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# TROLLEY WIRE

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## NEWCASTLE STEAM TRAMS — PART 7

# TROLLEY WIRE

AUSTRALIA'S TRAMWAY MUSEUM MAGAZINE

*AUGUST 1990*

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*Birney 303 stands on Road 2 immediately behind the AETM's new workshop pit at St Kilda. Most of the workshop floor has now been concreted.*

PAUL SHILLABEER

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*EDITOR* ..... Bob Merchant
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*FRONT COVER:*

*Adelaide C type 'Desert Gold' tramcar No. 186 at the Playground tram stop on the AETM's St Kilda tramline shortly before entering regular passenger service in June 1990. The destination display in this posed photo is actually incorrect. Having just left St Kilda Beach, trams normally display 'Museum'.* TREVOR TRIPLOW

*BACK PAGE:*

*TOP: Colourful Z car 112 at Bourke and Spencer Streets, Melbourne in October 1989. It has been advertising the Victorian Aboriginal Cultural Heritage Trust's exhibition, "Koorie", at the Museum of Victoria since 1988.* ROBERT MERCHANT

*BOTTOM:*

*Wellington double saloon tram 159 climbs up the hill from the depot at the entrance to Queen Elizabeth Park, Paekakariki on 7 June 1990.* RICHARD JONES

# NEWCASTLE TRAMWAYS PART 7 THE THRUST WESTWARDS

## THE WALLSEND AND PLATTSBURG TO WEST WALLSEND EXTENSION OF 1909-10

By K.A. McCarthy

This article is the seventh in the series dealing with the Newcastle Tramways which operated from 1887 to 1950.

Earlier parts have appeared in the following issues of this magazine:

Newcastle to Plattsburg ..... February 1977
Expansion of the 1893-4 Period ..... June 1980
Construction of 1895-1901 ..... October 1982
Expansion Demands 1900-1903 ..... April 1983
Merewether Beach and Carrington Construction 1902-1905 ..... April 1985
One Man Motors and the Racecourse Extension ..... August 1988

**Maitland Tramways**

The first section of the Maitland tramway, which eventually linked East Maitland with Campbell's Hill and West Maitland Station, opened during February 1909. Although physically isolated from the main Newcastle system, the Maitland undertaking operated as an outpost of the Newcastle network.

From 1893 until 1913 the weekly traffic on the East Maitland to Morpeth railway was also handled by tramway steam motors and trailers hauling railway goods trucks as required. Although the Newcastle tramway authority was responsible for routine maintenance of the the Morpeth tramway rolling stock, the day to day running was directed by the Railway Department. The Morpeth tram motors and trailers could not be interchanged with the Maitland street system or the Newcastle network as these vehicles were carried on coarse railway profile wheels while the tramway rolling stock used finer flange and tread profiles.

The Maitland street tramways and the East Maitland to Morpeth branch line were treated in the book *Maitland Tramway Ventures* by R. Willson and K. McCarthy (South Pacific Electric Railway, Sydney, 1965) so the story will not be repeated here.

**Wallsend to West Wallsend Project**

The next large project undertaken on the Newcastle Tramways resulted in expansion during 1909-1910 which moved the most distant terminal to 15 miles 45 chains (26km) from Parnell Place. This route still holds the record for the longest city to suburban tramway in Australia, although recent expansion in Melbourne has approached this distance. This project resulted in the Wallsendand Plattsburg route being extended largely through unpopulated areas to West Wallsend.

**Coal Mining Expansion**

With the expiration of the Australian Agricultural Company's monopoly on coal production in 1847 major collieries came into production in the Newcastle area over the next twenty years. A number worked the seams along the coast adjacent to Newcastle. The next wave, in the early 1860s, resulted in the establishment of the Wallsend, Lambton and Waratah mines.

Brothers J. and A. Brown were associated with the original Eale's mine at Minmi in 1856 and constructed a railway to transport the coal to the riverside at Hexham.

By the early 1890s collieries had been, or were in the process of being, established in the Dudley, Teralba and West Wallsend areas. During 1889 small commercial quantities of coal were mined near Abermain on what was to develop into the major South Maitland mining region of the early 1900s.

These waves of colliery expansion help to illustrate the rapid expansion of the industry away from the Newcastle basin south of the Hunter River mouth into the distant hinterland. Towns with populations ranging from 500 to 5000 were soon established near these new collieries and demands were soon being made for inter-town transport facilities.

