341 has now been stripped, filled and undercoated. The seating has also been attended to and is ready for reinstallation into the saloon. The no. 1 end driver's cabin and saloon have been completed. The dropcentre section remains undercoated.

Recently copies of original advertisements were produced and some have been installed in small centre-aisle car 99. The original advertisements were too old and fragile to be used.

The BTMS and the Brisbane City Council continue to co-operate on the restoration of trams. Open crossbench 65 had its body restored by the City Council, while the Museum overhauled the truck brakegear and also did the detail work on the paint scheme. Now the body of FM429 is at Toowong Workshops receiving similar treatment. The trcks remain at Ferny Grove where they are being attended to, while the safety gear has already been restored by the Society. Upon the return of 429 to the Museum, our workshop will carry out the necessary electrical overhaul as well as any final touches to the paint scheme.

Track Construction

Since reopening in March, work at the Museum has concentrated on extending the track to the inner terminus area. Ultimately the Museum will have 100 metres of double track and a further 1.3 kilometres of single track. The present track will become a bracnch line to the workshops, depots and future display hall. The first 70 metres of double track has now been positioned, leveled and gauged, and is awaiting drainage before being set in mass concrete. This area will become our 'tramway street' and will be kerbed and sealed with bitumen, with footpaths, waiting shed and other street furniture in position. It is hoped that this area will be completed by March next year.

Overhead Construction

The Overhead Construction Committee, formed to co-ordinate erection of the overhead prior to Easter, has continued its work and there has been excellent progress in this area despite a delay caused by the breakdown of the tower wagon.

As usual a detailed plan wasdevised for the intersection and that track which lies within our leased area. A quantity of overhead frogs, single pull-offs and joining ears have been cast. By November all the support wiring over the first 70 metres of double track had been prefabricated and erected. The trolley wire will be installed after the track is set in mass concrete.

To add to the authenticity of the street scene, two old style ripple shaded street lights have been restored and erected over our 'street'. At the terminus original safety zone lighting has been erected and is already functioning — it looks most impressive at night from Samford Road.

Baby Dreadnought 99 on a wet Sunday afternoon in traffic in the present terminus area showing how extensive work by the grounds staff has greatly improved the general appearance of this area. TIM ATHERTON

BENDIGO

THE BENDIGO TRUST

The underground section of Bendigo's Central Deborah Gold Mine was officially opened on 20 June by the Premier of Victoria, Mr John Cain. The opening was preceeded by a street procession in which the Bendigo trams took part. The procession commenced from the post office in Pall Mall and was led by bogie car No. 25. The tram was followed by marching girls, a police band and several floats. Completing the parade were Birney cars 302 and 15, travelling at walking pace for the 1½ km to the Central Deborah Mine.

Bendigo is planning its 14th tram spectacular on 6 December. This event is in the form of a parade of tramcars from the depot in Arnold Street down Pall Mall to the Alexandra Fountain and return. This event is held annually to commemorate the commencement of the tourist tram service and it is hoped to have twelve trams in the convoy this year.

December 12 will be a special day for the Bendigo Tramways. On this day the recommissioning of Birney car No. 11 will take place. No. 11 is the last Bendigo Birney car to re-enter service as sister car No. 15 was recommissioned on March 28 last year. No. 11's re-entry into service will complete our fleet of five Birney cars; seven of the eight Birneys imported into Australia have been preserved.

No. 11 was built by J. G. Brill & Co. of Philadelphia in 1924 for the Melbourne Electric Supply Company's tramway in Geelong. It operated as No. 14 until it was transferred to Bendigo under State Electricity Commission ownership in 1949. It was badly damaged in an accident in the 1960's. It was not repaired but remained in the depot — stored unserviceable.

No. 11 has been rebuilt from the wheels up. The workmanship on the restoration of this tram is of excellent quality, due largely to the efforts of Bruce Amor (mechanical) and Ted Reid (coachbuilding). Birneys 11 and 15 are the only known Birney cars with longitudinal seats in the world.

Bendigo bogie car 25 showing the goldminer's pick, shovel and helmet mounted on the front of the tram. Car 25 led the procession on 20 June 1986. DENNIS BELL

BYLANDS . . .

Tramway Museum Society of Victoria

In Brief

The centenary of Melbourne's cable trams was marked on 11 November 1985 by the Minister for Transport, Mr T Roper, unveiling plaques in the Bourke Street Mall and on the wall of the old Melbourne Tramway & Omnibus Company head office building at 673 Bourke Street, Melbourne, the latter being sponsored by this Society. The day before, Sunday 10 November, saw our cable dummy 436 and trailer car 299 transported from Bylands to the City Square as part of the Metropolitan Transit Authority's commemorative display.

The Richmond City Council had arranged for its library to stage a display commemorating the cable trams, and our Society contributed materials and physical help through our archivist, Robert Green. We also arranged with Australia Post for a special marker to be applied to envelopes containing appropriate post cards carried on the commemorative journey by tram to Richmond Town Hall on the Monday afternoon.

