

TROLLEY WIRE

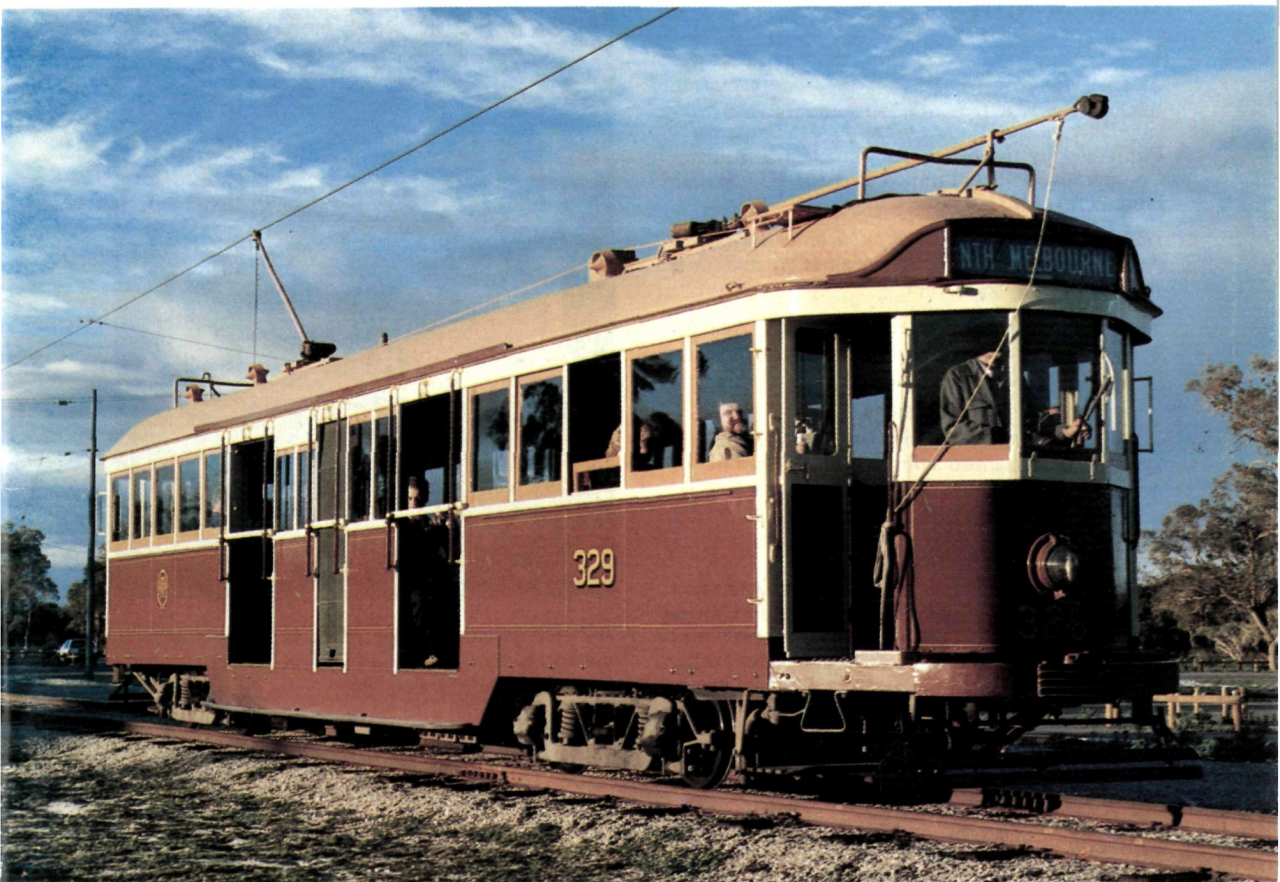


No. 235

NOVEMBER 1988

\$4.50*

Registered by Australia Post — Publication No. NBH0804



BALLARAT AND MELBOURNE

TROLLEY WIRE

AUSTRALIA'S TRAMWAY MUSEUM
MAGAZINE

No. 235 NOVEMBER 1988 Vol. 29, No. 4

* Recommended Price ISSN 0155-1264

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Published by the South Pacific Electric Railway
Co-operative Society Limited, Box 103, P.O. Sutherland,
N.S.W. 2232.

*The opinions expressed in this publication are those of
the authors and not necessarily those of the publishers
or the participating societies.*

Subscription Rates (for four issues per year) to
expire in December:

Australia: \$16.00

Overseas: \$19.00

All correspondence in relation to "Trolley Wire" and
other publishing and sales matters should be for-
warded to:

BOX 103, P.O. SUTHERLAND 2232

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BULK SALES	Laurie Gordon



*W2 510 pauses on the Flinders Street overpass
during the final tour to farewell the W2 class trams,
Saturday 3 September 1988.*

DALE BUDD

FRONT COVER

*Chocolate and cream W2 329, leaving the Lord Street entrance to Whiteman Park in the
afternoon of 28 June 1988.*

MICHAEL STUKELY

BACK PAGE

*Top: L/P 154 makes its first excursion along the main line at the Sydney Tramway
museum, 6 September 1988.*

BOB MERCHANT

*Bottom: Ballarat car 27 at Depot Junction and displaying the first SECV livery introduced
in 1925.*

WILLIAM F. SCOTT

THE THORNBURY TRAMWAY FLYOVER

A PIECE OF TRAMWAY HISTORY

by N. E. Cross

On the early morning of Thursday, 14 July 1988, W7 tram No 1035 helped write a new page in tramway history, by being the first passenger tram to traverse the new northern track of the well known tramway flyover crossing the Epping railway at the Thornbury - Preston border. 1035 had been preceded a few hours earlier by scrubber car 10W. The duplication of the bridge has ended a 68 year old bottleneck which has caused many frustrations to tram drivers, traffic officers, electrical personnel and tram passengers.

The story behind this bridge is an interesting piece of tramway history.

On 8 May 1888, a steam railway commenced from Spencer Street, Melbourne, via Royal Park, North Carlton, North Fitzroy (the old Inner Circle line) to Reservoir and Wittlesea. A spur ran to Clifton Hill and Victoria Park and north-east through Heidelberg to Eltham. In 1903 a connection was constructed from Clifton Hill to Princes Bridge, Melbourne. The Princes Bridge to Thomastown railway was electrified in 1921. The section Lalor to Whittlesea was closed in February 1959, but the Lalor to Epping section was reopened in 1966.

Between 1906 and 1920 a number of private tramway companies were formed to build and operate electric tramways in Melbourne's suburbs. Many of these tramways were feeders to the cable tramways which operated in the central City of Melbourne and inner suburbs. One of the forementioned private companies was the Fitzroy, Northcote and Preston Tramways Trust (FN&PTT). This Trust comprised a Chairman, Mr Charles Ottery, and three Councillors from each of the three municipalities. It was financed by the three Councils and a number of local businessmen and prominent landowners. The FN&PTT came into being in 1917.

An order was placed by the FN&PTT with the building firm of James Moore & Company of City Road, South Melbourne for nine trams. These were single truck (four wheeled), straight frame, front and rear entrance, combination trams, 33 feet long weighing 12-1/2 tons and seating 36 passengers (64 with standees). These trams were later to be numbered 150 to 153 in the Melbourne & Metropolitan Tramways Board's 1922 number-

ing and 172 to 176. 1.1 acres of land was purchased by the Trust at the north-western corner of Miller Street and Frank Street, Preston for a depot and offices. Frank Street was renamed St. Georges Road in 1939. The depot consisted of two sheds with the capacity for stabling 32 single truck or 22 W class bogie trams, the two sheds being separated by the administrative offices and crew rooms. The construction of this depot began on 9 September 1919, and was completed during February 1920, three months after the M&MTB had taken over the FN&PTT.

The Trust's routes commenced at the corner of St. Georges Road and Barkly Street, North Fitzroy, connecting with the cable tram which ran to the city via Brunswick Street and Collins Street. The double track electric line ran north along St. Georges Road through Northcote. The two tracks were laid on the western side of the central garden reservation which covered the 1855-built Yan Yean reservoir water main to Melbourne and Williamstown. This was also the location of a narrow gauge steam railway and horse powered construction tramway from 1851 to 1854. In 1917, the eastern side of St. Georges Road was an unmade dirt road unsuitable for a tramway, whilst the western side was a macadam paved surface. The eastern side was concrete paved in 1925, with an unmade strip left for the relocation of the tramline. Halfway along St. Georges Road at Gadd Street was the Fitzroy Pony Racecourse owned by John Wren which provided plenty of Saturday patronage for the Tramways Trust. At Miller Street, Thornbury the line diverted in two directions, to the left along Miller Street and to the right into Gilbert Street to the terminus at Regent Street, West Preston. It was single track from Jascka Street to the terminus and this section was duplicated in 1953.

The turn to the right into Miller Street passed a large vacant block of land to the north which later became the site of Preston Workshops. To the south the Thornbury quarry and brickworks occupied a 12 acre site which closed in 1959. Halfway between St. Georges Road and High Street was the Whittlesea railway. At High Street was a five way road junction and the tramway swung north-east into Plenty Road to travel to the

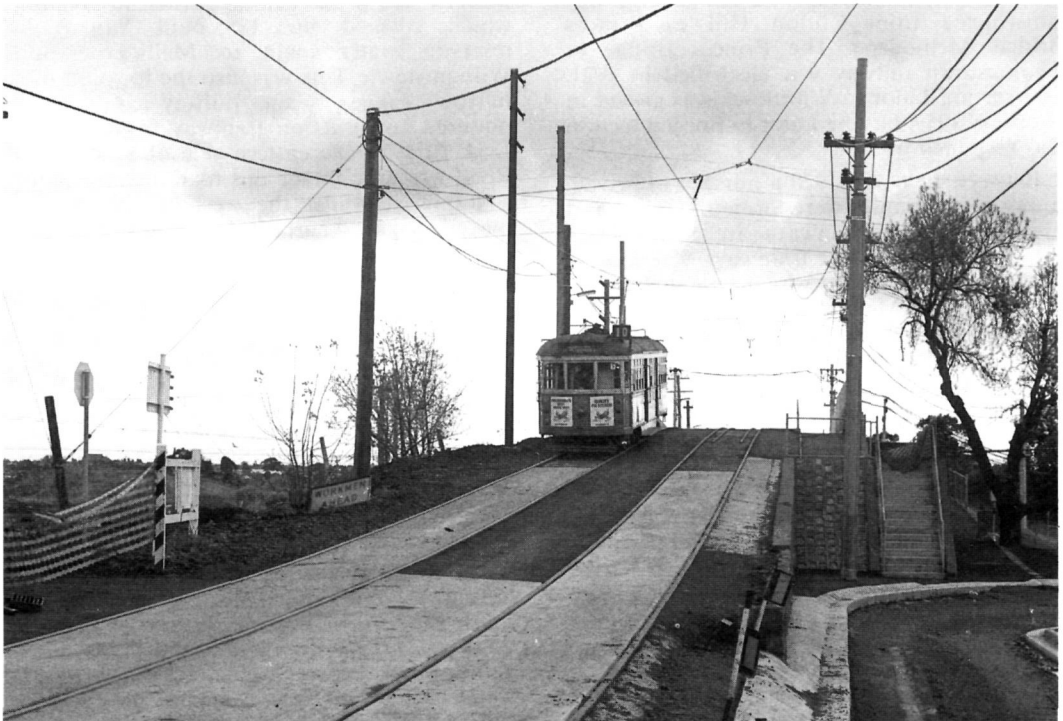
East Preston terminus at Tyler Street. (This line was extended in three stages to Bundoora by 1987). The original line was single track from Wood Street to Tyler Street.

The Tramways Trust struck problems in construction of their tracks in 1918. The Victorian Railways were concerned with the competition from the ever expanding tramway operations and refused point blank to allow the FN&PTT to construct a tramway/railway level crossing at Miller Street. By 1917 there were some twelve railway/tramway level crossings in the suburbs for both cable and electric trams. Some of these crossings were replaced by grade separations between 1923 and 1960, and four crossings closed with the abandonment of the railway routes. The railways were adamant, there would NOT be another tramway crossing its rails. Despite enquiries and court actions by the Trust, the situation had still not been resolved by the time the M&MTB was formed on 1 November 1919. The Trust's first four trams were delivered during 1919 and these cars were loaned to the Prahran & Malvern Tramways Trust for their expanding services. Sadly, these four trams,

which became M&MTB Nos 150 to 153, were never to run on the routes for which they were built.

The first aims of the new M&MTB were to finish the works not completed by the Tramway Trusts, to link the Trusts' tracks, to be able to interchange and through run Trust vehicles, and to design and mass produce a standard type of tramcar. In 1919 there were 189 trams of 21 different body types. By 1922 this had grown to 216 trams of 23 types.

The M&MTB entered into discussions with the Victorian Railways with the intention of solving the Miller Street crossing conflict, but the Board had no more success with the railways than the FN&PTT had before them. The M&MTB then suggested the closure of Miller Street and building a temporary single track bridge over the railway to expedite the completion of the Preston tram routes. Despite the Railway's protests, construction of the bridge commenced on February 1920, and was opened with the two Preston routes on 1 April 1920. The bridge was a light flimsy-looking structure compared with its later reconstructions.



Last Saturday of single track operation. No. 1035 runs "bang road" on shuttle duties.

NORM CROSS



W6 class 997 on Sunday shuttle duties approaches the summit of the rebuilt hump.

NORM CROSS

The M&MTB extended the southern terminus of the FN&PTT line in March 1920 by swinging the track west into Barkly Street, thence south into newly created Pilkington Street, then west into Holden Street to join up with the tracks of the former Melbourne, Brunswick & Coburg Tramways Trust's 1916 line at Lygon Street, North Carlton. Thus the Preston trams were able to travel to the northern end of the city at Swanston and Victoria Streets. Ironically, this M&MTB link-up meant that the first trams to operate the Preston lines were second-hand 1916 former MB & CTT long-bodied California combination cars later classed S and numbered 154 to 171 by the M&MTB. Trams of this class did most of the Preston traffic for the first five years, with occasional assistance from FN & PTT originals 172 to 176. From 1925 W class cars started to appear, however it was as late as 1953 that the last S class car, No 163, finally left Preston Depot. No 157 was the first tram south along St. Georges Road. No 154 was the first tram to West Preston and No 164 was the first tram to cross the bridge to East Preston. These trams still carried their original MB&CTT numbers, 4, 1 and 11 respectively, at this time. No 164 still exists in near original

condition and is now owned by the Tramway Museum Society of Victoria. This car last crossed the bridge on a TMSV tour on November 1987.