This was the case of the mining town of West Wallsend. After the commissioning of the West

Wallsend Colliery in 1888 production soon expanded to mines at Monk-Wearmouth in 1890, Killingworth in 1897 and Seaham No. 2 in 1905. The mining companies opened their railway from Cockle Creek in July 1888 and by 1896 a regular, but unsatisfactory, passenger service linked the settlement of West Wallsend with Newcastle, with passengers changing to the NSWGR trains at Cockle Creek.[1] On weekdays in 1896 the Newcastle to Fassifern train was met at Cockle Creek at 7.38am and the company train reached West Wallsend by 8.30am. The outward trip departed from West Wallsend at 7.40am to meet the Fassifern to Newcastle train at Cockle Creek at 8.12am. On 'pay Saturdays' an additional train departed from West Wallsend at 11.40am, met the government train at Cockle Creek by 12.31pm, with a 1.05pm arrival in Newcastle by early Saturday afternoon. At other times Newcastle was reached by an infrequent bus service to Plattsburg from where the NSWGT steam tram provided frequent services to Newcastle.

**Requests for a Wallsend and Plattsburg to West Wallsend Tramway**

The first organised action for the construction of the West Wallsend tramway occurred during 1897 when detailed route plans were prepared by the Public Works Department.[2] Further action was taken during 1901 and the efforts of the local tramway lobby groups in 1903 resulted in the first, but abortive, Public Works Committee enquiry being conducted. The 1907 efforts brought about a second enquiry which resulted in the construction of the tramway.[3] During the early years of this century the population of West Wallsend grew as follows:

| | |
|---|---|
| 1902-3 | 3002 |
| 1904 | 3239 |
| 1905 | 3875 |
| 1906 | 4328 |

A meeting held on 19 November 1900 was attended by the Aldermen of Wallsend and Plattsburg municipalities. This meeting called for the extension of the Plattsburg tramway to Lake Macquarie and West Wallsend. The Mayor of Wallsend stated that he had inspected the plan of the proposed tramways in 1897.[4] The population of the areas to be served by the proposed tramways was approaching 5000 at that stage and major increases were expected as the coastal mines ceased production. Due to increased coal traffic it was also expected that the local West Wallsend railway would soon prove inadequate for the growing passenger needs. The meeting agreed that signatures be obtained throughout the district to support an early start on tramway construction.

A public meeting followed at West Wallsend on 4 December 1900[5] at which fear was expressed that the West Wallsend-Seaham Company would cease operating passenger trains at the end of the year. By that stage the company provided passenger accommodation on the coal trains twice each day between West Wallsend and Cockle Creek.

A petition of 2000 signatures was presented to the Minister for Works on 14 February 1901.[6] As the cost of the tramway project would exceed £20,000 the Minister promised to submit the matter to the Public Works Committee for consideration.

Mr G. Fisher, Engineer for Tramway Construction, inspected the various tramway proposals listed for the Newcastle region during a visit from 12 to 14 June 1901. On Friday 14th he visited the Lake Macquarie area. As the proposed West Wallsend route was located well away from established thoroughfares for most of its length, Mr Fisher could only inspect those portions near Plattsburg, Young Wallsend, and from Young Wallsend colliery to West Wallsend.

When Mr J. Haycroft of the Public Works Department conducted similar inspections during September 1901, the West Wallsend proposal was not even on his list![7] Local MP John Estell was not impressed with this omission as the Minister for works, Mr E.W. O'Sullivan, had recently informed a deputation that the Lake Macquarie extension would be of high priority. Mr Haycroft announced during October 1901 that his section would soon conduct detailed surveys of the Wallsend and Plattsburg to West Wallsend route.

Mr J. Estell MP introduced a deputation of Wallsend and Plattsburg Aldermen to the Minister for Works on 7 November 1902.[8] The deputation emphasised the growing need for some action on the tramway project. Due to increased coal production the coal company now only operated passenger trains at infrequent intervals. Due to holdups at passing loops the passengers could not connect with the government trains at Cockle Creek at the advertised times.

A similar deputation followed on 19 March 1903.[9] It seems that the Public Works Committee had reviewed the evidence compiled so far on the West Wallsend tramway project but nothing further could be done until a full report was received. By early 1903 the population of West Wallsend and the adjacent districts approached 6000 and rapid growth was expected at Killingworth and Rhonda. During the Anniversary Day (Australia Day) holiday in January 1903 some 10,000 holiday makers attended the Speer's Point area of Lake Macquarie. These people were carried on the "Yankee Omnibus", the top decks of which were "covered as thick as bees with passengers." Old residents of the district can still recall the "Yankee Doodle" horse buses. These vehicles gained their name from the "Yankee Doodle Tobacco"

*West Wallsend terminus during the official opening ceremony on 21 September 1910. The official tram consisting of a steam motor and trailer can be seen at the right as Mr Hanna, the Under Secretary for Public Works, is about to cut the ceremonial ribbon. The regular service tram is seen at left. The roof of West Wallsend Station stands at the left while railway coal hopper wagons are located in the station yard. A colliery locomotive potters in the far right background.*

Late C.B. THOMAS Collection

advertisements carried on the decency boards on the top deck.

**First Public Works Committee Enquiry**

The Public Works Committee Enquiry for the West Wallsend tramway extension commenced on 6 July 1903 when initial evidence was taken in Sydney.[10] The route description revealed that the length, including loops, would be 8 miles (13km) with a total construction cost of £34,000. This amounted to over £4000 per mile exclusive of rolling stock and land resumptions.