Re-electrification

The Minister for Transport made a grant of up to $40,000 to the Society to enable repairs to or replacement of our failed d.c. electrical supply system. Electrical Superintendent Barry Brooks completed his work a few days before the official opening, and is to be commended on the standard of his work. We invited the Minister for Transport Mr T Roper to offically re-open our electric tramway on Saturday afternoon, 16 November 1985 as our mark of appreciation for his generous grant to us. Mr Roper also commissioned the petrol-engined cable tram dummy built by Newton Williams and trailer car restored by Daryl Hawksworth, as well as placing on long term loan from the Society a trolley wheel to the Australian Tramway & Omnibus Employees Association's archives display.

W2 427 at Preston Workshops just prior to its delivery to Bylands.
CHRIS TREGANOWAN

Acquisitions

W2 427 arrived at Bylands on 14 October 1985 and was quickly readied for use at the re-electrification. An out-of-use tower wagon was purchased from the MTAV in August 1985, but the cost of mechanical repairs was subsequently estimated to be at least $2500. This work has not been finished but it is hoped that this vehicle will soon be running properly and be available at Bylands for overhead erection. W2 643 was purchased at the end of June 1986 and will become the 'final form' W2 class in our collection.

Museum Works

During the past twelve months members have worked on the following trams:

101 — no further work on fitting motors to the 77E trucks;

220 — a little more work carried out early in the year on conversion back to a W class car;

331 — repainting continued;

667 — fitting of wind deflectors and repainting continued.

The 2nd Thomastown Venturer Scouts attended on four days and helped spread many cubic metres of topping to form hard-standing areas for heavy

Wheel Transport Car 16W is lowered to the rails of No 3 Road between the two depots on 2 October 1986. Of the three single truck cars obtained only 16W retains its original manual lap brake valves. TRAVIS JEFFERY

Slings are positioned ready for the crane to lift 19W from the low-loader on 2 October 1986. TRAVIS JEFFEREY

vehicles and removed some 150 condemned sleepers from the track north of the yard area. Andrew Howlett has provided two 'fire boxes' and Len Millar has painted them. The MTAV has offered to convert 427 back to W1 form as its contribution to the Tramway Centenary Year and will make the Stanhope Street, Malvern, hall available to us for display, storage and meetings.

Archives

We have received a grant of $3000 from the Ministry for the Arts to purchase cabinets, wardrobes and various auxiliary items to file and preserve our photographs, drawings, books, magazines, artifacts, etc. Robert Green worked steadily at this acquisition task and had spent the full sum by June 1986. The reorganisation of our storage rooms to accommodate the extra furniture was considerable, but the results are worthwhile.

And now to current news . . .

Tramcar News

It is pleasing to announce that the Society took delivery of four additional trams during September and October 1986. The four cars are:

* Track cleaning car 7W. This is a bogie tank car built by the MMTB in 1920 and used for flushing rail grooves.
* Sleeper transport car 15W. This car was converted from passenger car Q198 in 1958 and used as a welding car. It was converted to an open sided freight car in 1959.
* Wheel transport car 16W. This is a special duty freight car converted in 1959 from single truck passenger car Q199.
* Freight car 19W which was a conversion from passenger car U205 in 1939.

Cars 7W and 15W were delivered to Bylands on Thursday 11 September while 16W and 19W followed on Thursday 2 October. The latter day turned out misty and very wet, the rain making unloading and moving of the tram, trucks and crane a very difficult task.

W2427 was back-loaded to Preston Workshops on 2 October 1986 for restoration by 'the shops' to its original W1 format.

The car, to use the words of a worker at Preston, has already been gutted leaving a big hole. It is hoped to move 427 to the paint shop during the week 13/17 October, so that the old varnish can be removed from the interior, etc. Our thanks to all the workers involved in this project.

X1467 has re-entered revenue service after a paint touch-up. Len Millar has been very active in preparing 467 for service.

No 7W was delivered to Bylands on 11 September 1986. Len Millar's tractor will be used to move the tram over unwired tracks on 2 October 1986. TRAVIS JEFFERY

Ballarat 17 has been the backbone of our passenger service for many months. With the X1 now in service, No. 17 has been placed in No. 1 Depot for a well earned rest.