As part of the construction of Preston Workshops in 1925-27, considerable earthworks and landscaping was carried out, including the bridge approaches. Strengthening and new top decking was carried out at this time. This work enabled the first bogie car, W 226, to be allocated to Preston Depot in 1925. No 226 was to remain at Preston until 1984 when it was sold.

For the first two months, the safety of the bridge was controlled by a flagman (who used a coloured hand lamp at night). By June 1920, a coloured light system was installed, controlled by a set of contactor switches activated by the trolley pole. As the tram approached the bridge the pole would pass through the contactor and bring up a green signal. If another tram was already on the other side of the bridge, a red signal would be facing the approaching tram. As it passed through the contactor, a third signal would illuminate, displaying a red 'T', indicating the presence of a tram on the other side in the

controlled section. This system continued until 1980 when the lighting circuit was modified.

The bridge was known by many names, non of which were official. Many of the names used by drivers, passengers and workers were unprintable. "Mount Buggery" was the most popular name with the older trammies. However, the best known and most acceptable name for the bridge was "The Hump".

The Hump was used from 1925 to 1945 without incident with a variety of trams being used. In 1945 the hump was resleepered and rebalasted with new decking and strengthening carried out so that SW6 class sliding door cars could run to East Preston. The SW6 cars were 1-1/2 tons heavier than the W5 class cars. Six W5 class cars, 780-782 and 824-826, were transferred to Preston in 1946. Subsequently SW6 class 896 became the first sliding door car to use the bridge, in 1946. Further heavy maintenance and relaying was carried out during 1960. On a sunny Sunday afternoon in March 1953, a serious tragedy occurred at the hump. Just west of the summit of the bridge, a

major collision took place, when city-bound W2 class 595 collided head-on with SW6 class 925, East Preston bound. No 925 was very badly damaged. Its driver and eight passengers, and the driver of 595 were seriously injured. As a ten year old, the author witnessed this horrifying accident, something he will never forget.

It was stated later that two trams passing through the overhead contactors on each side of the bridge simultaneously COULD bring up the green signal on both sides of the bridge. This theory was never proven either way. Following several near collisions in the fifties and sixties, the lights were rewired and new contactors fitted in 1970. In 1979 there was another heavy collision involving W2 class trams 222 and 333, fortunately with no serious injuries, although neither tram was to run again. Following this incident, the wiring of the lights was altered considerably. They now displayed a permanent red danger signal each side of the bridge and the trolley pole contactor switched the signal to green when safe. If a tram was waiting on the other side of



The landscaping and stonework at the north-eastern corner of the new hump. LRV 2001 is on a trial run.

NORM CROSS



View from the south-western corner showing the alterations to the Stores entrance to Preston Workshops.

NORM CROSS

the hump, the second red danger 'T' light would indicate the presence of this tram. If a fault occurred with the lights or contactors (as was frequently to happen in the last years of operation), the signal would remain at danger.

Despite the alterations, the lights continue to malfunction, much to the anger and frustration of tram drivers, traffic officers and passengers. Electrical mechanics frequently repaired the faulty lights but they still played up. The idea of duplicating the hump had been discussed several times since the 1953 accident but nothing eventuated. Further repairs were made to the hump in 1965 when safety check rails were installed along the approaches and over the summit after vandals derailed W7 class 1033 late one Saturday night in September 1965. 1033 went close to toppling onto the railway line below. The last repairs of any note to the existing bridge were carried out in 1975. Another head-on collision in 1981 wrote off W2 class cars 583 and 642.

The first steps towards rebuilding and duplicating the old structure commenced in 1986. As part of the changes and modernisation of Preston Workshops, in conjunction with the introduction of articulated light rail vehicles, a new test track was constructed for .8km south to near Thornbury railway station, running parallel to the Epping railway line. An old oil drum storage site at the rear of the

Workshops was cleared and paved for use as a workers' car park, the old car park being swallowed up by the Workshops extensions. The new car park was extended for a distance south of the hump with necessary tunnelling under the bridge being carried out. New concrete pylons were constructed to support the bridge over the new car park and test track. The existing bridge supports were widened in preparation for future widening of the bridge. New top decking and concreting was carried out, but the duplication was still eighteen months away. In October 1987, a new crossover was installed at the High Street side with two metres of new duplicated track radiating from the new crossover towards the west. Duplication was becoming a reality at last.

In February 1988 the construction job began, utilising work parties from Metrail, the Tramways Civil Branch, Preston City Council and private contractors. The widening and rebuilding of the bridge to carry two tracks over the railway was under way.

The tightness of the north-eastern corner of the hump is exemplified by the construction of a new one lane road from Railway Place into Miller Street at the base of the hump. Landscaping at this corner has made attractive use of concreted bluestone blocks. Pedestrians have a dozen reasonably steep steps to descend to reach the roadway, while

cyclists and the wheelchair-bound or not-so-fit use a zigzag footpath at a more reasonable gradient.

The new tram track is constructed using the Met's modern construction method of rails set on concrete blocks with tie-bar positioning. The rails are then set in mass concrete to rail head except at the summit where the concrete only comes halfway up the rail side. A new southern or up track was laid from the crossover to the summit, also set in mass concrete, the old up track from the western side has been retained, set on earth with sleepers ballasted to the base of the rail. The facing points at the bottom of the hump have been removed and replaced with through track. Considerable alterations have had to be made to the stores area entrance to Preston Workshops in conjunction with the bridge work. Several trees have been removed and new tapered brick fencing and gates have been installed to allow safe access to the Workshops store by large delivery vehicles. A transponder operated boom barrier is to be

installed to prevent unauthorised motor vehicle access to the bridge.

After 68 years the temporary bridge can now be called permanent, much to the delight of tram crews and passengers who travel on the trams over routes 9, 14 and 93, all we need to see now are trams of the Z, A and B classes using the hump, perhaps to Mill Park or even South Morang. Only time will tell.



Prototype LRV 2001 on a test run surmounts the peak of the new down track during the first week of double track operation.

NORM CROSS

HISTORY OF THE BALLARAT TRAMWAY PRESERVATION SOCIETY

by William F. Scott

Overview

That the Ballarat tramways were still functioning in the 1970s was the culmination of an unusual sequence of circumstances. Efforts at closure succeeded in 1971. As a result there was no re-investment in new rolling stock, only second-hand cars from Melbourne and Adelaide. The announcement to close was therefore made against a tramway time capsule.

Preservation Moves

Interest in preserving a section of the system was understandably strong. The application was to preserve three miles (4.8km) of the line

around Lake Wendouree. It was an idea which came before its time and the section permitted was between the Botanical Gardens gates in Wendouree Parade, a distance of almost a mile (1.8km).

Support for the preservation concept came mainly from Ballarat and Melbourne. Interim councils were formed in both cities under the general title of Ballarat Tramway Preservation Project. A public meeting was held in mid 1971 and the Ballarat Tramway Preservation Society formed. From here progress was swift with co-operation by the State Electricity Commission of Victoria, who ran the lines, and the Ballarat City Council.



The history of Ballarat two-axle cars in a nutshell at the Gardens loop. Car 26 in the middle illustrates the original body form and colours. Car 27 on the left shows the final body form and the earliest SECV colour scheme. Car 33 on the right displays the final SECV colour scheme. Semi-open car 26 carries the most passengers. The popularity of such trams was a factor in the decision to reconvert the car.

WILLIAM F. SCOTT



Car 27 outside Lakeside Lodge and displaying the final SECV livery. WILLIAM F. SCOTT

The promoters emphasised that a preservation scheme would be of general interest as well as educational for future generations provided it were authentic and not a gimmick. The running of genuinely historic trams over a section of their original system in a public access road met these criteria.

Only the need for a new depot remained to be decided as the old depot site had become prime real estate for domestic dwellings. The Ballarat City Council agreed to lease land for the new depot in South Gardens Reserve.

Preservation Assured

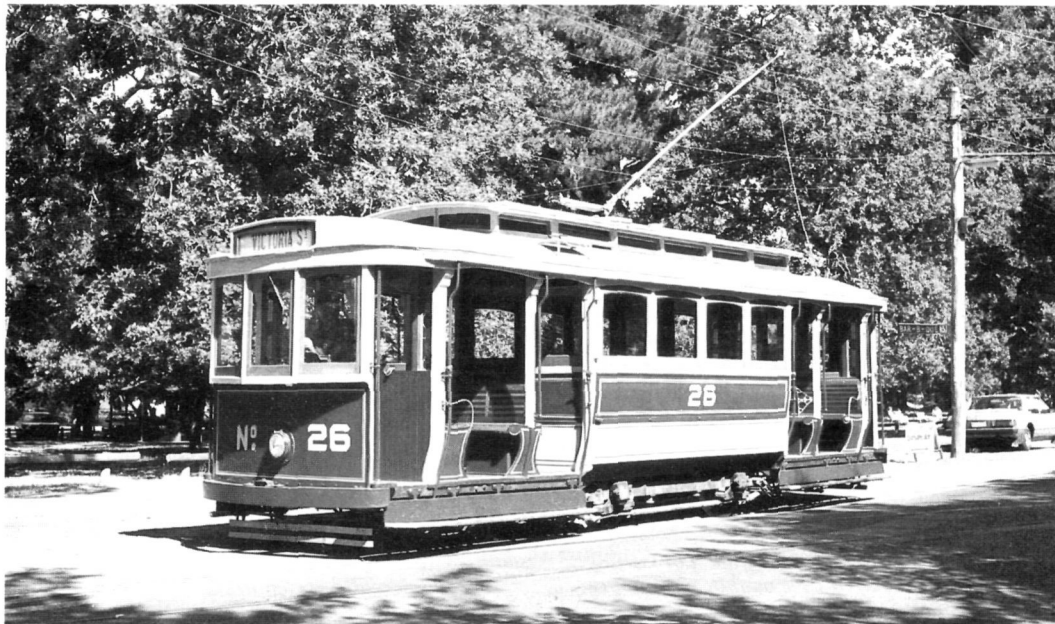
By September 1971 when services ceased, preservation in Ballarat was assured. The SECV co-operated further by allowing the Society to store its fleet in the old depot until the new was erected.

The SECV donated single truck cars 26, 27 and 28 plus bogie cars 38 and 40. They also presented the City Council with single truck car 14 which, by arrangement with the Council, was loaned as part of the initial fleet. The council also donated the estimated cost of

housing their car towards depot construction. Further, they obtained the necessary Order-in-Council under the Tramway Act 1958 to grant the Society authority to work a street tramway.

From mid 1972 the cars were transferred progressively to the new three road depot. By late 1974 the depot fan and approach track to Wendouree Parade were laid, with assistance from the Melbourne & Metropolitan Tramways Board with bending the rails for the connecting curve across Wendouree Parade. The council paved the curve for motor traffic.

The Society had to establish its own source of direct current. A redundant high voltage to low voltage transformer was obtained from the SECV and rewired manually by a Society member into an isolating transformer. The solid state rectifier was built by the same member from components. Switch gear and meters came from the SECV tramways power house and various commercial sources. Stringing of the depot area overhead wiring and anchoring of the main line termini wires was all that remained before services could commence.



Car 26 at Depot Junction resplendent in the Company livery of red with yellow rocker panels after its recent restoration.

WILLIAM F. SCOTT



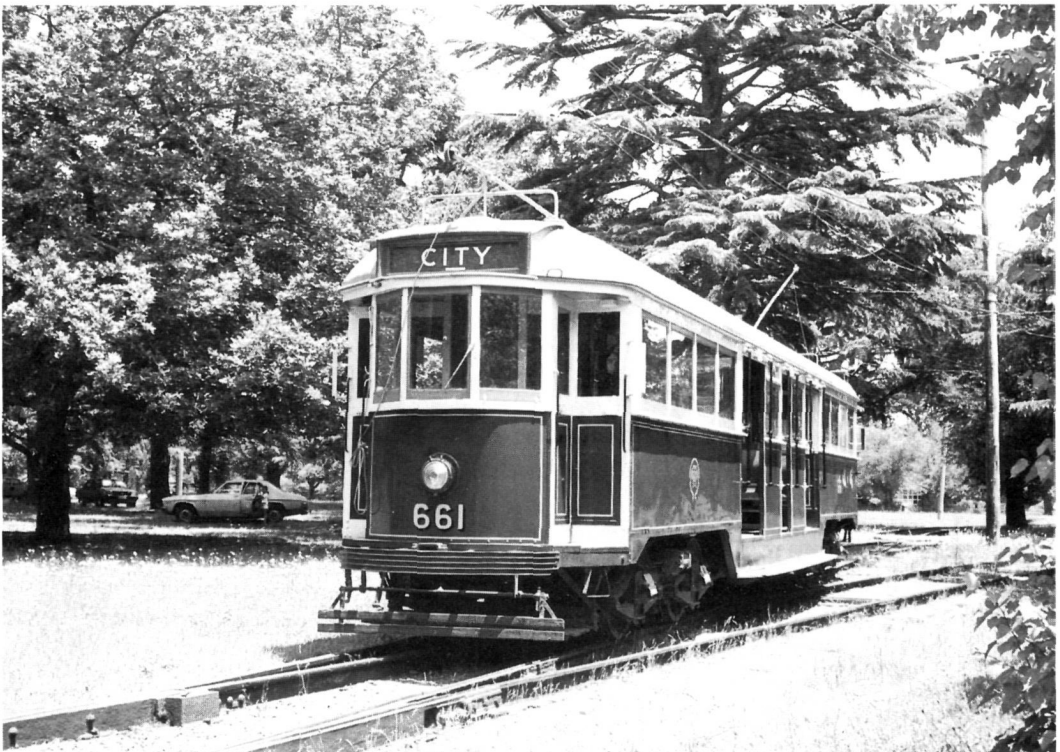
By tramcar from the Hilton! Car 27 rounding the curve from Wellington Parade into Flinders Street, Melbourne on Australia Day 1982. The Society sent a car to Melbourne for the pageants in the years 1979 to 1982.

WILLIAM F. SCOTT



Scene from a tramway set of the film "The Getting of Wisdom". The zebra stripes at the car ends have been covered over as they were not on cars during the period depicted in the film.