The route was planned to leave the Plattsburg terminus at the end of Robert Street and then turn parallel with the Wallsend Coal Company railway after traversing Nelson Street, Wallsend. After crossing the railway at the southern end of Wallsend Station yard the tram route would proceed parallel and southwards with the railway for about a further 70 chains.

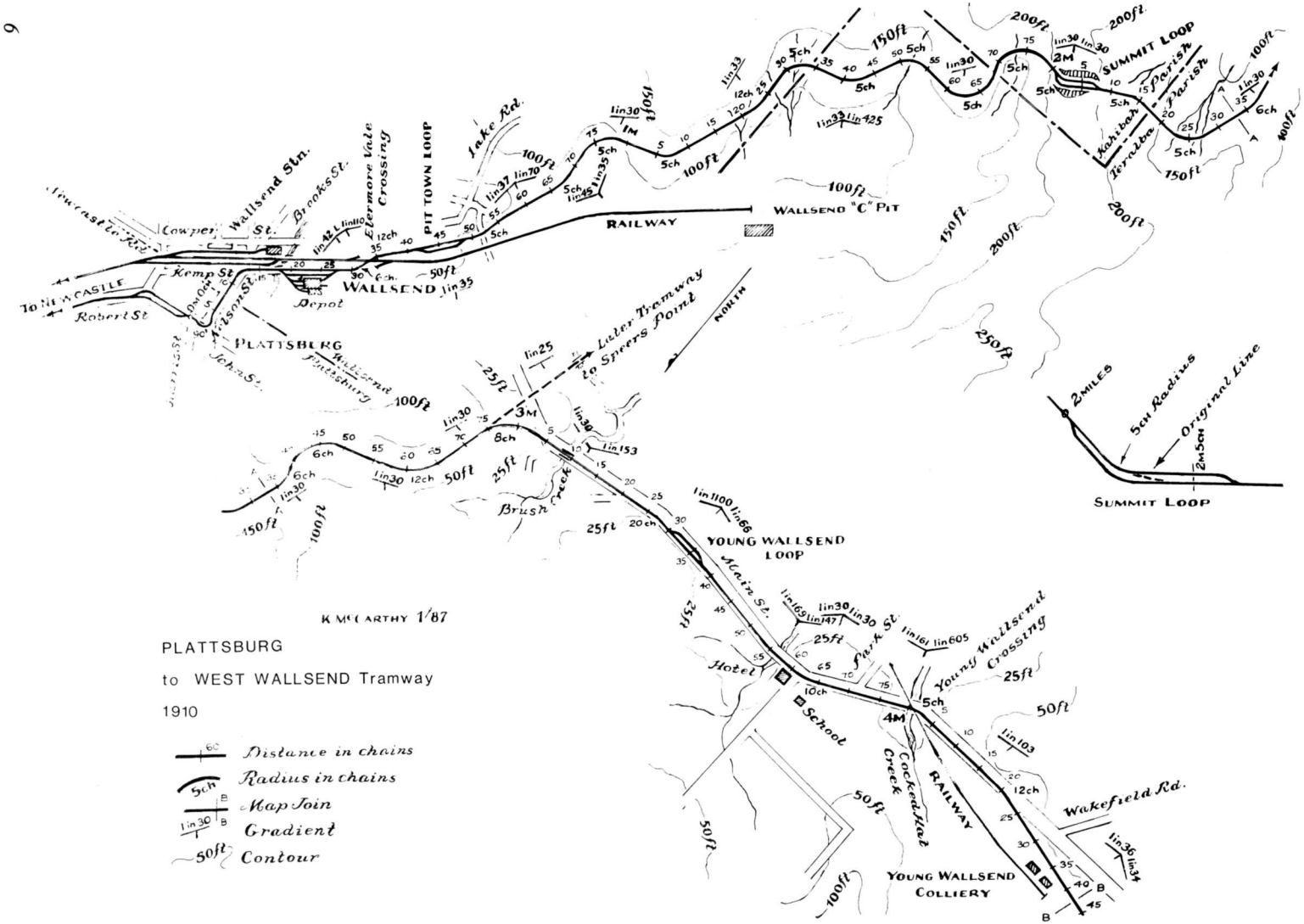
Three miles southwards from Plattsburg, Brush Creek would be reached after traversing private property. The main road would be followed by the tram route westwards for the next one mile through the village of Young Wallsend. After further crossing of private property, the West Wallsend terminus would be reached adjacent to the station, 7 miles 40 chains from Plattsburg. The sparseness of population in that area is illustrated by the lack of landmarks in the route description.