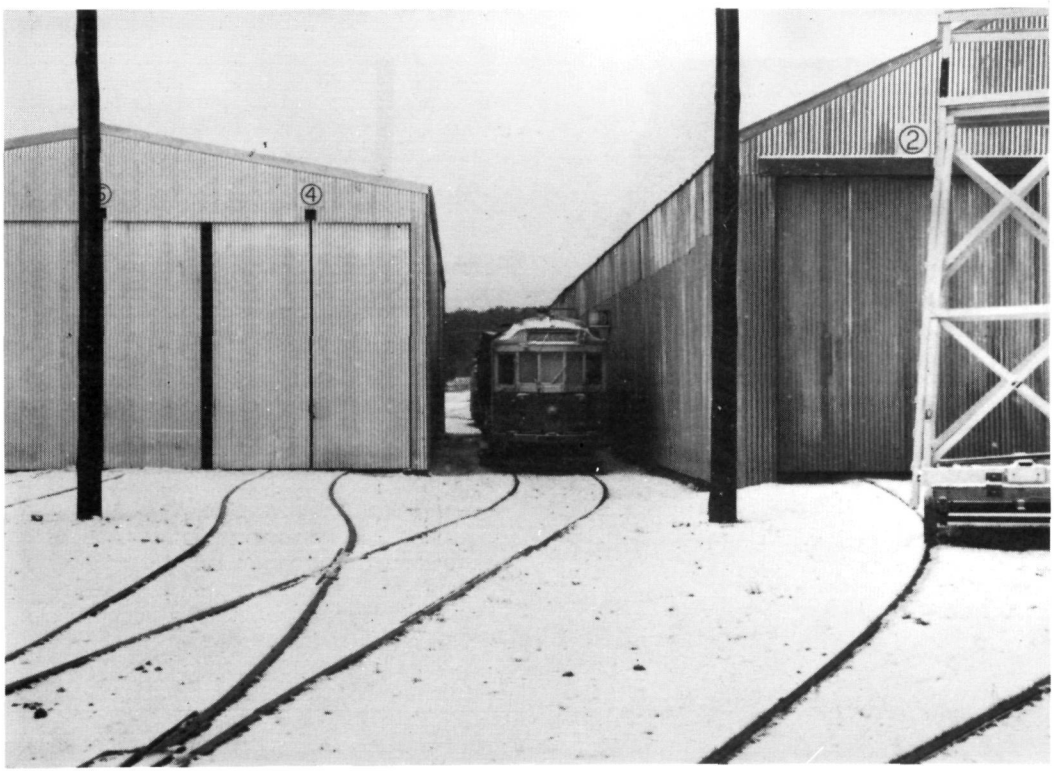
Electrical

Barry Brooks has been very busy manufacturing rail bonds at his home. The first of these should be installed in the next few weeks. He reports that the substation is operating satisfactorily.

Snow at Bylands

Our Bylands caretaker, Peter Lambart and his family now know what happens to brass monkeys on a very cold day as, on 25 July 1986, it snowed at Bylands and our grounds were covered with a mantle of snow. Peter stated it was very cold, but also very pleasant.

Barry Brooks installs one of his bonds to the track at Bylands on 21 September 1986.
KEITH STODDEN



Car 522 braves the wintry weather at Bylands on 25 July 1986. PETER LAMBART

HADDON . . .

Melbourne Tramcar Preservation Association

Electrification Progress

Additional struts were welded to the top of the circuit breaker mounting frame for conduit suspension, and fastening of lockout relay dropping resistor box. All the 600 and 24 volt d.c. wires were then run to the circuit breakers and terminated. Thanks to members Tony Smith, John Withers and Craig Tooke for their assistance.

John Withers has now completed the 24 volt wiring to the indicator lights on the main a.c. and d.c. panels, mimic display panel and car shed panel, and these were energised and tested.

Bus bars have been manufactured, along with insulated mounting brackets, and fitted to the diode stack to facilitate the terminating of the a.c. supply cables. This work was undertaken by Craig Tooke, Arthur Ireland, John Withers and Tony Smith.

A road indicator light has been installed in the running shed and awaits connection. This unit consists of a standard 3 aspect road traffic light with red lens displaying the numbers 5, 4 and 3. This unit will provide a visual indication of which roads in the running shed are energised, as the globes are connected to the road selector switch. A similar unit is currently being made for mounting at the front of the workshop building to inform the motorman of any tram coming in, which road is energised so he can set his points accordingly. Thanks to Noel Gipps for the painting of these lens and the signwriting on the road selector cover plate.

John Withers is seen overhauling one of the frog pan frames to be used in the overhead.
COLIN WITHINGTON

Trackwork

Two new point boxes have been fabricated out of steel plate and the new mechanisms fitted. They currently await welding to the No. 3/No. 4 points and No. 5 mainline points.

With winter now over, work will shortly commence on moving the point components in to situation for the No. 1/No. 2 road points and concreting will also continue. Lindsay Bounds has been busy poisoning right-of-way and depot fan to prevent the growth of grass and weeds.

Tramcars

Considerable progress is being made in the overhaul of W4 670 thanks to Arthur Ireland and Tony Smith. Both front windshields and destination facias have been stripped back to bare timber and all countersunk screws refilled. At the No. 2 end new cover straps for the windshield have been made, due to the rotten condition of the originals, and this has now received a coat of primer. The ceilings of the cabs are being hand scraped back to bare timber, due to the blistered nature of the paitwork. The cab doors have been removed and sent to Arthur Ireland's 'East Preston Workshop' where he has completely rebuilt them and refitted the style 'D' mould cover straps. The metal panels fitted to the driver's bulkhead windows at both ends have been removed and clear glass fitted.