RICHARD C. GILBERT



The W3 class car 661 which the Society obtained from the M&MTB in 1975. The car was repainted in the original Board livery of chocolate and cream. The car is on the king points of the depot complex track fan in South Gardens Reserve.

WILLIAM F. SCOTT

Preservation Fruition

Car 40 made the first round trip under its own power for the Society on Saturday 7 December 1974. The formal opening occurred on Saturday 1 February 1975, with the then SECV General Manager presiding, also with car 40 which had closed their operations in 1971.

Preservation Developments

Since opening, steady development has occurred. Two cars, W3 and W4 classes, were purchased in 1975 directly from Melbourne to augment the fleet and allow the older cars to be progressively withdrawn for renovations, a lengthy process when undertaken on a voluntary basis.

Several cars donated to other bodies have subsequently returned on loan or as additional acquisitions to the society's fleet. One of the returned cars, no. 18, had been given to the Sebastopol Borough Council who displayed it in a covered cage in a public park.

This was the first tramcar in Australia to be retrieved from such a location, restored and returned to service.

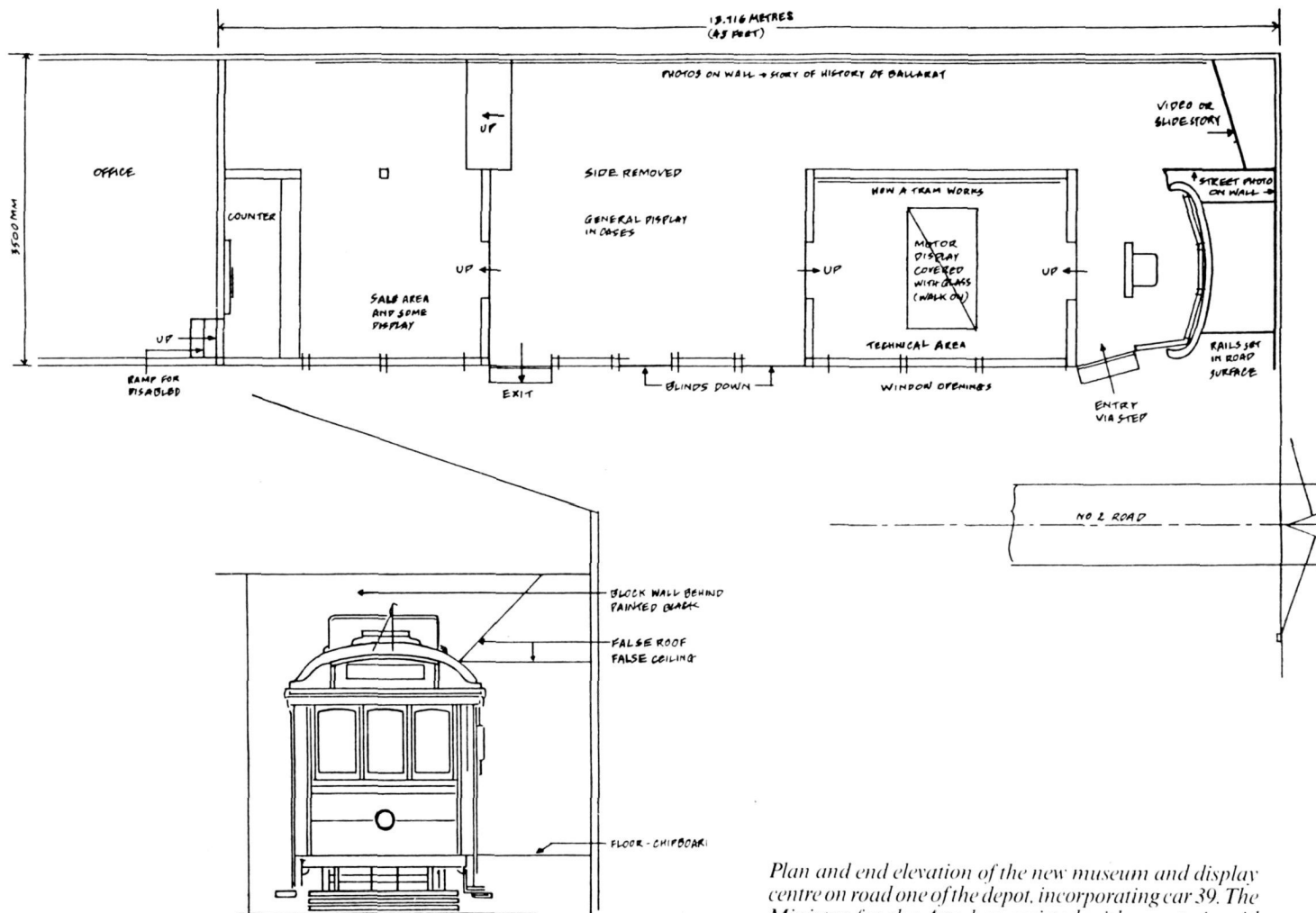
With these additions, the Society's first depot became too small. A new and much larger four road depot was commenced in 1978, also on land leased from the Ballarat City Council and as an addition to the original one. This structure has pits on 1-1/2 roads. The inner half of the full length pit has a suspended rail arrangement over an increased width to allow for easy access to truck sides and under-floor equipment. There are roof lights over the maintenance area pits. In these respects the extension is better equipped than some depots on Australia's small former tramway systems.

What was road number one of the early depot now houses bogie car 39, which is being converted into a static display car and souvenir shop. The remainder of that former road holds the traffic department office, staff room and as from the beginning, houses the substation.



Car 18 proceeding on the depot access track with Wendouree Park in the background. This car spent 11 years on static display in a public park.

WILLIAM F. SCOTT



Plan and end elevation of the new museum and display centre on road one of the depot, incorporating car 39. The Ministry for the Arts has assisted with grants-in-aid towards this project.

The Society's motormen were trained under the auspices of the M&MTB. Initial practical instruction was in Melbourne by an instructor/examiner, followed by driving under supervision in Ballarat, written and verbal examinations concluding with a practical test in Melbourne, training methods and the examinations are the same as those in Melbourne, other than the number of hours driving under supervision. The MTA which took over from the M&MTB has continued this scheme.

The Society initially operated under the business name of Ballarat Tourist Tramway. However, by 1981 it was altered to the current business name of Ballarat Vintage Tramway. This change brought the name into line with the yellow portable tram stop signs which refer to "vintage trams". Also, the variation emphasised that visitors would experience a sense of history rather than simply be making a trip on a tourist facility.

Preserved Fleet

At the time of writing, the Society's depot complex holds 14 electric tramcars including

the two arriving directly from Melbourne. Eleven cars are servicable. The Ballarat cars were commissioned in Melbourne between 1913 and 1920. The cars immediately from Melbourne first ran in the early 1930s. There are a couple of car bodies known to exist dating back to Company days prior to the SECV. They are seemingly in restorable condition. The Society may be able to secure these cars in the future at their owner's discretion.

There is a non-electric car in stock. It is double-deck horse car no. 1 of 1887, which had served as a bedroom for over fifty years locally, less platforms and stairs. It is presently under restoration in the depot extension on a Melbourne saloon cable car truck.

Conclusion

The Society operates its cars weekends, most public and school holidays plus charter trips by arrangement. Cars have been hired by a variety of groups including for weddings. The film "The Getting of Wisdom" had its tramway scenes filmed on the Society's line. For the Australia Day Pageants of 1979 to



The W4 class car 671 which the Society purchased directly from the M&MTB in 1975, standing in the depot extension. The paintwork is presently not up to Society standards for a passenger car, accordingly it has become the works car.

WILLIAM F. SCOTT

1982, the Society sent a car to Melbourne to take part in the celebrations augmenting historic cars supplied by other organisations.

The Society is a recognised voluntary

historical organisation, a member of Gold Central Tourism, the Museums Association of Australia, and a founding member of the Council of Tramway Museums of Australasia.

<i>Car No.</i>	<i>Built for</i>	<i>Date Built</i>	<i>Type</i>	<i>Date to Ballarat</i>	<i>Notes</i>
1	Ballarat Tramways	1887	Horse car	1887	Under restoration
11	Prahran & Malvern	1915	Single truck	1935	Ex-Geelong, to be restored
13	Prahran & Malvern	1915	Single truck	1936	Ex-Geelong, owned by Lake Goldsmith. In 1960's livery
14	Prahran & Malvern	1915	Single truck	1936	Ex-Geelong, owned by City of Ballarat. In 1960's livery
18	Prahran & Malvern	1913	Single truck	1931	Owned by Borough of Sebastopol. In late 1950's livery
26	Hawthorn	1913	Single truck	1931	Restored to 1931 condition as a California Combination
27	Hawthorn	1913	Single truck	1931	In 1930's livery
28	Hawthorn	1913	Single truck	1931	In early 1950's livery
32	Footscray	1920	Single truck	1935	Stored
33	Footscray	1920	Single truck	1935	In 1960's livery
38	Prahran & Malvern	1914	Max. traction	1951	In late 1950's livery
39	Prahran & Malvern	1914	Max. traction	1951	Being converted to a static display
40	Prahran & Malvern	1913	Max. traction	1951	In 1960's livery
661	Melbourne	1932	Equal wheel bogie	1975	In Melbourne 1920's livery
671	Melbourne	1934	Equal wheel bogie	1975	In Melbourne 1960's and 1970's livery



Ballarat bogie car 40 at Sebastopol terminus. On 19 September, 1971 car 40 made the graveyard run from this point to the depot.

DALE BUDD

TRAMS COME TO BOURKE STREET

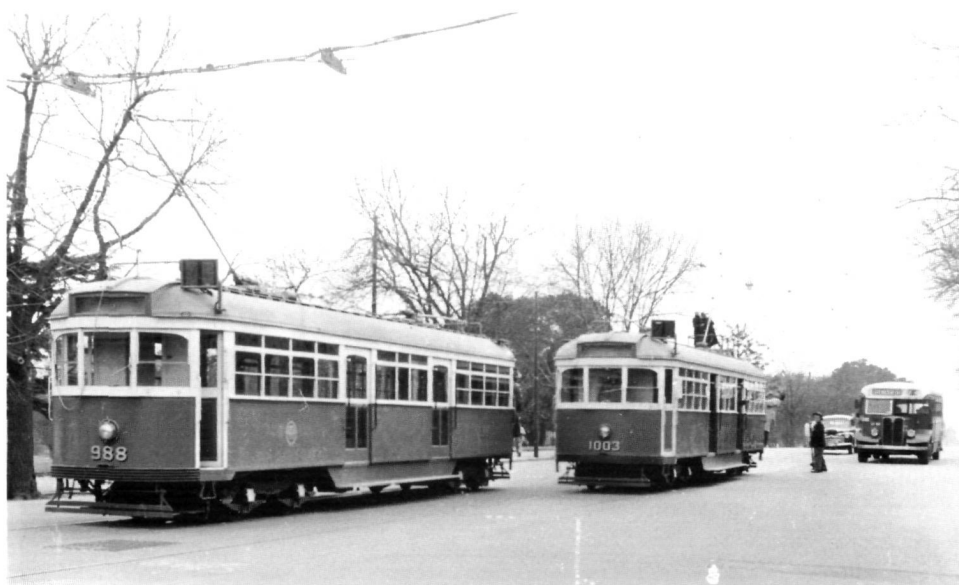
by Dave Macartney

After many years and many political battles the Bourke Street tramway in Melbourne was finally built, and by mid-1955 was ready to commence operation. Early on the morning of Sunday, 19 June 1955, W6 class tram 988 ventured down Bourke Street for the first time, a foray intended to test overhead wiring whilst running at speed through all turnouts and crossovers and around curves at junctions. Design Engineer Doug Lees was in charge of this operation. Two tower trucks, Maple Leaf Chevrolet No. 2 and vintage Albion No. 6 tagged along. Not to be outdone, the Rolling Stock Engineer, Mr. P.M. Ireland, turned up on a test run of his own with W7 class No. 1003. The two cars wandered around the city end of the new route for most of that cold grey morning, testing each crossover and curve with the new carbon skid trolley poles. At Nicholson and Gertrude Streets, 988 ran up the future Route 96 to the end of track opposite Royal Terrace while 1003 ran round the corner and back to Preston.

During the previous few days many of the 39 cars required for the opening were transferred to East Preston from Malvern,

usually in batches of six, with scrubber car No. 8 leading and a tower truck in attendance. The cars carried odd trolley poles for the transfer, running with the standard trolley wheel trailing as far as Eastern Hill, then changing to a skid pole when changing ends there. The initial Bourke Street fleet was 978, 979, 981-1017, but more cars were added soon after.

A publicity trip for the press and various municipal freeloaders was run with No. 1000 on Wednesday 22 June, but the official opening took place on Friday 24 June, when cars 1010, 1004, 1006 and 1008, conveying an assortment of guests, including the twelve finalists in a 'Lovely Mothers' contest, ran from Bourke Street terminus over the new route to the new East Preston Depot. Scrubber No. 7 had checked everything out earlier in the day. Melbourne & Metropolitan Tramways Board Chairman R.J.H. Risson introduced Minister of Transport Arthur Warner, who declared the whole show open after making a peculiar speech in which he seemed unsure whether to congratulate the Board on their success or rake up one or two old sores which



Cars 988 and 1003 on test runs near Parliament House on 19 June 1955.

GEOFF GRANT



Car 988 in Nicholson Street behind Parliament House during testing and adjustment of the overhead wiring.

GEOFF GRANT



W6 988 and Tower Wagon No. 2 in Bourke Street at Russell Street, 19 June 1955.

GEOFF GRANT



Checking the alignment of the overhead wiring in Bourke Street at the Russell Street crossover.

GEOFF GRANT

were obviously still festering. What the entrants in the 'Lovely Mothers' competition made of it all is anybody's guess.

On Saturday, 25 June 1955 the Australian Electric Traction Association ran a tour to mark the opening, using cars 887 and 888 from Malvern, via Cotham Road and Victoria Parade to Bourke Street terminus, then the whole length of the new Route 88 before returning to Preston Workshops for an inspection, supper and film night. Return to Malvern was about 11pm, running via Latrobe and Flinders Streets this time. Also about this time the last Bourke Street bus ran, which turned out to be AEC No. 556, driven

by Ron Houghton who had piloted the last cable tram down the same street fifteen years earlier. Ron was also on hand, then retired, for the first Z car run in Bourke Street twenty years into the future.