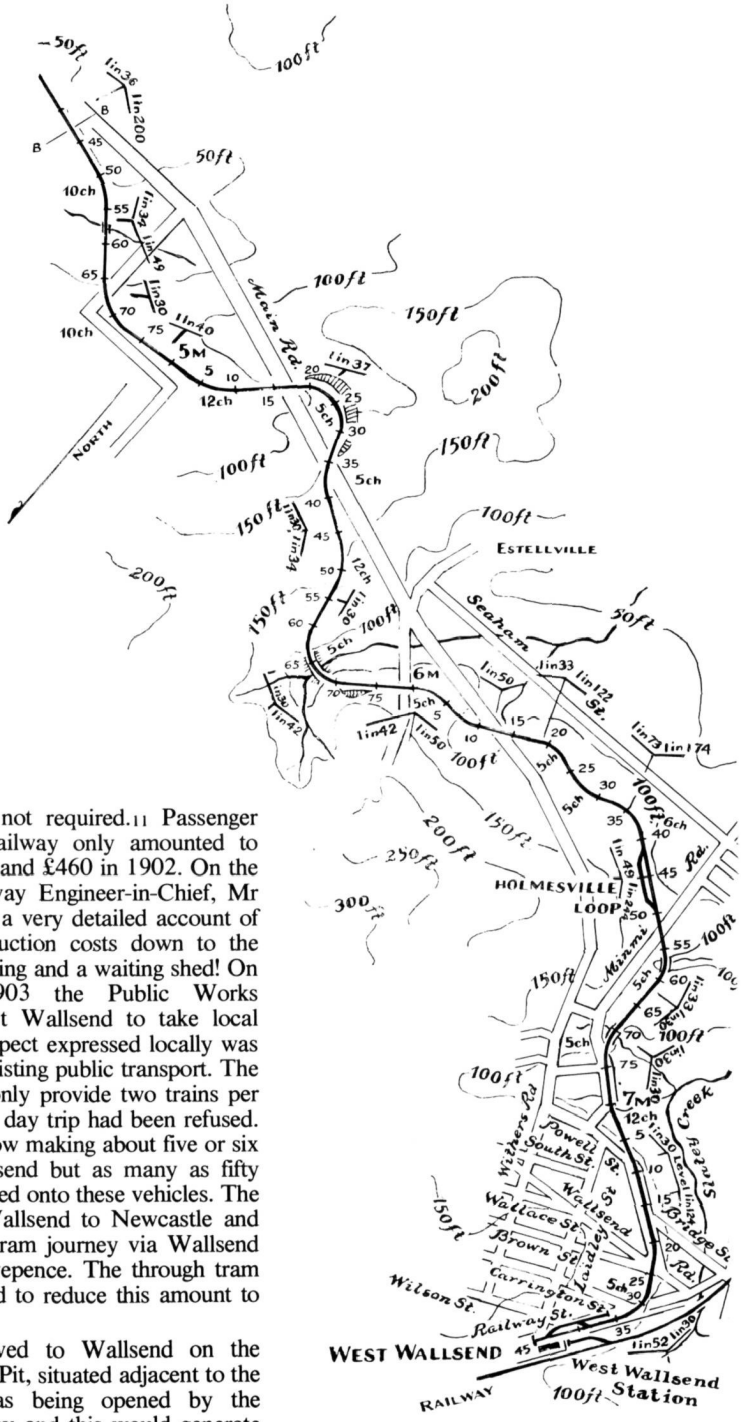
The detailed plans kept the ruling grade at 1 in 30, minimum radius of curves was 2 chains, while 60 pounds per yard rails would be used on straight sections and 90 pounds per yard on curves. The interest on capital for the construction cost £34,000 at 3-1/2% was £1190 while maintenance and locomotive expenses would add a further £2705 to give a total running cost of £3895 per annum. Annual revenue was only expected to reach £2000 per annum, producing an annual loss of £1895.

At this period the residents of West Wallsend travelled by bus to Wallsend or train to Cockle Creek to reach Newcastle. Only one bus per day operated between West Wallsend and Wallsend and Plattsburg with two trips on Saturdays. The bus fare was one shilling against sixpence proposed by tram.

At the enquiry the Tramway Traffic Superintendent, Mr John Kneeshaw, recommended against construction of the West Wallsend tramway. He felt that the Colliery Company should provide sufficient and reliable passenger train trips to serve the residents.

On Monday 13 July 1903 Mr H. McLachlan, the Secretary to the Railway Commissioner, agreed