This tram will be repainted in the 1950 era colour scheme, with the numbers and monograms on the saloon panels. Special thanks to Noel Gipps for obtaining the 'D' moulding.

ST. KILDA . . .

Australian Electric Transport Museum

COTMA Visit

A special event at St. Kilda was a visit to our Museum on Sunday 28 September by delegates attending the 1986 COTMA Conference. A highlight of the afternoon for AETM members and visiting delegates was the official return to service of Adelaide dropcentre F1 264.

Our visitors arrived at the Museum at 1 pm in a coach driven by Bev Smith and were served an Aussie pie and pasty lunch in the new depot. Many AETM members had arrived much earlier, however, to prepare for the day. The day had been advertised as a Restoration Day and members of the public were invited to inspect trams not normally on display. Much shunting was required to clear Road 3 of trams to enable the public to inspect cars on Road 4. (Depot Roads 1-6 are normally closed to the public.) Cars displayed on Road 4 were B42 (under restoration), C186 and E118 (to be restored). Special photographic displays highlighting the restoration process were also set up in Road 3. This arrangement also made it much easier for our interstate and New Zealand visitors to inspect cars. The new depot (Roads 7 and 8) was completely cleared of trams to provide a meal and gathering place for our COTMA visitors. Consequently cars 303, 362, 34, 111 and 21 were suitably displayed on the new depot fan.

During the afternoon guests experienced normal Sunday afternoon operations at St. Kilda and rode service cars 1, 192, 282, 294 and 381.

264 Returns to Service

The highlight of the day was the return to service of dropcentre tram 264 after an absence of 28 years. Publicity about the restoration project had been given in the press during the preceeding week and a good crowd had gathered at the Museum.

At 3 pm our President Colin Seymour took the microphone and gave a resume of the restoration project. Prior to this the doors had been opened on Road 6 to reveal a splendid 264. Our other

Delegates attending the 1986 COTMA Conference pose in front of newly restored F1 264. TREVOR TRIPLOW

The large crowd gathered at the Museum to witness the return to service of car 264 on 28 September 1986.
TREVOR TRIPLOW

Ian Seymour eases car 264 through the streamers across Road 6 and emerges into the sunlight.
TREVOR TRIPLOW

AETM President Colin Seymour commissioning car 264 back into service on 28 September 1986.
TREVOR TRIPLOW

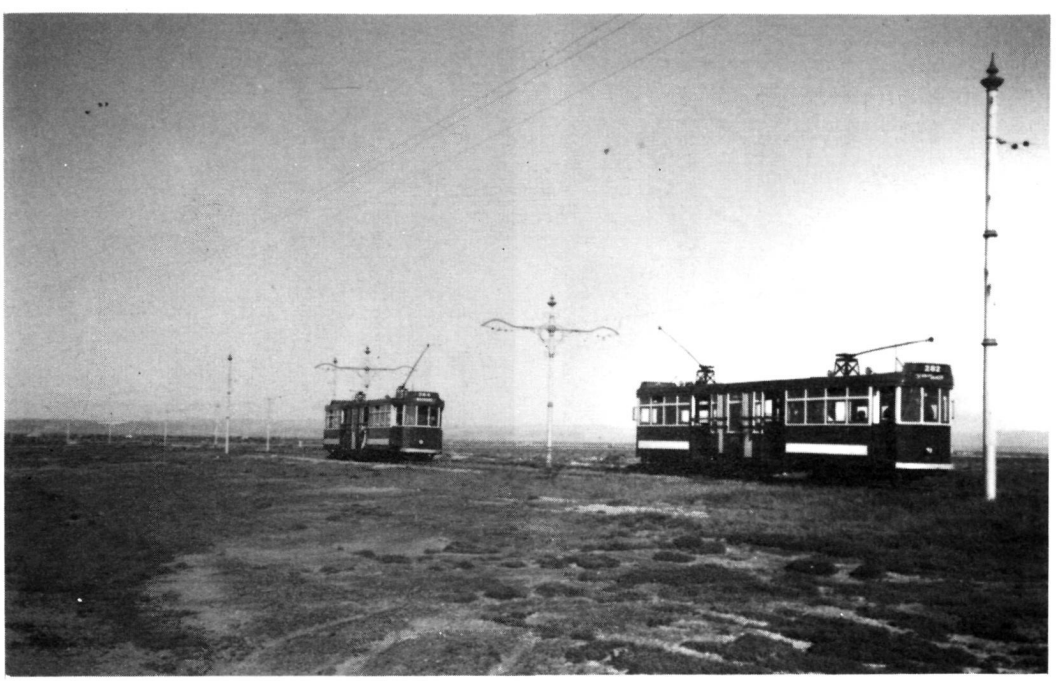
Adelaide dropcentre tram, car 282 had been parked next door on Road 5 (outside) for comparison. Ian Seymour then notched up 264 and it broke through streamers across the depot entrance to the applause of the crowd. Ian brought 264 to a halt just outside the depot to enable our COTMA guests to board the tram for its first trip. Other invited guests on the first trip were a number of retrired tramway employees. 264 then took up the rear of a special convoy of trams led by cars 1, 192 and 282. Sharing the motorman's platform with Ian Seymour was member Martin Black who had discovered the tram on a farm at Clare in 1976, while our conductor was member Jim Burke who is a retired conductor and motorman. One of the former trammies remarked "They never looked this good in service".