On Sunday, 26 June 1955, regular service commenced in Bourke Street.

* * * * *

The entire Bourke Street project required the construction of 9.65 miles of double track electric tramway from Spencer Street, City, to Dundas Street, Northcote (6.1 miles) with a branch from the Exhibition to Blyth Street, East Brunswick (3.55 miles). Cable tramway track removed totalled 8.75 miles, the branch extending 0.9 miles beyond the former cable terminus. 85 diesel buses (mostly 41-seat, single deck vehicles) were replaced by 55 new trams, while additional tramcars were constructed to enable the Northcote service to be extended over the existing tramway to East Preston. To house the new cars, two new depots were required — one at East Preston (110 cars) which also housed older cars used on the West Preston route, and the other in Nicholson Street, Fitzroy (24 cars). New electricity substations were built at North Fitzroy, Clifton Hill and Northcote, and additional equipment was installed at East Preston and Crombie Lane in the City.

The cable tramway from Spencer Street to Clifton Hill (3.81 miles) was opened on 10 August 1887 by the Melbourne Tramways Trust which leased it to the Melbourne Tramway & Omnibus Company. A branch from the Exhibition for 1.76 miles along Nicholson Street was opened on 22 August 1887. The line from Clifton Hill to Northcote was originally a separate concern built by the Clifton Hill, Northcote and Preston Tramway Co. Ltd. and opened on 18 February 1890. It had no physical connection with the other lines and passengers changed at Clifton Hill. The private line suffered considerable financial difficulties and after various vicissitudes, including closure for a time, was taken over by the Northcote City Council in 1916. When the Melbourne & Metropolitan Tramways Board was formed in 1919, it took over the former MTT routes, the NCC line being acquired on 2 February 1920. Through running to Northcote was delayed because the smaller line used a shallow tunnel for the cable. This problem was overcome and cars ran through from 8 March 1925, when the NCC depot was closed.

The Board was authorised to convert all cable tramways to electric traction and did so



The last bus along Bourke Street was AEC No. 556 on 25 June 1955 with Driver Ron Houghton who had taken the last cable tram along Bourke Street on 26 October 1940.

GEOFF GRANT



Tower wagons 2 and 6 were in attendance during the testing on 19 June 1955.

GEOFF GRANT



Track Cleaning Car No. 7 rolls down Bourke Street on the opening day, 24 June 1955.

GEOFF GRANT



W6 class 988 was the first tram up Nicholson Street beyond Gertrude Street when it ran to the end of the completed track on 19 June 1955.

GEOFF GRANT

except where traffic was too light to warrant such a move. The Bourke Street lines were to have been converted in 1939 but an overseas tour by the Chairman of the MMTB led to the decision to make an exhaustive trial by diesel buses for heavy traffic. After some delay due to wartime restrictions, buses took over on 26 October 1940. By 1945 it had become apparent they were not successful, even allowing for wartime difficulties, and the Board decided in favour of electrification. Post-war problems made it necessary to continue to run buses, the entire fleet having to be replaced to enable this to be done. The original fleet included 45 double-deck vehicles for Northcote, later augmented by large single-deckers, and single-deckers for the East Brunswick service. The bus service replaced by the trams was operated entirely by 41-seat single-deck vehicles.



HERE AND THERE

NEWS ITEMS OF INTEREST FROM ALL OVER

Cable Car Video Launched

A video tape entitled "Commuting by Cable" and illustrating the history of the Melbourne cable tramway system between the two World Wars, was officially launched on Monday 22 August 1988 from 2.00pm, on the Simpson Street shunt, East Melbourne. The tape has colour as well as black and white footage and was produced for the Association of Railway Enthusiasts.

Replica grip car 593 and restored saloon trailer 171 operated along the kerbside track in push-pull mode. Platform staff were Newton Williams and Darryl Hawkworth wearing Melbourne Tramway & Omnibus Company uniforms.

Invited guests included Mr. Kevin Shea, Managing Director of the Metropolitan

Transit Authority; Mr. Geoffrey Carkeek, MTA Director of Operation Development; Mr. John Reid, ABC announcer who was also the video narrator; contributors; producers and a former gripman.

The media televised the event which was shown on Channels 2, 7, 9 and 10 during their News programmes that evening. Some clips from the video were shown on Clive Robertson's *Newsworld* programme which was telecast Australia-wide on the 7 Network.

The video runs for 55 minutes. It is available in VHS or BETA (PAL format) at \$39.95. Museums wishing to stock this video should order direct from ARE Video, PO Box 8, Collins Street, Melbourne, 3000. (This address is for trade enquiries only).



The two men who made the launch possible. Darryl Hawkworth (left) restorer of the trailer and Newton Williams (right) grip car builder.

WILLIAM F. SCOTT



Channel 7 staff shoot the event for their 6.30pm news programme.

WILLIAM F. SCOTT



Replica grip car 593 and trailer 171 proceeding along the Simpson Street shunt in the direction of the city. A capacity load shows the popularity of the set. Video and still cameras were much in evidence among attendees.

WILLIAM F. SCOTT



The cable car set in push mode having just left the outer limit of authorised operation along the shunt. The Z class car just visible on the right makes an interesting contrast in style and technology.

WILLIAM F. SCOTT

Melbourne Tram Tour — The Last W2

The last of three tours to farewell the W2 class was held on Saturday 3 September 1988.

Jointly sponsored by the ARE, the TMSV and the ARHS, the tour operated from Essendon Depot and visited Footscray, West Maribyrnong, Airport West, West Coburg, Mont Albert, East Malvern-Darling Road, St Kilda Beach and Prahran.

Restored car 510 was used throughout, with 600 and 646 sharing the role of second car.

W2 510 has been renovated and is repainted in 1930s M&MTB green and cream. Internally, varnished woodwork including the ceiling has been fully restored.

W2 380 is nearing completion of its conversion back to its original condition as a

W class car. W2 646 is being retained in the condition in which it was withdrawn from service last year. W2 600 is also being retained and is available for charter use, but its future is uncertain.

Car 431 has converted back to W1 configuration, and will be used in summer tourist service. Car 427, similarly converted, has been returned to the Tramway Museum Society of Victoria.

Meanwhile the last decorated W2 car, 441, which was painted for the Victorian sesquicentenary was included among a batch of trams recently bought for use on the Bendigo Trust's Tourist Tramway in that city. Prototype car 1041 is at Hawthorn and is destined for preservation by the Tramway Museum Society of Victoria.



646 and 510 pause for a photo in Royal Park while a Z car passes, bound for Domain Road.

DALE BUDD



646 and 510 pause for a photo in Victoria Parade, bound for Mont Albert.

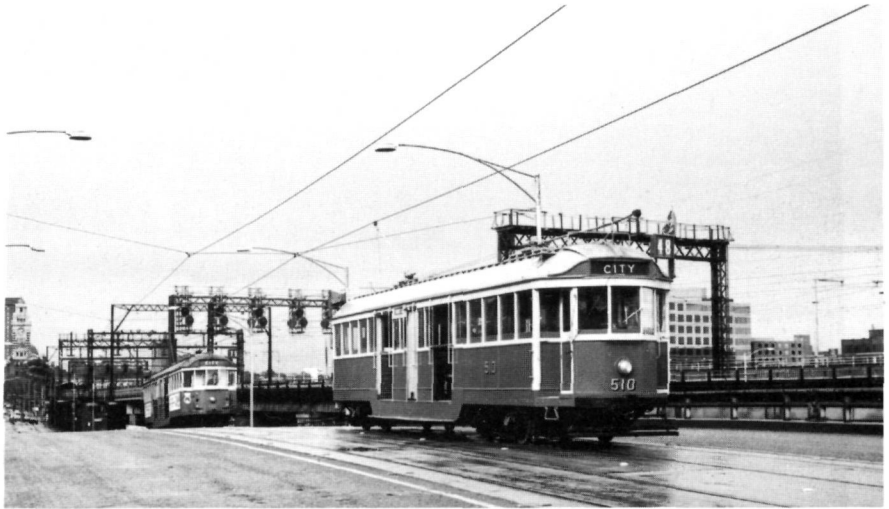
DALE BUDD



Tour cars 600 and 510 at Essendon Depot, with portion of 646 visible at left. DALE BUDD



Tour cars 600 and 510 at points while trolley pole is changed. DALE BUDD



Cars 510 and 646 on the Flinders Street overpass.

DALE BUDD

Melbourne Tram News

Car 821 became the first W5 class car overhauled for some nineteen months, when it had an 03 overhaul and its roof recanvassed. 821 retained its two-door W5 layout and is the first W5 to appear in Met colours. Car 801 was sold in March to Koondrook and is the first W5 to be scrapped other than for collision damage. Three other W5 class cars are for disposal. They are two-door 762 and three-door 820, both collision damaged, and 835. Other three-door W5 cars are expected to be withdrawn over the next eighteen months.

Melbourne's illuminated advertising fleet continues to grow. Car 1018 is the eighth car and is advertising the Adelaide Casino. Car 965 is being fitted out as the ninth advertising car while 976 will be the tenth and final.

A number of W type trams have been fitted with Z3 or A1 type trolley retrievers fitted to their aprons. Cars so far fitted are 821, 842 and 992 at Kew, 800, 911, 975 and 1010 at Preston. Also Z1-Z2 class cars 2, 3, 5, 33, 34, 103, 107 and 114 have had Z3 type retrievers fitted. Cars 1 to 65 were fitted a few years ago, these retrievers are recycled from A1 trams 244 to 258 which have had pantographs fitted.

B1 class 2006 was delivered to Preston Workshops on 20 July 1988. The extensions to Preston Workshops are progressing well. Cars 2001 and 281 have been test lifted on new equipment installed in the new servicing area. Cars 2003 and 2004 are expected to enter service shortly.

No Go for Tram-park Idea

Jim Johnson was a scrap-metal dealer with a dream. He visualised a small country town amid rolling green hills and, on the outskirts, a tourist park like no other.

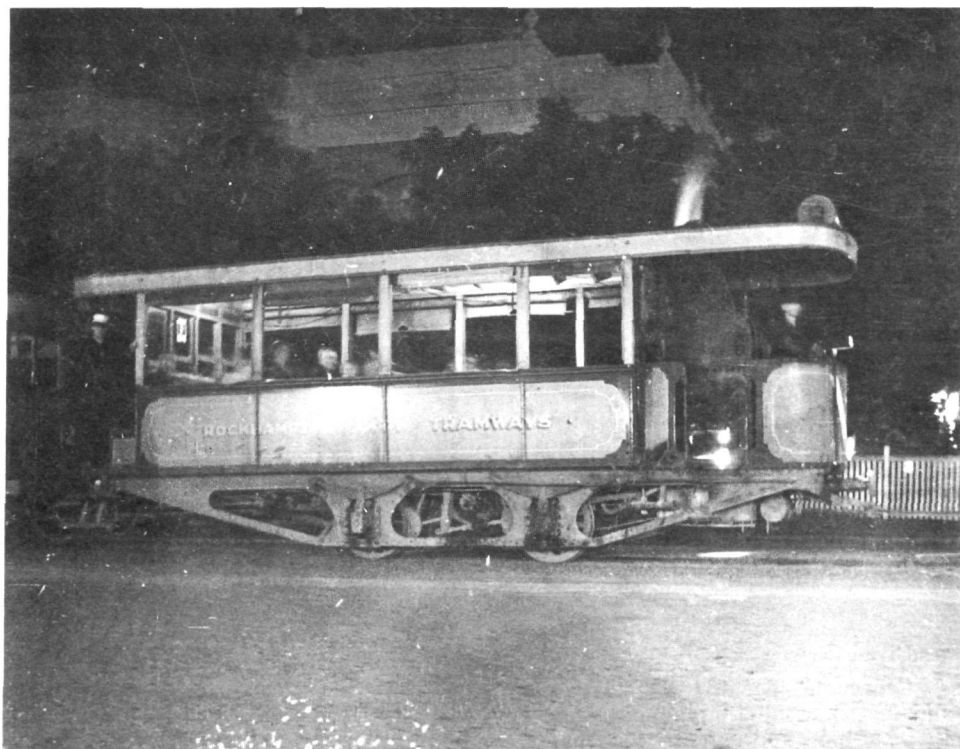
Housing a collection of 40 Melbourne trams, 14 of them colourfully painted creations of well-known Australian artists, and all transformed into little arts-and-crafts shops.

But turning the dream into a reality proved to be no easy task. Though many shire councils welcomed Mr Johnson's idea, his nine attempts at establishing the park failed, mostly because local residents objected.

In July, just when it seemed the tourist venture might finally go ahead on the site of the old Ovens Railway Station at Myrtleford in northern Victoria, Mr. Johnson was delivered a further blow.

Having received a planning approval from the Myrtleford Council and having bought the three-hectare station site for \$66,000, he learnt that an objection had been lodged with the Administrative Appeals Tribunal in Melbourne. He was told that more objections were likely to follow and that the appeal process might take up to six months.

Most of Mr. Johnson's W2 class trams lie at the rear of a haulage yard at Laverton. The 14 painted trams are from the first series of 15 commissioned by the State Government between 1978 and 1982.