PLATTSBURG
to WEST WALLSEND Tramway
1910
K McCARTHY 1/87
Distance in chains
Radius in chains
Map Join
Gradient
Contour
To NEWCASTLE
Robert St
Kemp St
Cowper St
Wallsend Stn.
Brooks St.
Evermore Vale Crossing
PIT TOWN LOOP
Lake Rd.
WALLSEND
Depot
RAILWAY
WALLSEND "C" PIT
SUMMIT LOOP
Parish
Kahibah
Teralba
Lister Tramway to Speers Point
NORTH
Brush Creek
YOUNG WALLSEND LOOP
Main St.
Park St.
Young Wallsend Crossing
Hotel
School
Cockeddat Creek
YOUNG WALLSEND COLLIERY
Wakefield Rd.
2 MILES
Set Radius
Original Line
SUMMIT LOOP




that the tramway was not required.[11] Passenger fares on the colliery railway only amounted to £200/19/6 during 1901 and £460 in 1902. On the following day the Railway Engineer-in-Chief, Mr Henry Deane, provided a very detailed account of current tramway construction costs down to the price of a diamond crossing and a waiting shed! On Monday 20 July 1903 the Public Works Committee visited West Wallsend to take local evidence.[12] The main aspect expressed locally was the very poor state of existing public transport. The Coal Company would only provide two trains per day, a request for a mid day trip had been refused. The horse buses were now making about five or six trips each day to Wallsend but as many as fifty people sometimes crowded onto these vehicles. The train trip from West Wallsend to Newcastle and the combined bus and tram journey via Wallsend cost one shilling and fivepence. The through tram connection was expected to reduce this amount to elevenpence.

The Committee moved to Wallsend on the following day. The "C" Pit, situated adjacent to the proposed tramway, was being opened by the Wallsend Coal Company and this would generate regular traffic when the expected 600 hands were

employed. Millers Wharf on Cockle Creek stood within 200 yards of the tram route near Brush Creek. Mr W. Johnson operated two steamers from this wharf to jetties on Lake Macquarie.

A representative of the Wallsend Coal Company expressed concern at the amount of coal which could not be mined if the tramway was constructed. Some 220 chains of the tramway would traverse the lease in the vicinity of the Wallsend "C" Pit. Mr J. Cargill, the Solicitor for Railways, stated that the Public Works Act provided compensation for loss of mineral rights and that relevant claims could be lodged by the Wallsend Coal Company.[13] Those with leases within 40 yards of the tramway were eligible to lodge mineral claims. If such a claim was rejected then the holder of the mining rights could resume mining activities after a period of thirty days. In such cases the Tramway commissioner could not make any later claim against the mining body if a subsidence occurred in the right-of-way.

Mr J. Atkinson, Chief Inspector of Coal Mines, expressed the opinion that there was sufficient 'roof' in the mine to carry the West Wallsend tramway. Mr J. Mitchell of the Newcastle Technical College, stated that as most of the coal from Pit Town to West Wallsend was greater than 300 feet below the surface, any subsidence would be inappreciable on the surface.

At the conclusion of the enquiry the proposal to construct the Plattsburg and Wallsend to West Wallsend Tramway was defeated by the casting vote of the Chairman of the Public Works Committee.

**Further Representations**

Mr John Estell MP seized the opportunity to again launch the West Wallsend tramway proposal during the visit of the Railway Commissioner to the region during January 1906.[14] On Monday 22 January 1906 the Railway Commissioner, accompanied by Tramway Traffic Superintendent John Kneeshaw, Chief Railway Traffic Manager J. Hooper and Railway Engineer-in-Chief J. Frazer, travelled from Cockle Creek Station to Speers Point along the route of the proposed branch tramway to the West Wallsend route. Mr Estell outlined the problems of the Lake Macquarie-West Wallsend district and the need to reconsider the area's tramway proposals.