Car 264 ran one more trip during the afternoon for the public. On the return of this trip members and enthusiasts were waiting at Mangrove Loop to record on film its cross with car 282, the first time since November 1958 that two Adelaide dropcentre cars had passed each other. Car 264 rode beautifully on its W2 trucks. Ian Seymour commented "I'm going to remember this day for a long, long time," and it seemed to sum up everyone's feelings.

Car 264 is one of 84 Adelaide dropcentre cars built between 1921 and 1929. The first fifty, numbered 201-250, were built as the F type and the remainder, numbered 251-284 were type F1: the only difference being minor structural differences. 264 was built in 1928. During 1952-53 its PC5L2 controllers were removed and used in H1 381, also at St. Kilda. It then received English Electric 14 notch direct controllers. The car was also repainted in the silver and carnation red livery with an asbury green interior. It was scrapped in 1958 upon the closure of the street tramway system and the body sold to a farmer at Clare in the mid north of South Australia. Ironically 264 was at one stage on the request list of cars to be preserved by the AETM in 1957-58.

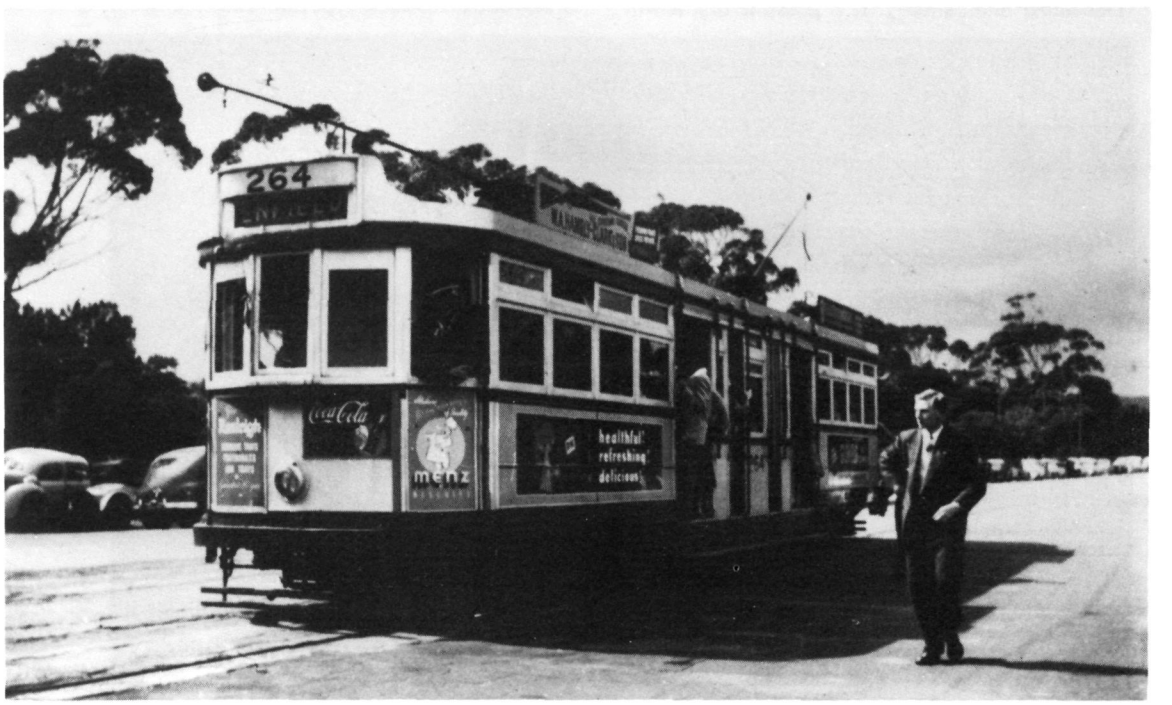
Dropcentre 282 is popular with the public and has been in service nearly every week since the Museum commenced operation in March 1974. It soon became apparent that another Adelaide dropcentre tram was needed to share the load. Fortunately 264 had a roof erected over it and its condition was reasonable. A decision was made in 1980 to enter a joint agreement with the State Transport Authority to restore the tram. The body was delivered to St. Kilda in 1981 and restoration commenced in May 1983.