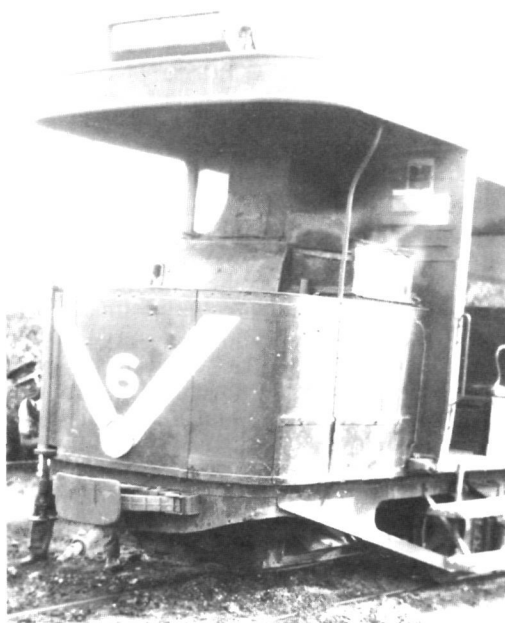
Rockhampton Memories

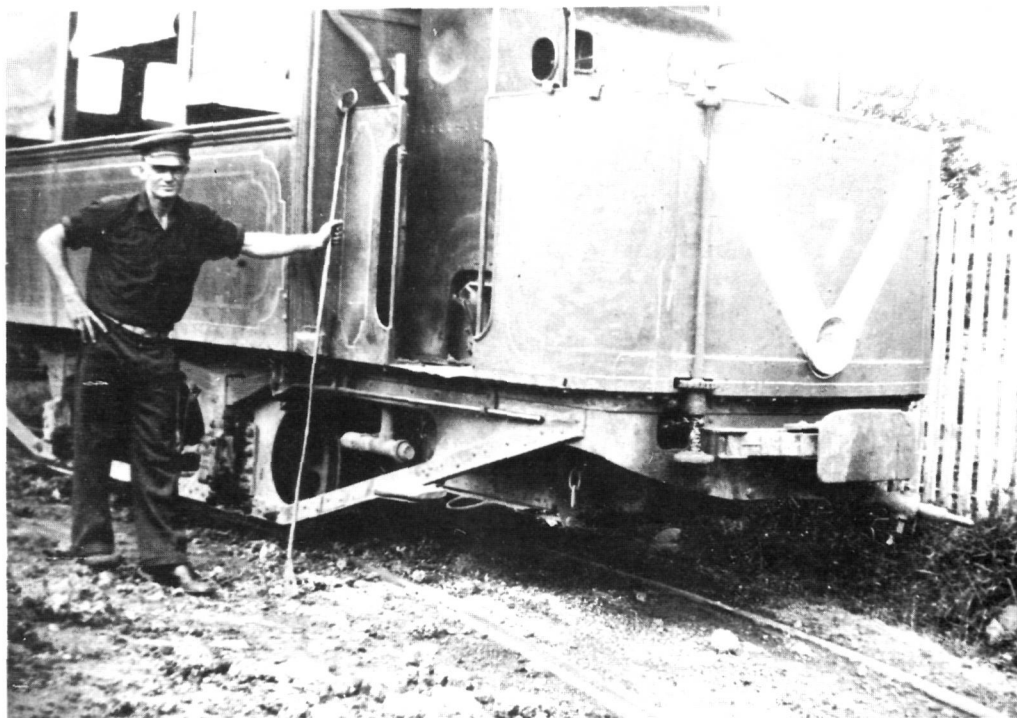
Above: The flame and smoke emitted from the chimneys of the Rockhampton Purrey steam cars earned them the nickname "pie carts". This photo is taken at the same location as the night photo published in the April 1970 issue of this magazine.

C. MURPHY COLLECTION COURTESY MRS. B. MCKAY

Right: The driver of Rockhampton steam car No. 6 rakes out the fire at a suburban terminus.

TRAMCAR RESTORATION COMMITTEE COLLECTION





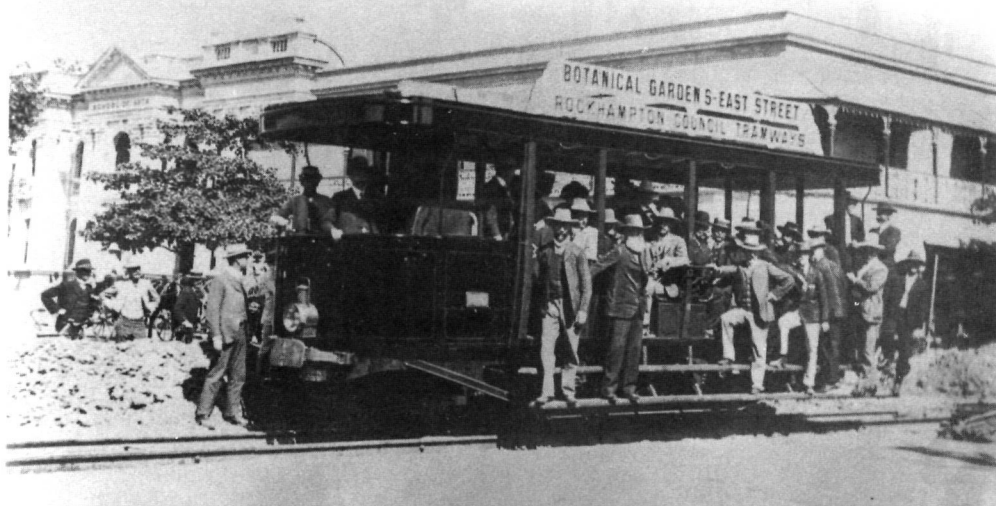
The driver of Purrey car No. 7 poses with his tram. The fire irons are kept in a position handy for use as required — on the frame below the entrance to the driving platform.

C. MURPHY COLLECTION COURTESY MRS. B. MCKAY



Purrey No. 5 in East Street at the Denison Street intersection.

K. MCCARTHY COLLECTION



A Purrey steam car making a trial run in William Street at Bolsover Street on the opening day, 5 June 1909. The Mayor of that period, Alderman Edgar is seen at the front left on the footboard. At that stage the track excavations were still in progress and only one track had been constructed at what was later a double track location.

ROCKHAMPTON STEAM TRAM COMMITTEE



Rockhampton steam tram and trailer in William Street between East Street and Bolsover Street on the opening day, 5 June 1909. The triumphal opening arch was located just to the right of this scene.

ROCKHAMPTON STEAM TRAM COMMITTEE



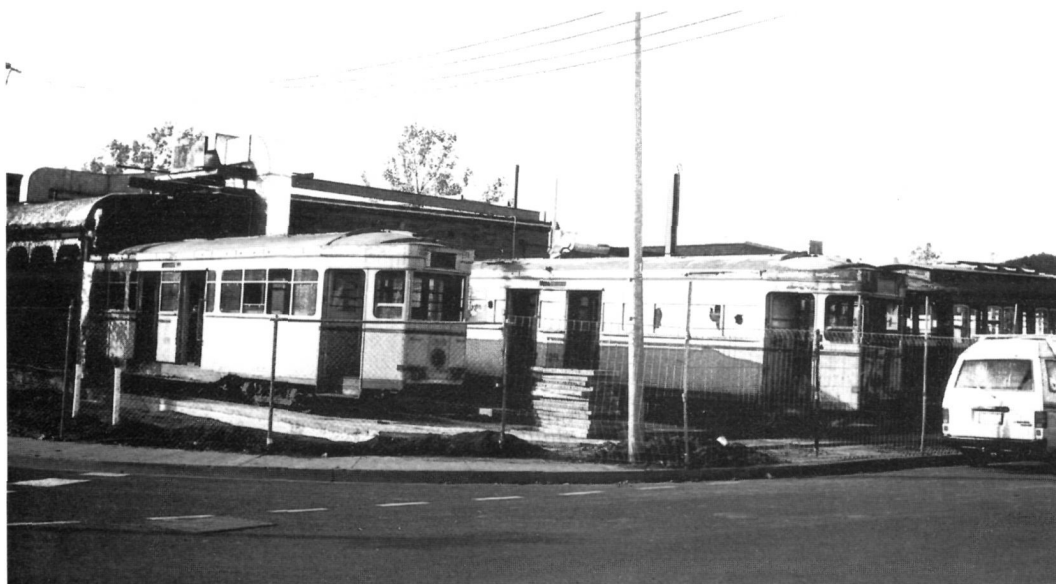
Two Purvey cars stand outside the post office in East Street during the 1920s. Cec Murphy is the driver of the leading tram. This photo was taken a few minutes after the photo appearing in the February 1967 issue of this magazine.

C. MURPHY COLLECTION COURTESY MRS. B. MCKAY



The Canning Street depot workshop staff are seen carrying out a major overhaul on one of the Purvey steam trams in the 1920s. Two further steam trams can be seen on the other depot roads.

ROCKHAMPTON STEAM TRAM COMMITTEE



These photos were taken at the Canberra Tradesmen's Union Club on 31 May 1988, shortly after the two R class cars and the C car had been placed in position, ready for the extension of the club building.

R 1819 (left), R 1806 and C 37 (obscured) at the club. The two R cars are mounted on ex-W2 bogies, from which the motors were removed at the club. R 1819 is standing on an extension of the track already occupied by P 1729 and Melbourne cable trailer 589.

DALE BUDD



The bodies of Launceston No. 1 and a Melbourne single truck car, thought to be a Q class, at the club.

DALE BUDD

Following the closure of the Rockdale-Kogarah-Sans Souci trolley bus system in Sydney on 29 August 1959, the buses were sold. They were first moved to Beverly Hills where they spent some weeks in a paddock beside a service station in King Georges Road. John Davenport took these photos of trolley bus No. 25 at that location in November 1959.



Hong Kong News

The Tuen Mun to Yuen Long Light Rail system commenced public operation on 18 September 1988 following a month-long programme to educate the local population that the new system was now in operation and care should be taken. Thirty second spots

every half hour on the local television network warned people not to walk along the light rail tracks, not to use the tracks as a pathway, to obey the painted signs on the roadway in the cities and to obey the signals at level crossings.



LRV 1064 passes over a level crossing during driver training. These photos were taken from the rear of a bus parallelling the LRV line.

NORM CHINN



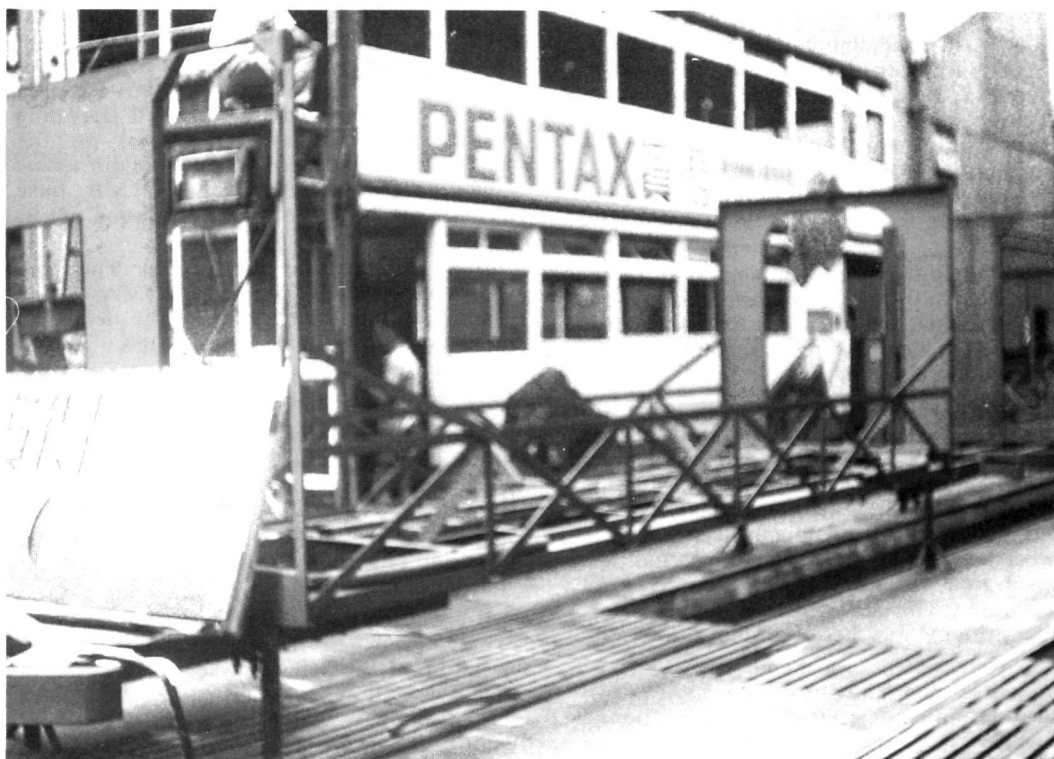
A rear nearside view of LRV 1044 on a driver training run at the Tuen Mun end of the line. The line is operated by the Kowloon-Canton Railway Company and is known as the North-West Railway.

NORM CHINN



A general view of the Hongkong Tramways Happy Valley depot in May 1988, with cars 82, 77, 72, 86 and 126 visible.

R. FRANCIS



Hongkong Tramways — frames for new tram bodies under construction during May 1988.

R. FRANCIS



Trolley pole fitted. A class 233 in Flinders Street at the Swanston Street intersection.

BOB MERCHANT

C.O.T.M.A.



Council of Tramway Museums of Australasia

From Bill Kingsley, Executive Officer

Early in September the South Pacific Electric Railway hosted the 1988 Bicentennial COTMA Conference. Members of 13 tramway museums in Australia and New Zealand came together for an inspiring time of getting to know each other, sharing ideas, expanding the teamwork, planning the future and relaxing in the enjoyable atmosphere at Loftus.

But the conference did illustrate to me that there are still many misconceptions about what COTMA really is. So, for this issue of *Trolley Wire*, please share some time as we find out all about COTMA.

Back in 1974 your writer was visiting various tramway museums around Australia when he realised that some museums were asking questions for which other museums already had the answers, that different museums were independently trying to solve the same problems, but above all, that there was a great eagerness to share our relatively new hobby. Obviously there was a need for a great bringing together of all those involved.

So your writer, as a member of the BTPS, formed a committee to convene the first Australasian conference of tramway museums in April 1975. At that Ballarat conference COTMA was born.

COTMA is the Council of Tramway Museums of Australasia and has today 14

member museums. Note that the Council is NOT a group of people who direct or control the museums. The Council IS the museums, working together in harmony towards common goals in restoring, preserving and operating historic tramcars (and tramways) for the nostalgic and educational benefit of our fellow citizens. The museums of COTMA have become a vital part of the preservation of our heritage.

But our museums are people. Therefore COTMA is really people. COTMA is the grand total community of all those dedicated preservationists within our museums.

What then does the Council, that is COTMA, really do?

Above all else, COTMA unites. It unites all those Australian and New Zealand museums which are dedicated to the preservation of our tramway heritage. In so doing it enables all the members of all those museums to benefit from and enjoy a wider and more meaningful sharing of their activities.

It encourages and facilitates the sharing of experience, expertise and knowledge between museums. It puts those who don't know in touch with those who do know. It enables those who have not to be assisted by those who have. It quietly tries to inspire all to greater achievements.