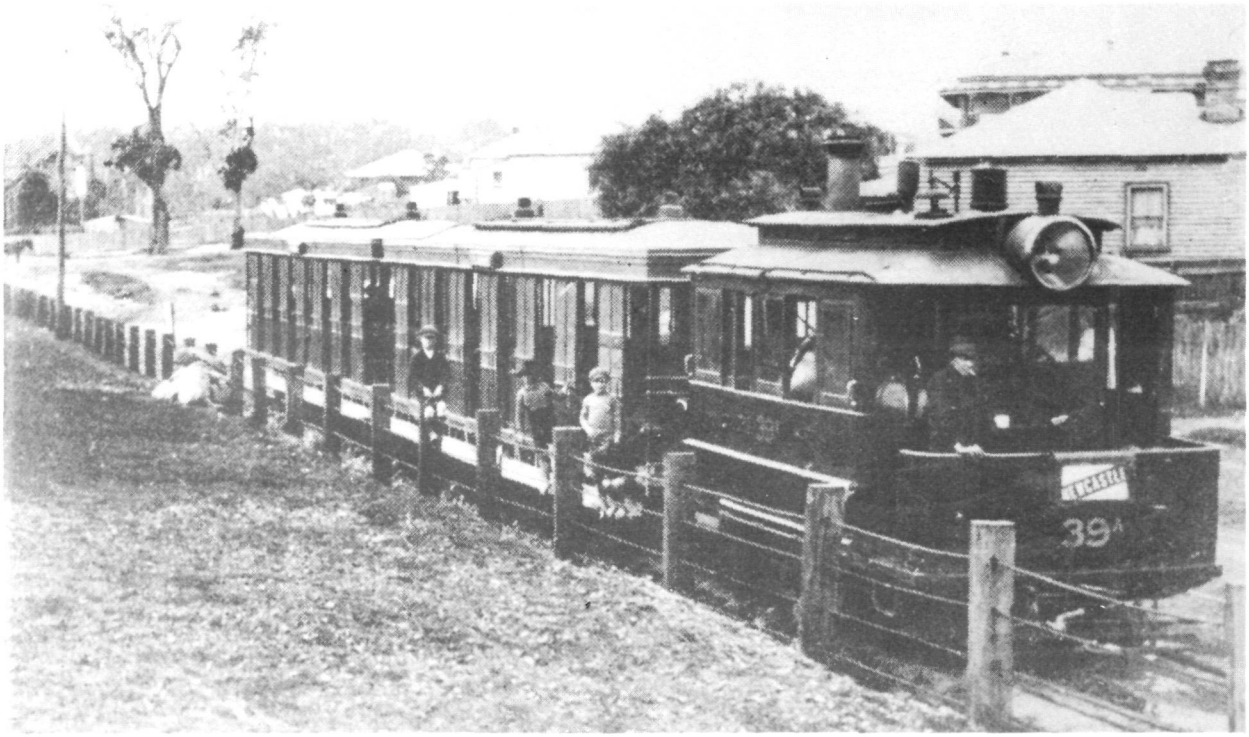
From Cockle Creek the party travelled by launch to Toronto where the private railway to Fassifern was inspected. The Toronto Tramway Company operated the railway at that period on lease from the Excelsior Land and Building Company. The operating lease was due to expire in three years time and for the growing population the connecting service to the government railway at Fassifern was far from dependable. At that stage the locomotive was withdrawn from traffic for three weeks for urgent repairs! A petition bearing 3000 signatures in support of the West Wallsend tramway was displayed at the Young Wallsend Progress Association held on 12 July 1906.[15] The meeting agreed that the time had arrived for action to be again taken to have the project constructed. The population of West Wallsend and adjacent settlements had now reached 6000 and two new collieries were being brought into production.

A deputation met the Minister for Works, Charles Lee, on 26 July outlining the local growth areas, listing the major current transport problems and emphasising the industrial expansion planned for the future.

At that stage two trains per day were still operated from West Wallsend to Cockle Creek. This section of the journey towards Newcastle cost one shilling return or ninepence single, and two shillings return or one shilling and fivepence single through to Newcastle. A third train per day had been introduced but did not continue due to poor patronage. The traffic offering now required eleven bus trips to Wallsend on pay Fridays and Saturdays, while ten trips were made each Sunday.

Two privately owned motor bus routes now linked Wallsend to West Wallsend, one for ordinary traffic and the other under contract for miners residing at Wallsend. The fare for the latter was seven shillings per miner per fortnight. The omnibus earnings were estimated at £3776 per annum; £8/-/- per day on Saturdays and £2/-/- on Sundays.[16] The new Public Works Committee enquiry launched during November 1906 was informed that the cost of the tramway remained at £34,000.[17] A two hour service frequency was proposed resulting in working expenses of £2231 per annum. Revenue was expected to reach £3448 per annum. Allowing for interest and other fixed costs a surplus of £27 per annum could be expected. These estimates were bases on an adult through fare from Wallsend to West Wallsend of sixpence. An additional two steam motors and six cars would need to be added to the Newcastle rolling stock strength to operate the new service. At this stage the suggestion was made that the outer two miles of the route should be deviated to serve the settlements of Homesville and Estellville. This would add 16 chains to the length of the project. This deviation was not constructed and the tramway eventually operated along the northern boundary of both settlements.

The enquiry continued through December 1906 at Wallsend and West Wallsend before returning to Sydney.[18] On 20 December the questions reverted to the coal leases to be crossed by the tram route. The undertaking would prevent the Wallsend Coal Company mining 23 acres of its leases south of Wallsend. Three years before, the Company had placed a value of £73,000 on this lost coal. Mr J.




*Steam Motor 39A and two trailer cars at West Wallsend terminus circa 1911.*
A. GALLOWAY

Wheeler, the Secretary of the Wallsend Coal Company, stated that his Company now found the seam to be much thicker. The Public Works Committee Chairman asked Mr Wheeler for the net cost of raising coal. He reluctantly provided the answer of one shilling per ton when reminded that a refusal to respond could result in a £50 fine or imprisonment.

The Public Works Committee visited the site of the project during March 1907.[19] The old arguement advanced in 1886 of keeping the tramway on the eastern side of the Wallsend Coal Company railway to avoid street operation in Plattsburg and Wallsend was again advanced. The Tramway Department wanted the route to leave the dead end at Plattsburg terminus, run parallel with and to the west of the Wallsend railway in Kemp Street, and then cross the single railway track at the southern end of Wallsend Station yard. This crossing could be operated by tramway staff from the new Wallsend Depot. A crossing in the township at Nelson Street, however, would require a permanent signalman as three railway tracks would be crossed in the middle of the station yard.