The STA obtained a South Australian Jubilee grant of $10,000 to assist with the project. The STA also purchased W2 trucks, controllers and other equipment from Melbourne for the car. The



A sight not seen for 28 years — two Adelaide dropcentres passing each other. 264 passes beach-bound 282 at Mangrove Loop as it returns to the Museum on its second trip.
TREVOR TRIPLOW

Car 264 at Hackney Depot in the 1940s. The photo was taken to show the newly introduced roof advertising boards. The white edge to the raised footboard and the white bumpers would indicate the period is during World War II. Such painting was done to help visibility during the 'brown-out' when little external lighting was allowed.
STA OF S.A.



Car 264 in Peacock Road adjacent to South Terrace on the Hyde Park to Colonel Light Gardens route in 1957. The car had been repainted in the silver and red livery a few years ealier.
JOHN RADCLIFFE

bolsters and brake rigging were modified at the Regency Park Workshops but the bulk of the work has been carried out by the AETM at St. Kilda. The restoration project is the biggest task undertaken by the AETM so far, and probably one of the biggest in Australia. The task of retrieving a body from a farm and restoring it to an operating tramcar is a monumental task. Credit for the high standard of restoration must go to John Hoffman who has put in countless hours on the project. Others include Chris Andrews, John Radcliffe, Jack Pennack, Ian Seymour, Max Fenner, Jim Burke, Colin Seymour and Peter Keynes. No doubt there are other members who should receive mention, too. The car has been restored to its tuscan red and cream livery with a varnished interior. The central side panels have been painted cream as these will be graced with the South Australian Jubilee 150 logo in recognition of the restoration being a Jubilee project.

Car 264 was transferred to Glengowrie Depot on 4 November 1986 to operate on the Glenelg line for several weeks as part of the Jubilee celebrations. Loading at St. Kilda was accomplished by the roll-on method using the Museum's ramp, but cranes had to be used at Glengowrie as the ramp at Morphettville sidings which had been used on previous occasions, had been removed. Car 264 will participate in Jubilee events during December and January. It is possible that it will retain its trolley poles and not be fitted with a pantograph whilst on the Glenelg line.

Evening Activities

After public operations ceased at 5 pm all operable passenger cars were dispatched to form an impressive line-up of 11 trams at the beach. This line-up consisted of cars 111, 34, 303, 21, 362, 192, 282, 264, 1, 294 and 381. Although 11 cars have been lined up before, on the occasion of our 10th anniversary of operations in 1984, two non-service cars, work cars 354 and H360, were included.

Before and after the barbeque tea several after dark runs were organised using most of the trams. 17 special trips were run after 5 pm while 13 ordinary runs were made during the afternoon.

The AETM was pleased to host the 1986 COTMA Conference and would like to take this opportunity to thank all our visiting museum members for making the weekend such a great success.

Bicentennial Grant

Monday, 29 September, 1986 topped off an exciting weekend for the AETM was news was received that we had been successful with our application for an Australian Bicentennial Grant of $24000 to restore C type tram 186. The twenty C

The body of F1 264 in its resting place of 22 years on a farm at Clare in South Australia's mid north, 1980. JOHN RADCLIFFE

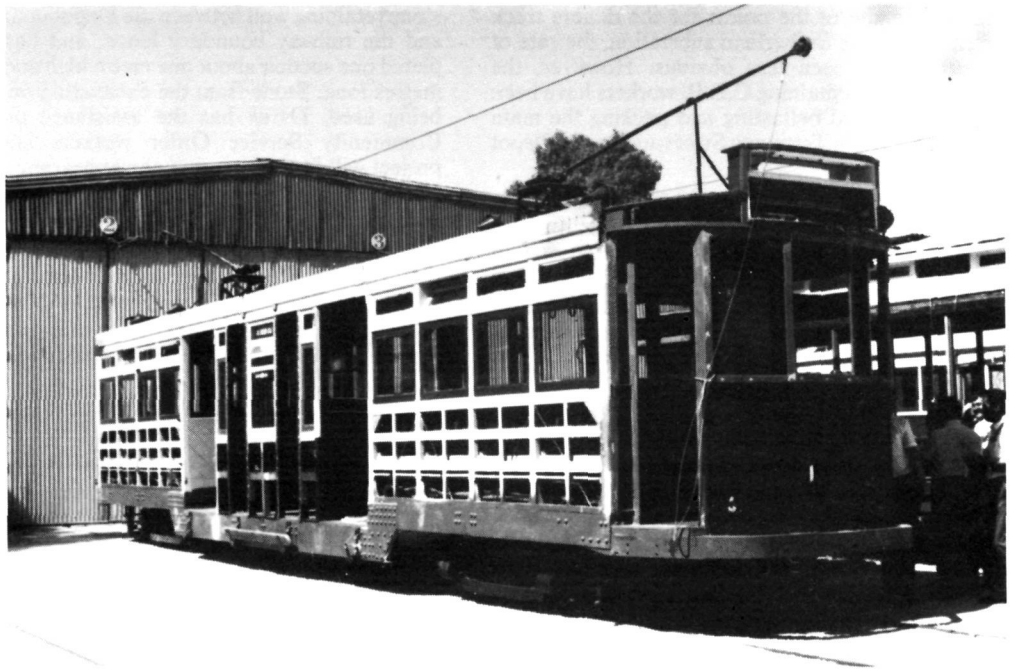
type trams last operated in March 1954. The tram will be restored to operating order and returned to service as part of Australia's Bicentenary celebrations in 1988. Now that F1 264 is out of the workshop, 186 can roll right in!