It acts as a single co-ordinating channel of communication and liaison between the

museums and transport authorities. This is especially important in the acquisition of tramcars and spare parts. Particular mention must be made of the superb assistance given through COTMA to the museums by the the Metropolitan Transit Authority in Melbourne (the Met) and by its Tramway Workshops at Preston. Mr Kevin Shea (Managing Director) and his Officers provide invaluable assistance in helping museums towards their goals.

To achieve all of this, the member museums of COTMA elect a voluntary Executive of four persons (Chairman, Executive Officer, Australian and New Zealand Representatives). They are further assisted by a Treasurer and various officers responsible for particular tasks. Many people consider the Executive to be the Council but this is incorrect. The museums are COTMA i.e. the museums are the Council. The Executive work for and on behalf of the Council.

Every second year COTMA promotes a Conference. It is an inspiring time of renewing

friendships, of learning, of planning, of sharing. An important part of each Conference is the General Meeting of Council i.e. the General Meeting of all member museums and their museum members. This General Meeting determines policy, explores opportunities, investigates and overcomes problems, considers finances and sets goals. To facilitate the General Meeting, each museum appoints a spokesman (or Delegate) who represents and votes on behalf of that museum. Some people see the Delegates as being the members of Council but even that is not correct. The museums themselves are still the members of Council, so all museum members can contribute to the General Meeting.

Finally, how big is COTMA? At the time of the last Conference, the COTMA museums controlled some 252 tramcars plus trains, diesel buses and trolley buses. Not all these vehicles go, yet, but we certainly have the vehicles to operate the total public transport system of a large city. COTMA is huge. Its inspiration is even greater.



COTMA Conference delegates pose in front of San Francisco PCC 1014 which carried the party to Sutherland for lunch.

Bob MERCHANT

BALLARAT . . .

Ballarat Tramway Preservation Society



Model Exhibition

The BTPS manned a display at the Ballarat Model Railway Spectacular over the Queen's Birthday weekend from 11 to 13 June. Display boards featured photos of the former Ballarat tramway system, as well as BTPS members at work on the tourist tramway. Two videos were screened, one of archival footage of the Ballarat system from the 1960s and the other of our present operations. The archival video in particular attracted great interest from onlookers. A large number of items were sold at the sales table while members alternated between running the exhibition and operating the tramway.

Car No. 13

Number 13 returned to service early in the year for the first time since 1971, and has been operating regularly. The car has been kept in the colour scheme of the late 1960s, the original saloon seat bases have been replaced, due to their poor condition, by vinyl. The Society now has eleven operable trams (nine Ballarat and two ex-Melbourne).

Horse Tram No. 1

New roof ribs were constructed to replace some previously removed and these have been

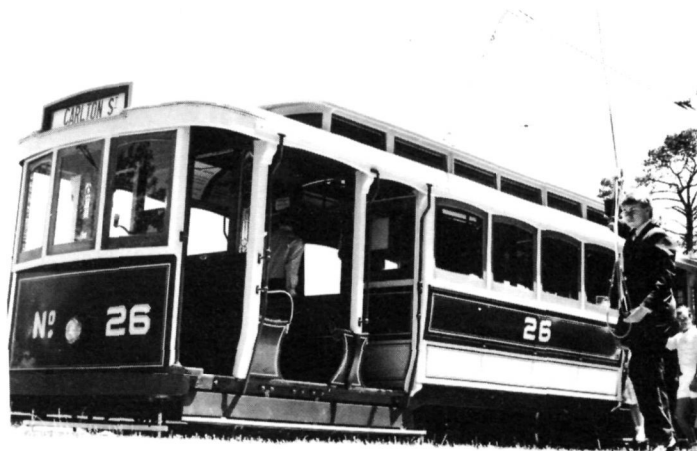
installed. New rocker panels were installed as the original ones were in too poor a condition to be reused. However, the two upper side panels were in good condition and have been refitted. Glass has been fitted to the new window frames. It was originally intended to reuse some of the original roof slats, but when the old paint and varnish had been removed, it was found that they were split, so new slats will have to be made up.

Car No. 39

One major job done was the lifting of the body to remove the bogie cable trailer trucks at both ends. Steel supports were put in place at the end of the car joining the new offices where the end platforms have been removed. A Brill 22E maximum traction truck was placed at the other end. A new coat of SECV green has been applied to one end and side.

New Office

The new office is located between the crew meal room and car 39 on what was formerly No. 1 road. It was commissioned on Saturday, 13 August, and replaced the old office at the rear of the depot.



Conductor Clayton Giles swings the pole of Car 26 on Boxing Day 1987.

COURTESY 'BALLARAT COURIER'

RUTHERFORD

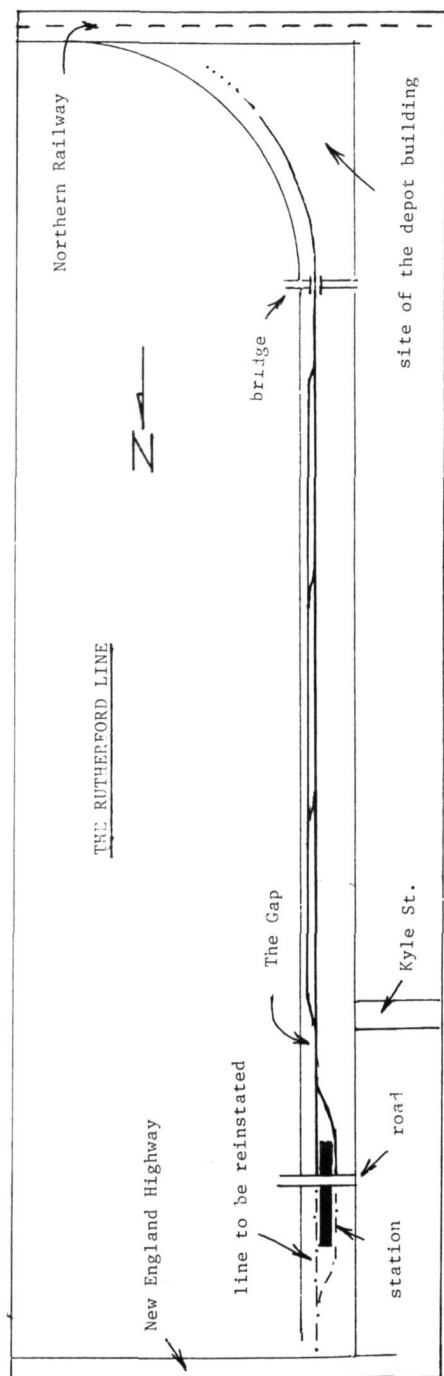
Newcastle Tramway Museum

Maitland Tramway and Museum, which was founded as the Newcastle Tramway Museum, now has a site, a line, the offer of a loan and is nearly ready to open a limited service.

The Museum was founded and incorporated in 1982 and has explored fifteen sites and written submissions for six of them. In 1987 an approach was made to National Textiles Ltd. and Maitland City Council for a lease on the former racecourse branch railway at Rutherford, beside NTL's factory. NTL owns about a quarter and NCC the rest of the 1700 metre track. After all of the frustrations of the past and the distrust of public and private authorities we were amazed when both bodies agreed with alacrity to a two year lease. The conditions were: keep the site tidy and stop cars from crossing the line!

Some members of the Maitland City Council inspected our work on the line and have approved a loan of \$55,000 for a depot building. We will take up the loan next year after we have begun operations and have proved to the Council and to ourselves that we can meet repayments. Part of this deal is that we must take a twenty year lease over the Council section! We find it hard to believe our good fortune.

The track was last used in 1965 and in its heyday carried large numbers of people to the racecourse and later to Bradmills (now NTL), and to the huge building on the other side of the track wherein war materials were made. The shunting neck and half of the tracks

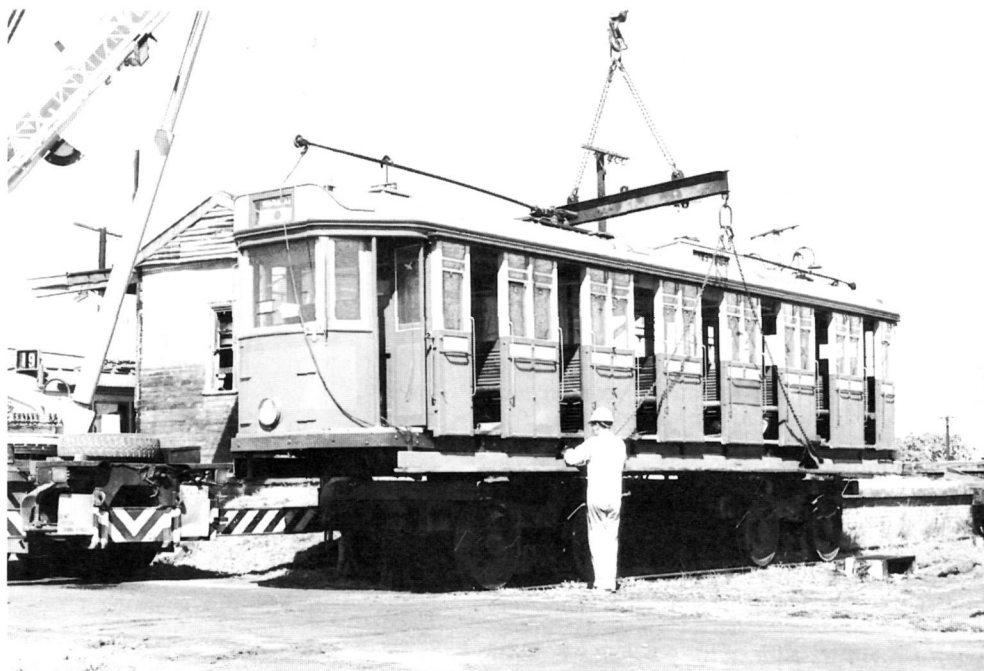




L/P 284 leaving the Wallsend goods shed, bound for Rutherford.



W3 668 and SW2 432 beside the station waiting room and signal box at Rutherford.



L/P 284 at Rutherford, standing high off the ground on the borrowed timber trucks.

through the station were taken up many years ago and we will need to restore them. The single line at the southern end of the derelict station ("The Gap") was removed about 1986 and we have reinstated it. Near Kyle Street the line becomes double. The western line is "in remarkably good condition", as an advisor said and we are replacing some sleepers and checking the gauge. The eastern line is in sad condition and will need to be relaid. There are two facing points and we are placing these out of use. The southern part becomes single, crosses a small creek and veers east, and used to join the northern railway line. There is a large triangular area there, about 250 metres along the straight sides. The whole line is zoned for railway use only and is subject to easements; a mains gas line on one edge and high voltage wires overhead on the other edge. Thus the land is useless for industrial purposes. We propose to build the museum and depot on the triangular block but as there is no road access we will need to provide access via the line and the bridge.

We took possession of the council portion in June and NTL's section in October, 1987. Our main problem has been rain. The site is flat and clayey, and for months we could not get

access to our pile of track (given to us by Kern Corporation after our move from Warabrook) because the land on both sides of the track was waterlogged. We can now run to the second crossover.

We have had other problems. A sudden storm in February unroofed part of the Wallsend goods shed where we kept cars 284 and 668, and falling timbers caused slight damage to the roof of the L/P. The western wall was damaged and the Newcastle City Council has barricaded the whole building. We bought the body of a former Sydney electric suburban carriage and began moving spare parts from Wallsend to it. The carriage sits on the eastern track and will probably be there for several years. Car 668 was taken to Rutherford via the Steamfest exhibition at Maitland (photo *TW* August 1988). Car 284 now sits high on timber-carrying bogies formerly used at Coffs Harbour which have been lent to us by the Dorrigo Steam Railway & Museum.

When 284 was leaving Wallsend, our truck driver and treasurer did not take it up the Sandhurst Road, the shortest route, but took it along as much of the former tram route as possible. At Dension Street, Hamilton, a

detour was made past the former tram depot, and had the depot been open, he would have driven it inside.

Our fleet is: L/P 284 at Rutherford, awaiting mechanical and electrical gear. R1 1995 at Forestville and in running order. W2 244 and 245 at Rhondda and in running order. SW2 432 and W3 668 at Rutherford and in running order. R 1892 and O 824 at Rhondda, bodies only. Phoenix 550 at Newcastle, body only. C 33 at Warka, body only. N 714? at Liverpool, body only.

We have bought W2 471 plus the parts to restore it to a W1 (Why? So that we will have another type of tram to attract visitors) and W5 762. 762 has had an accident and is without trucks. It will be used as a temporary museum building/refreshment room and will eventually be stripped and the parts recycled.

One of our junior members, Dominic Nyman, has completed the freelance chassis of a cable grip car as part of his automotive engineering course for the HSC. The work was done at St. Francis Xavier's College, Hamilton under the supervision of his teacher, Mr John Rutkay. The vehicle is powered by a 500cc twin motor cycle engine and the drive is hydraulic. Authentic wheels could not be obtained so many alterations to the Melbourne prototype had to be made. The superstructure will probably be based on Sydney practice. The cost so far has been just under \$800. The project will help the Museum to portray the history of the development of the tramcar.

All of our energies are being directed to getting ready to run. The first tram will be SW2 432 powered by a motor generator on a



The cable tram chassis, with Dominic and his teacher, John Rutkay.

bogie. There is enough current to give full braking of 60lb and to propel the tram at 10 kph. We know this is not authentic practice but we wish to begin running as soon as possible. The ride will take about five minutes each way. Our next priority is to get all of the trams on site but we lack the money for transport.

WHITEMAN PARK . . .

Perth Electric Tramway Society



Perth Tramway Closure — 30th Anniversary

Two special functions were held in July to commemorate the closure of Perth's electric tramway system, which took place on 19 July 1958.

On Sunday, 10 July 1988, a special afternoon tea was held in the Administration

Building in Whiteman Park's Trade Village. Guests included Ivor Thomas (retired General Manager of the Western Australian Government Tramways), Stan Jones (retired Overhead Electrical Officer, WAGT), Fred McKenzie, MLC, and Ted Bull (radio station 6WF

Breakfast Show host), as well as several retired tramwaymen. Ex-Melbourne W2 class tram 329 (in chocolate and cream livery) was used as the official car to convey the guests around the Park, while W2 368 provided the regular Sunday service.