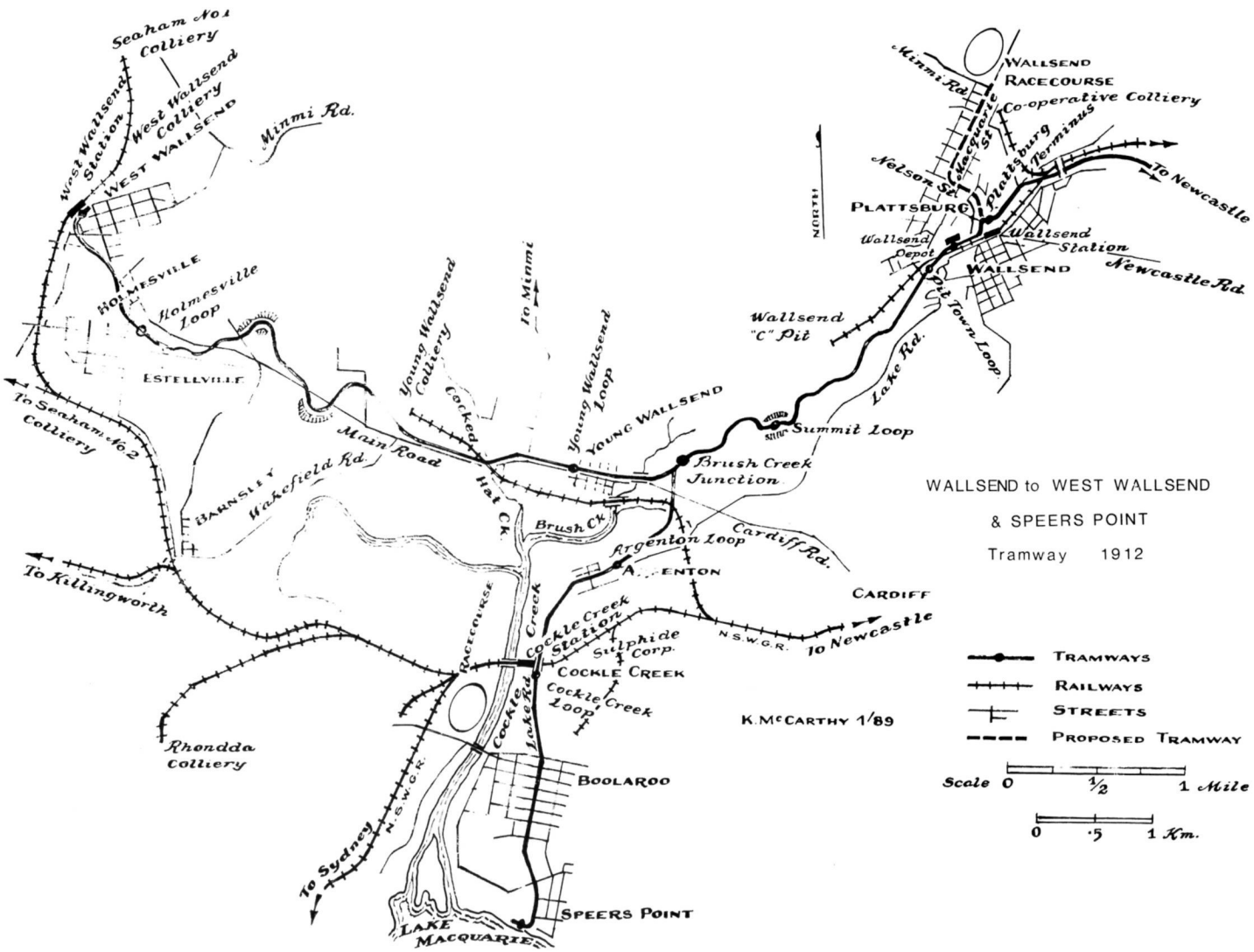
Mr T. Johnson, Chief Railway Commissioner, inspected the project on 4 April 1907 during a regional visit with Tramway Traffic Superintendent J. Kneeshaw. The view was expressed that no difficulty could be seen in the new tramway starting as an end-on extension at Plattsburg terminus.[20] On 5 April 1907 the Public Works Committee recommended that the Wallsend to West Wallsend tramway be constructed. So the resolve and efforts of the local councils and progress associations were rewarded.

On 5 December 1907 the Minister for Works moved in State Parliament the Bill for the construction of the West Wallsend tramway at a cost of £37,055. On 9 December the Bill passed its final reading.[21]

**Tramway Construction**

The Tramway Department devoted its efforts to the completion of the Maitland tramway during 1908 but immediately after the opening of that separate undertaking in February 1909, attention returned to the West Wallsend project.