Restoration

The workshop has been a hive of activity these last few months with final restoration jobs being carried out on F1 264. The final wet and dry sanding was carried out and the last colour coats of paint applied to the exterior of the saloons and the motorman's cabs. Floor slats were installed and the floor painted black. The motorman's cab grab rail and minor brass and leather fittings were fitted.

Other News

The Museum obtained some minor fittings as a result of the recent closure of City Depot as a running shed and the conversion of the H cars to pantograph operation.



Car 264 as it appeared in March 1986. TREVOR TRIPLOW

F1 264 crosses Mangrove Street on its way to St. Kilda Beach. The cream centre panel will display the South Australian Jubilee 150 logo. BOB MERCHANT

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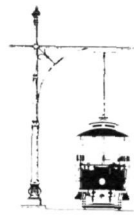


South Pacific Electric Railway

New Site

Following completion of the new main line as far as the site of the points for the double track terminus at the Sutherland substation, the rate of progress has been less obvious. However, the efforts of our remaining C.E.P. workers have been directed toward ballasting and packing the main line, the track in Tramway Street and on the Depot main line.

A considerable amount of lifting and packing was required on the track between the triangle points and the headshunt points at the end of Tramway Street to obtain the correct level, but this work is now complete. Work has also commenced on laying the Up track in Tramway Street from the Pitt Street gate towards the scissors crossover, now that the excavation of that area has been completed.

Troughing and overhead wiring is now in place between the front doors and the rear of Roads 2 and 3 of the carshed, and work is proceeding on the erection of the shelving between Roads 3 and 4 to accommodate our spare parts. This is being carried out under the direction of our Stores Manager Laurie Gordon.

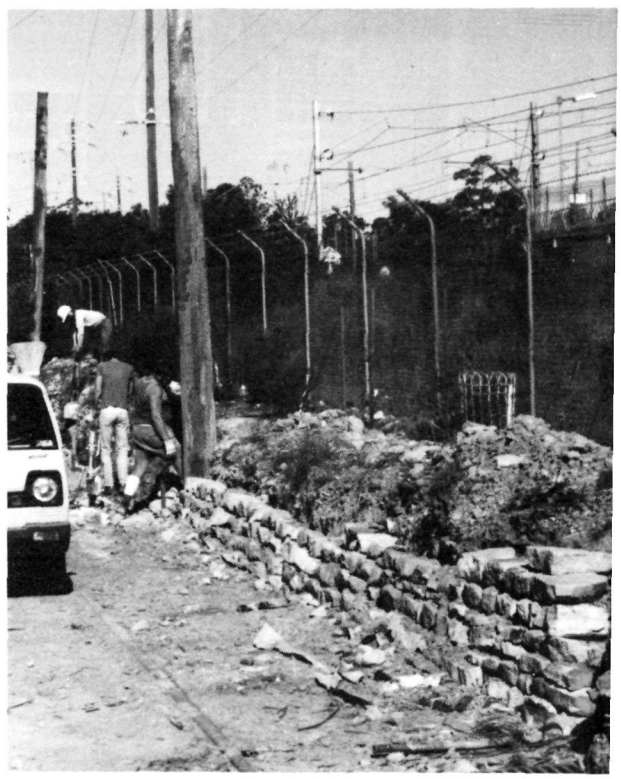
Drains have recently been installed at the front of the carshed, starting from Road 1 and this work will eventually continue across to Road 8.

In view of the need to transfer further trams to the new site, the Board has allocated the funds for the construction of the pit and installation track in Road 2. Ballast Motor 99u is to be one of the cars transferred with the next batch as its tower will facilitate work on the erection of overhead wiring in areas not readily accessible to our tower wagons.

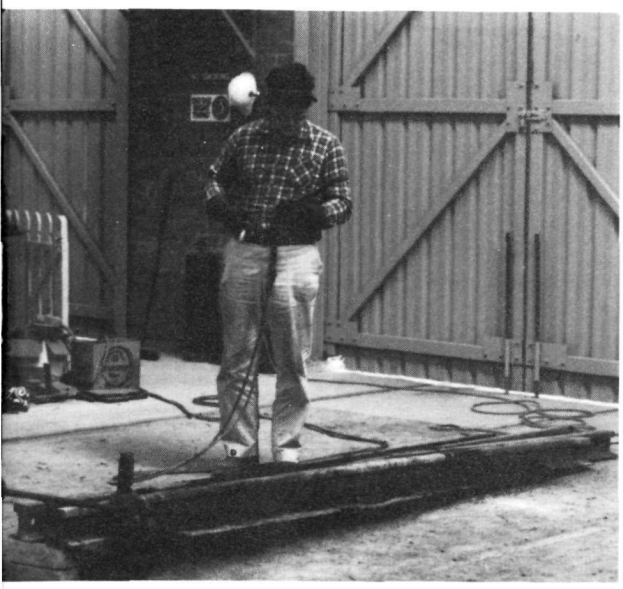
The 'cutting' adjacent to the Depot main line has now disappeared and much of the area has been progressively levelled within the triangle. Once this has been completed, landscaping of the area will commence and this will become a barbeque area. Howard Clark, who has been busily planting and attending the trees along both the railway and highway boundary fences, plans to step in as soon as possible to make a start on planting a buffalo grass lawn. Buffalo grass runners will be welcome when this work commences.