On Tuesday, 19 July, Ted Bull's Breakfast Show on ABC radio station 6WF featured several interviews with retired tramwaymen as well as with our President, Lindsay Richardson, and to everyone's surprise even the State Premier, Peter Dowding, phoned in to relate some of his early encounters with trams in Sydney! Representatives of Transperth, Westrail, other rail preservation organisations in Western Australia, and members of the Retired Tramwaymen's Association were invited to ride the trams at Whiteman Park. A special service was provided using W4 674 and W2 368 and tours of the carbarn and workshop complex were conducted between 1130 and 1530 hours.

The anniversary received good coverage during the evening news on two television

stations and there was also some newspaper coverage, as well as that on radio. Overall, the two functions were very successful in promoting the activities of PETS, which was so successfully organised by our Secretary, Robert Pearce.

Perth's First Tram Wedding

On Saturday, 27 August, history was made at Whiteman Park when PETS Life Member Reg Francis was married to Kath Angel aboard W2 329.

About 30 guests boarded 329 and rode to the Trade Village where the ceremony was conducted on the tram. Our other Life Member and President, Lindsay Richardson, was Best Man, while PETS Vice-President, John Shaw, acted as motorman for the occasion.

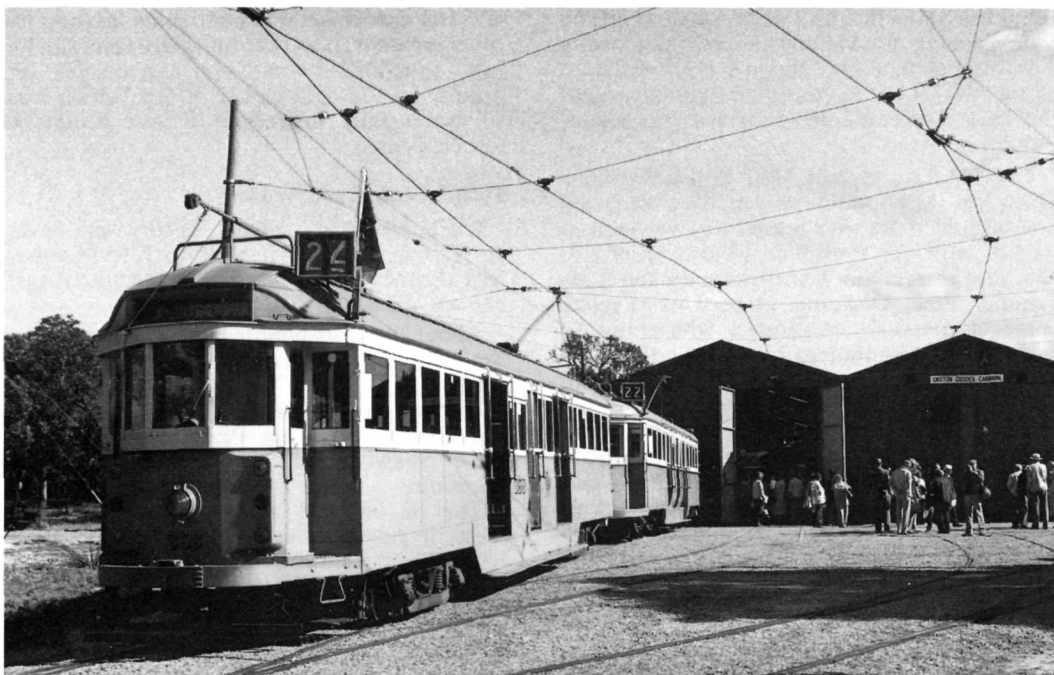
This is believed to be the first time in Western Australia that a wedding has been held aboard a tram.

The following day, Reg and Kath left for their honeymoon in Hong Kong — where it is



Draped with flags and bunting, Perth's last tram, E class No. 66, pauses at the Perth Town Hall as it makes its final journey up Barrack Street on 19 July 1958.

COURTESY OF E. CAMPBELL



Commemorating the 30th anniversary of the Perth Tramway closure — W2 368 and W4 674 wait on the PETS carbarn fan at Whiteman Park while visitors inspect the carbarn, 19 July 1988.

MICHAEL STUKELY

rumoured that Reg had exclusive use of one of the new LRVs and a driver! (It was subsequently confirmed by Reg on his return home — how does he do it?)

Operations

Traffic levels during winter were generally higher than at the corresponding period in 1987. In spite of some very wet weather in June and July. This indicates clearly that the Park is becoming more widely known in the community generally, which is due, at least in part, to the increased publicity received by the Park (including the re-opening of the various craft activities at the Trades Village) and the Museum.

Track Upgrading

The long awaited track upgrading programme got under way in early July, with the installation of a new turnout and siding opposite the Mussel Pool tram stop. The siding will not be wired at this stage and will be used mainly for loading and unloading tram bodies and bogies, etc.

Member Ron Waters and his track gang have also installed a new turnout on the main



Reg and Kath Francis in front of W2 329 on 27 August 1988 after the wedding ceremony.

LINDSAY RICHARDSON

line just east of the carbarn fan, to provide access to the proposed tram body storage shed.

Work was also undertaken on crowing a number of rail joints on two curves plus lifting and packing 200 metres of track, with improved car riding as a result.

More Grooved Rail Found

Twenty-one full 30 feet lengths of grooved tramway rail, in excellent condition, have been given to us from the Geraldton Port Authority. It is expected the rail will soon be delivered to the Museum to be used in future re-railing of the curve through the paved section of the Trade Village street.

Restoration — Fremantle 29

The restoration of this car continues to move ahead slowly. The compressor bracket

has been removed for modification, and a GE CP27 compressor is being overhauled for No. 29 by Noel Blackmore.

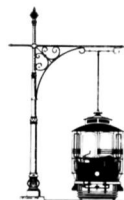
David Brown, assisted by various others at different times, has removed all of the clear glass upper-quadrant windows from the saloon in preparation for their replacement with the amber-coloured windows salvaged from sister cars 31 and 33 (*TW* November, 1987).

Annual General Meeting

The Annual General Meeting of PETS was held at the Maylands Hotel on Saturday, 20 August. The following officers were elected: President: Lindsay Richardson; Vice-President: John Shaw; Secretary: Robert Pearce; Treasurer: Frank Damen; Councillors: Reg Francis, Martin Grant, Brent Luscombe, Michael Stukely.

LOFTUS . . .

South Pacific Electric Railway



COTMA Conference

Much to the relief of the Conference organising committee, the 1988 Conference of the Council of Tramway Museums of Australasia has been and gone and we can now relax and look back on what we consider to be a very good and successful Conference. This is not to say that the success of the Conference was due solely to the organisers, as a Conference is only a success if everyone present makes it so and if the aims of the Conference and of COTMA are achieved.

COTMA exists not only as a mouthpiece for the various member Museums in dealings with the Metropolitan Transit Authority of Victoria (the Met), but as a means of fostering friendship and co-operation between Societies. The COTMA Conferences always resemble a big social club and it is unfortunate that distance, transport and accommodation costs dictate that they are only held every two years.

Works Report

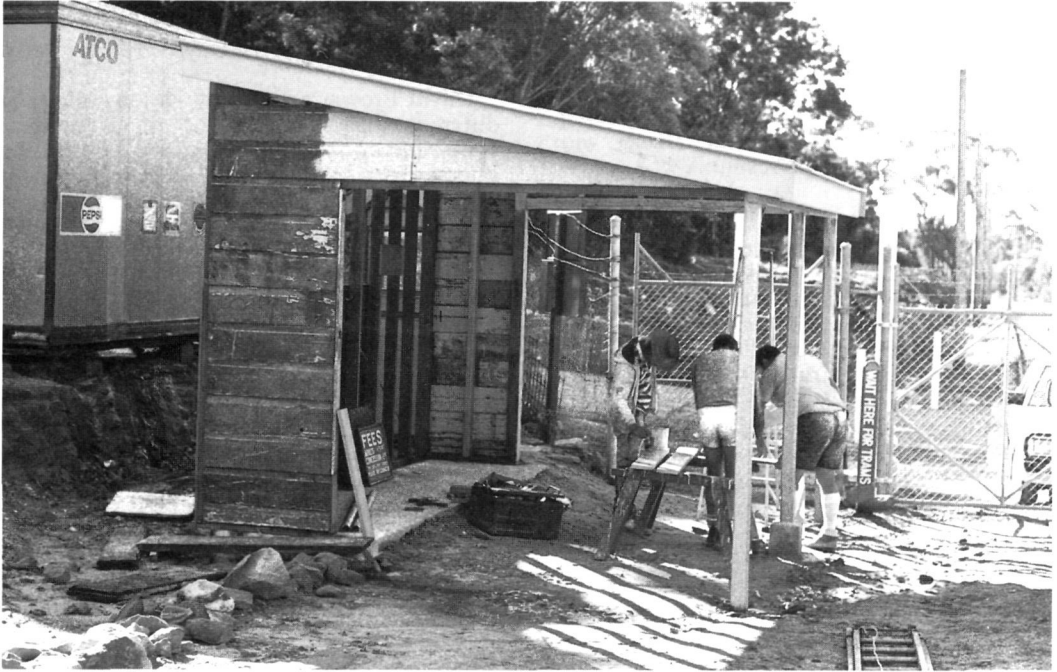
The condition of the track on the main line has deteriorated markedly since the last heavy

rain, most noticeably at the future location of the points at each end of the passing loop and the end of the double track. At these locations old sleepers were used and the track was only lightly packed by our tracklaying team in the belief that we would be installing the points soon after they had finished their work. Some fishplate bolts have also begun to work loose with the higher speeds at which we operate and these require constant checking.

The Board has approved the purchase of 20 tonnes of ballast to help consolidate the track and whilst this will not go far, it is a start. In the meantime, a speed limit of 15 kph has been imposed on the main line until further notice.

The future western track in Tramway Avenue, which is laid but not yet in use, is now being levelled and packed in preparation for its commissioning when the scissors crossover and diamond crossing at Cross Street are completed.

Also in Tramway Avenue, construction of footpaths, kerbing and gutters on the western side of the street commenced on Saturday.



The Miranda waiting shed nears completion with Derek Butler supervising its reconstruction.
BOB MERCHANT



The Museum's main entrance showing the restored Miranda waiting shed. The paling fence is a big improvement over chain wire and does present a tidier appearance.
BOB MERCHANT

1 October and some street lights have been installed and are now operable. These include a number of ex-Brisbane safety zone lights which have been installed at the Miranda waiting shed.

The Miranda waiting shed, at the Pitt Street gate, is now complete and looking very nice. Derek Butler managed to obtain some brand new weatherboards of the correct profile from one of the suppliers of specially milled timber for heritage projects and this has made quite a difference to the finished project.

The pointwork for the present northern terminus, from our old National Park east branch, are being reassembled in the new depot yard and, upon completion, will be moved to their new location to replace the existing set, which are unsuitable due to their poor condition.

The pegs are in place in preparation for the extension of the Display/Depot building and work is progressing on cleaning up the area in preparation for the work to commence. It is

anticipated that the steelwork will be erected in time for the Members' Day/Christmas Party on 10 December.

The remote starting facility for the substation is now in operation and this has made life a little easier on traffic days. The switch is located in a locked box outside the substation building in Tramway Avenue.

The area between the depot connecting track and the Railway square waiting shed has been turfed with Buffalo grass to match the previous turfing. Buffalo is an appropriate grass to use in this area of the Museum as it was first introduced into Australia from the U.S.A. in the 1870s by Thomas Holt, a famous local landowner. Grass grown from the seed he imported was spread through his property in the Miranda/Caringbah area. However the grass will not propagate from local seed and must be grown from runners. It is a tough lawn grass ideally suited for the Museum's picnic area.

Trolley Bus 19

Good progress has been made on our AEC trolley bus No. 19 at the SRA/UTA Apprentice Training Centre at Chullora. Work so far carried out is as follows:

- All lighting circuit wiring completed and tested
- Control circuit wiring finished off and tested
- Air compressor wiring completed and compressor tested
- Internal buzzer communication wiring on both decks finished and tested
- Cab wiring, switches and fuses installed and tested
- Power-on pedal rod connected to the controller
- Power indicator neon installed
- 90% of all glazing installed on both decks
- Tail lamp mounting manufactured and installed
- Lower deck seats installed and trim work finished off
- Window moulds and vents, stair well treads and kick plates installed
- Vents installed in front apron panel in front of the resistance grids to allow for cooling
- Tyres changed and dress rims installed on the rear bogie
- Internal hand rails and mounts have been obtained, together with two three-seater seat frames from a bus depot at Gladesville.

It is anticipated that the vehicle will be handed back to the Museum towards the end of the year and will make a valuable addition to the Museum's fleet.



A rear view of trolley bus 19 at the Apprentice Training Centre, Chullora.

DENNIS O'BRIEN

FERNY GROVE . . .



Brisbane Tramway Museum Society

Overhead

In July, 18 wooden poles were erected along the Museum's main line out from the present end of the track towards Samford Road and the eventual site of the triangular junction retrieved by the Society from the RNA Showgrounds some years ago. Prior to erection the poles were capped and the bases creosoted. It is hoped that at least one set of points in the junction will be operated by overhead contactor and the junction will be protected by Forest City signalling.

Grounds

Closer to the terminus, work continues on the kerbing and channelling of the street. On the southern side of the street an existing embankment has been cut back to provide room for a footpath. Work on the drainage for the street has also begun.

Also in the terminus area, the signal cabin from the Fortitude Valley junction has been stripped and repainted green and cream. Beside the signal cabin, the electrical junction box, also from the Valley, now sports a new coat of green paint.

Operations

On 28 March 1988, the long awaited opening of the Queen Street bus tunnel occurred and museum bus 80 (AEC mark 3 Regal) was used to convey the Lord Mayor Sallyanne Atkinson and her party through the tunnel to the bus interchange located beneath the new Myer Centre to officially open the facility.

On 14 April, the Society enjoyed a trip to historic Fort Lytton near the mouth of the Brisbane River using buses 80 and 722. That evening members of the Society returned to the museum for a barbecue to commemorate the nineteenth anniversary of the closure of the Brisbane tramway system in 1969.

During the year a number of old Synchronome pulse clocks from the Brisbane tramway system were restored and installed around the museum site. One clock now adorns the depot above road two. Another two are to be found in the bookshop. All the

clocks are driven by a master clock located in the workshops.

Workshops and Restoration

As usual, all cars regularly in service have been attended to in the last few months with axle boxes repacked, motor bearings oiled and gears recrateded.

However, in June, bus 80 broke a reversing pull rod in its gearbox and was consequently out of service while repairs were effected. Fortunately our friends at the Toowong bus workshops found time in their busy schedule to fix the problem. At the same time it was decided to replace 80's worn universal joint. While 80 was sitting over the pit in number 1 depot with its gear box out, Phoenix tram 554 failed in traffic. We were unable to fix its problem until the pit was cleared of the bus. Finally 80 returned to service and immediately



Erecting new span poles at Ferny Grove on 13 July 1988.
PETER BURDEN

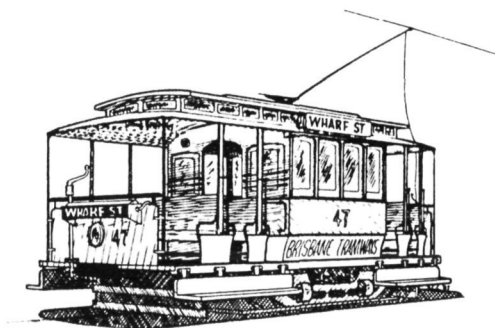
554 was put over the pit. It was soon up and running as a worn coil was all that needed to be replaced.

Meanwhile, restoration work on dropcentre 341 continued at a slow rate, as manpower was diverted elsewhere around the museum. Compressor trailer 157 is also in the process of restoration, having been fully stripped, axle bearings repacked, and new panels manufactured to replace those which have rusted through. The trailer is currently undercoated.

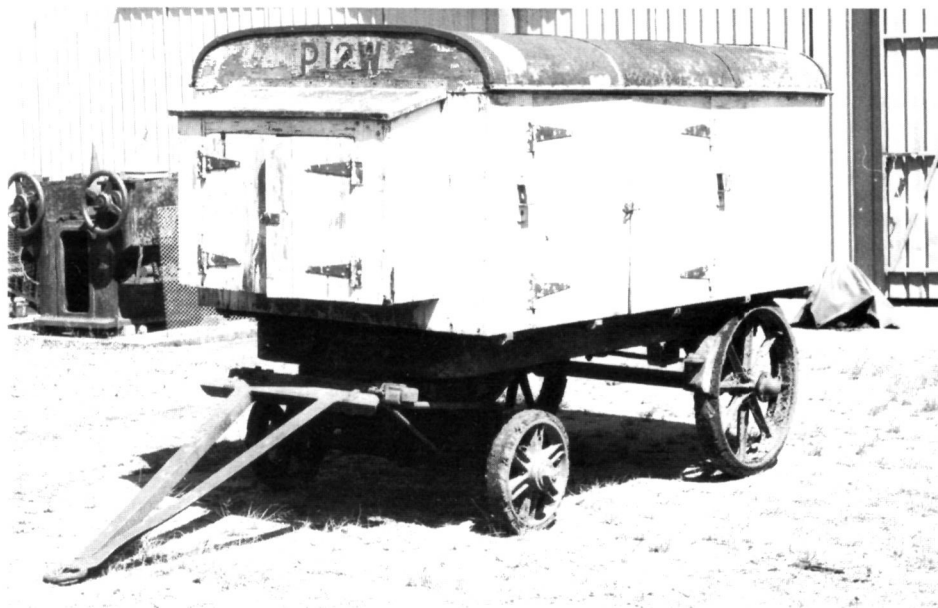
Work on four-motor tram 492's bogies has recommenced with the news that the body of this tram will soon be returned to the museum from the Brisbane City Council's Toowong bus workshops. When the tram body is returned and reunited with its trucks, the museum's efforts will be concentrated on the underfloor work, such as the replacement of the resistor banks, which were smashed in 1972 when the tram was hurriedly moved from the old museum to the present museum site.

During the last few months the workshops have been cleaned and reorganised to provide more room for restoration and painting. Dropcentre trams 231 and 341 will roads to enable work on 341 to continue in an area of the workshops that is less trafficked.

As a result of a serious bus crash near Cairns in North Queensland, the State



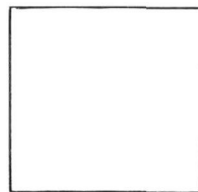
Government altered the regulations controlling the use of buses. All buses in public service over a certain age must have a full frame inspection. In October museum bus Leyland Panther 722 underwent its full frame inspection. All exterior panels were removed, rusty framework was replaced, the bus was passed and the panels replaced. The bus is now in the process of being repainted by the Brisbane City Council Toowong bus workshops.



Brisbane City Council Tramways Department permanent way trailer PW 12 after its arrival at Ferny Grove, 6 March 1988.

PETER BURDEN

HADDON . . .



Melbourne Tramcar Preservation Association

Substation

During September the wiring of the relay box and interrupter unit was completed. A sequence test was carried out and no problems were experienced. In view of the complexity of this unit, John Withers is to be congratulated for his accurate workmanship.

Work is currently being concentrated on the wiring of the 24 volt sub board and battery terminal.

Permanent Way

A heavy check rail has been fitted to the curve on the No. 1 road by Noel Gipps during September. Opportunity was also taken whilst Noel was on site to survey the location of the main line around the south side of the running shed.

As previously reported, the No. 1 road rails at the workshop doorway were set into trenches at ground level to await concreting. Unfortunately, we were not able to complete this concrete pour due to the onset of winter, which made this area too unstable for heavy vehicles. As a result a considerable amount of retaining formwork has had to be installed to prevent the trenches caving in.

Restoration of W4 670

Fitting of glass to the quarter panel windows has been completed, but not without drama as one pane cracked after fitting, due to circumstances beyond our control.

The route boxes have been fitted with rolls and have received their first coat of green paint.

Work has also concentrated on the roof, with the final painting having been completed. Overhauled trolley bases have been fitted and only require poles.

Painting the inside of the driver's cabins has commenced, with the first coat of cream applied to the ceiling and bulkhead, green to the windshield and pillars, and grey to the apron, piping, controller case and handbrake staff at both ends.

During October the overhauled self-lapping brake valves were refitted and the handbrake

linkage connected. The car was then pumped up with air utilising an auxiliary 240 volt compressor with a special attachment to the main reservoir drain pipe, to check for leaks. Surprisingly, very few were found, with only one union onto the duplex air gauge at the west end requiring replacement due to a fracture, and the inlet valve in the brake valve at the same end needing reseating. Tony Smith has been responsible for the completion of this task.

Six storm curtains were removed from store and thoroughly cleaned by Arthur Ireland, then fitted to the dropcentre doorways during September by Colin Withington. The trip gates and lifeguard trays have been rebuilt by Arthur Ireland with all new slats fitted, due to the deterioration of the originals. They are currently stored awaiting refitting at a later date.

Poison Trailer

The tank for this trailer is currently being constructed, utilising a heavy duty 44 gallon drum as the main unit with appropriate modifications, and is nearing completion. Once fitted, only the wiring of the 12 volt pressure pump remains to be done before it is operational.

Overhead

Troughing for the running shed has been manufactured by William Smith, with 15 bays completed at the time of writing. Noel Gipps has undertaken the job of coating this troughing with insulating varnish and they will be installed shortly.

As some of the steel overhead poles required for the next stage of trackwork were found to be too short, it was decided to weld inserts into the bases, and four poles have been attended to.

Museum Acquires Tractor

During August, the Museum took delivery of a diesel tractor for slashing grass, towing the poison trailer, moving rail and numerous other jobs around the site. Although in

operating condition, it did require a minor overhaul before being put to use.

Final assembly is now taking place and when finished the Museum will have a tractor which should give years of trouble-free operation. This work is being undertaken by Tony Smith.

Wash Plant

It was decided to construct a small wash plant, utilising jet spray columns and incorporating facilities for either detergent or fresh water washes. It was also desired to have this plant actuated by the passage of vehicles rather than manually. Noel Gipps has designed a system which can be constructed out of readily available items at minimum expense.

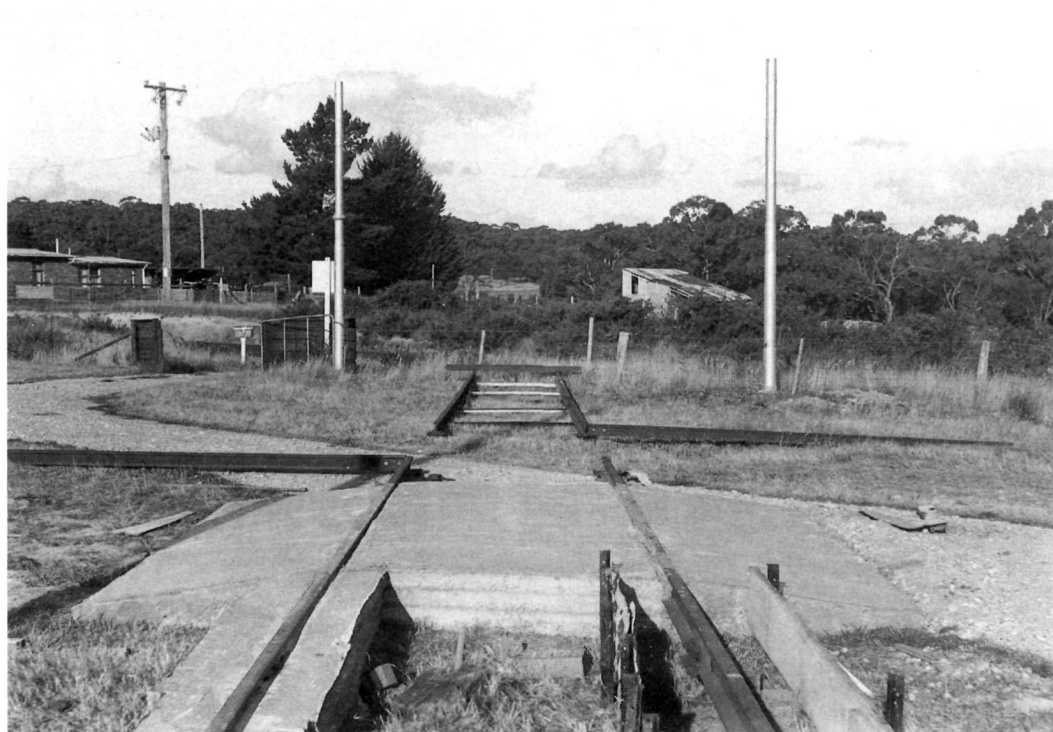
This wash plant is to be located on the north end terminus road and will be automatically controlled by light beams when washing is to take place. Already the spray columns and pressure control/detergent mixing bowl unit have been completed. An ex-railway signal cabinet has been acquired and

is currently being overhauled in readiness for the electrical control panel. When completed it will be mounted near the wash plant. The panel for this unit is being assembled by Craig Tooke. Noel Gipps has made special brackets on which to mount the aerial flashing lights which will warn bystanders and motormen that the wash plant is energised.

When operational it will greatly assist in keeping the Museum's trams and buses free from dust and grime and save on manpower. The spray jets have been designed to clean from the roof down and the varying profiles of the Museum's fleet were taken into account when positioning these spray jets.

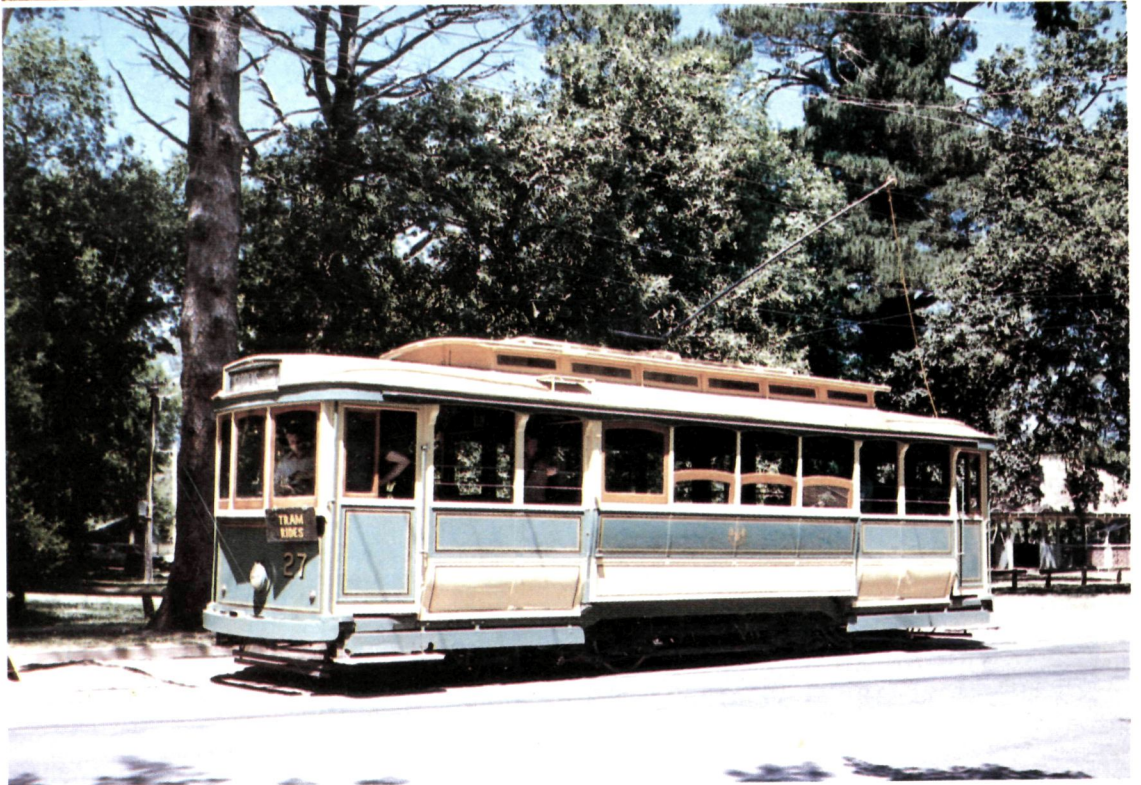
Overhaul of Signal Units

Three ex-SECV Latrobe Valley railway two-aspect signal units were removed from store and taken to Melbourne for overhaul by Arthur Ireland. They are to be used to protect the single line section around the back of the running shed. They will be overhead contactor operated, and design work for the relay cabinet is being undertaken by Noel Gipps.



View showing the completed driveway crossing and painted terminal overhead poles.

COLIN WITHINGTON



a sper magazine