Derek Butler has been busily constructing a stone retaining wall between the Depot main track and the railway boundary fence, and has completed one section about one metre high and thirty metres long. Stone from the excavating on site is being used. Derek has the assistance of some Community Service Order workers and this project will further improve the appearance of the site.

Norm Chinn has been painting trams and D scrubber 134s is now complete and looks attractive. Norm's efforts are being redirected towards



Part of Derek Butler's retaining wall under construction early in August 1986. All stone used is being reclaimed from on-site levelling or excavating. VIC SOLOMONS



Wayne Armitage prepares to work on a railway point frog which is being altered to tramway standard clearances. 25 October 1986.
VIC SOLOMONS

C290 as a 90th birthday facelift. The new colour scheme will be different to that in which the car was painted twenty years ago, when a start was made to reconvert it to a passenger car.

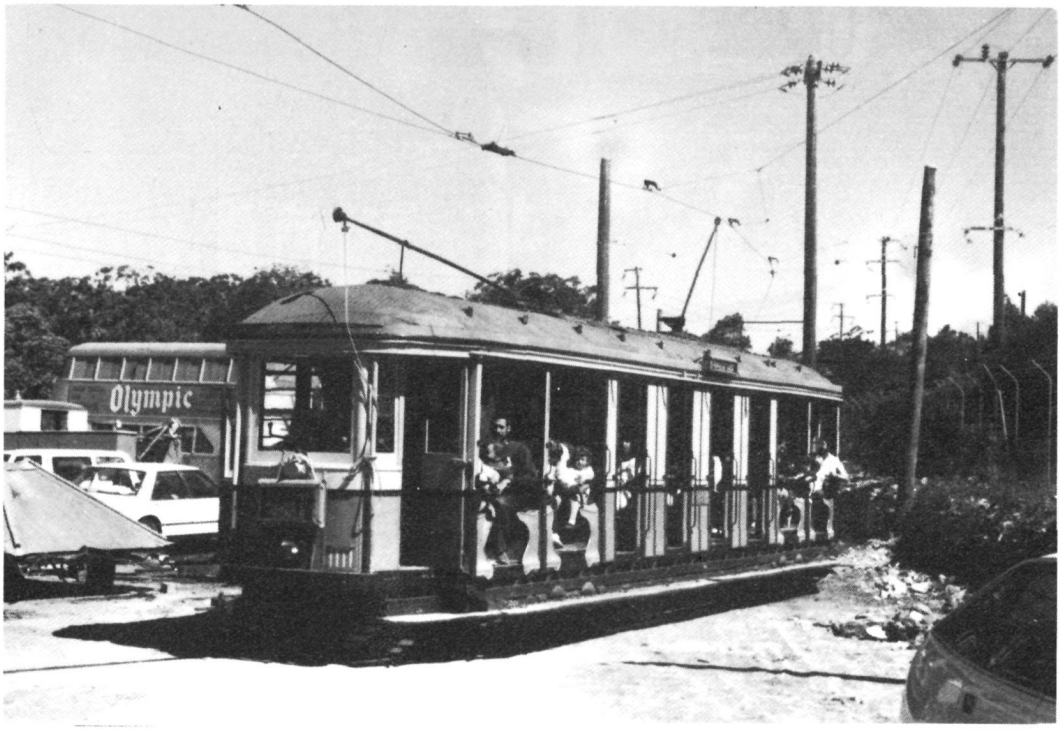
Old Site

Richard Youl has returned from travels overseas and has again taken charge of tramcar maintenance. The trams continue to operate without any major problems under the attentive eyes of Richard and his two assistants, Bob Aspinall and Chris Wyrzynski. However, N728 was recently withdrawn from traffic for inspection and some long overdue attention.

The finishing touches are now being applied to L/P154 by Bill Lacrosse and his team and the car is expected to be available for traffic soon.

Off Site

Trolley bus 19 is expected to be outshopped from the SRA/UTA Apprentice Training College at Chullora early next year and will be returned to the new site for completion. Denis O'Brien has arranged for a group of members and friends who have assisted in the collection of parts for No. 19 to inspect work on this vehicle at the College on 12 December, with the consent of the management.



Members of the Institution of Engineers Australia and their families ride O class 1111 during an inspection of the new site on 25 October 1986. VIC SOLOMONS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