Tenders for the West Wallsend tramway construction were advertised during March 1909 with the closing date of 5 April. The permanent way contract was let on 14 April 1909 to Hendrickson and Knutson, their contract price amounting to £24,715/6/4. By mid May the route had been cleared of timber and work had commenced on the bridge approaches beside the main road at Young Wallsend.[22] The tender for the


WALLSEND to WEST WALLSEND
& SPEERS POINT
Tramway 1912
TRAMWAYS
RAILWAYS
STREETS
PROPOSED TRAMWAY
Scale 0 ½ 1 Mile
0 ·5 1 Km.
K.McCARTHY 1/89
NORTH
Seaham No1 Colliery
West Wallsend Station
West Wallsend Colliery
WEST WALLSEND
Minmi Rd.
HOLMESVILLE
Holmesville Loop
ESTELLVILLE
To Seaham No2 Colliery
BARNSLEY
Wakefield Rd.
Main Road
To Killingworth
Rhondda Colliery
To Sydney
N.S.W.G.R.
Young Wallsend Colliery
Cockle Hat Ck.
To Minmi
Young Wallsend Loop
YOUNG WALLSEND
Brush Ck.
Brush Creek Junction
Argenton Loop
ARGENTON
Cardiff Rd.
CARDIFF
N.S.W.G.R.
To Newcastle
RACECOURSE
Cockle Creek
Cockle Creek Station
Sulphide Corp.
COCKLE CREEK
Cockle Creek Loop
Lake Rd.
BOOLAROO
SPEERS POINT
LAKE MACQUARIE
Wallsend "C" Pit
Summit Loop
Lake Rd.
Pit Town Loop
Wallsend Depot
WALLSEND
Wallsend Station
Newcastle Rd.
PLATTSBURG
Nelson St.
Macquarie St.
Plattsburg Terminus
To Newcastle
Minmi Rd.
WALLSEND RACECOURSE
Co-operative Colliery

construction of the car and motor sheds at Wallsend, together with coal stage, water supply and associated items was awarded to Mr C. Baker on 7 October 1909 for £2335/17/-.[23] The contractors intended to complete the trackwork, which included six loops, a dozen bridges and many cuttings and embankments, by Christmas 1909 but this prediction proved premature.

By early August 1909, a total of 150 men were at work on the project, the greatest concentration being located between Wallsend and Young Wallsend. The route deviated away from the original plan near Wallsend "C" Pit to avoid the grounds of the residence of Mr A. Floss. Heavy work was encountered near the "C" Pit which required extensive blasting. At this stage the first of 20,000 cubic yards of gravel from Mr Hodge's Teralba quarry was delivered to the construction site. Track laying was expected to commence on the section south of Wallsend during October. By August almost half a mile of rail had been laid on the roadside location through Young Wallsend. Only 1 mile 20 chains of the 7 miles 40 chain route was adjacent to public roads.

At this stage Mr Phillip King was supervising engineer for the Public Works Department and Mr Hillman the engineer for the contractors.[24] At the 1904 enquiry, suggestions were made that some use could be made of the Young Wallsend Colliery right-of-way. This railway branched from the NSWGR at the Sulphide Works junction and headed northwest to the colliery, a distance of 2½ miles. The last mile was parallel to, but some distance from, the tram route through Young Wallsend. The tramway crossed this colliery railway on the level until June 1915 beyond the western end of Young Wallsend township. The colliery and railway reopened for a short period during 1917 but closed permanently after this final production burst.[25]

**Wallsend Racecourse Proposal**

From time to time the question of a short branch tramway from Robert Street, Plattsburg to Wallsend Racecourse had been raised. On Thursday 26 August 1909 Mr John Estell MP accompanied Aldermen of Wallsend and Plattsburg Councils and representatives of the Wallsend Jockey Club on a deputation to the Minister for Works, Charles Lee.[26] The cost of this proposed extension, which would leave the Plattsburg terminus and traverse Nelson and Macquarie Streets to Minmi Road, was established at £2000. The Minister for Works promised the deputation that the proposal would be investigated and if not greater than £2000 would be viewed favourably.

**West Wallsend Construction Progress**

By August 1909 the location of the West Wallsend tramway extension through Wallsend was finalised. The actual crossing, which was later known as Elermore Vale Crossing, was situated 243 yards south of Wallsend Station's Up Home signal. The crossing was protected by home signals situated on the tramway and the single track colliery railway, and were operated by an interlocked lever frame. In addition, the railway was provided with catch points. Those on the southern side of the crossing were an actual branch track almost 50 feet long. The crossing and signals came into use on Monday 19 September 1910.[27] A report compiled towards the close of August 1909 revealed that two bridges needed to be completed before the tracklayers could finalise their work. The contractors were experiencing problems with the stone breakers. A reduction in breaking rates from three shillings per cubic yard to two shillings and sixpence had caused all but one employee to take strike action. The men complained that wages could not be made on 'two and six' per yard as the stone being delivered was so large as to require three men to lift the pieces onto the drays. These lumps had to be spawled with a heavy hammer before a start could be made to nap the stone.

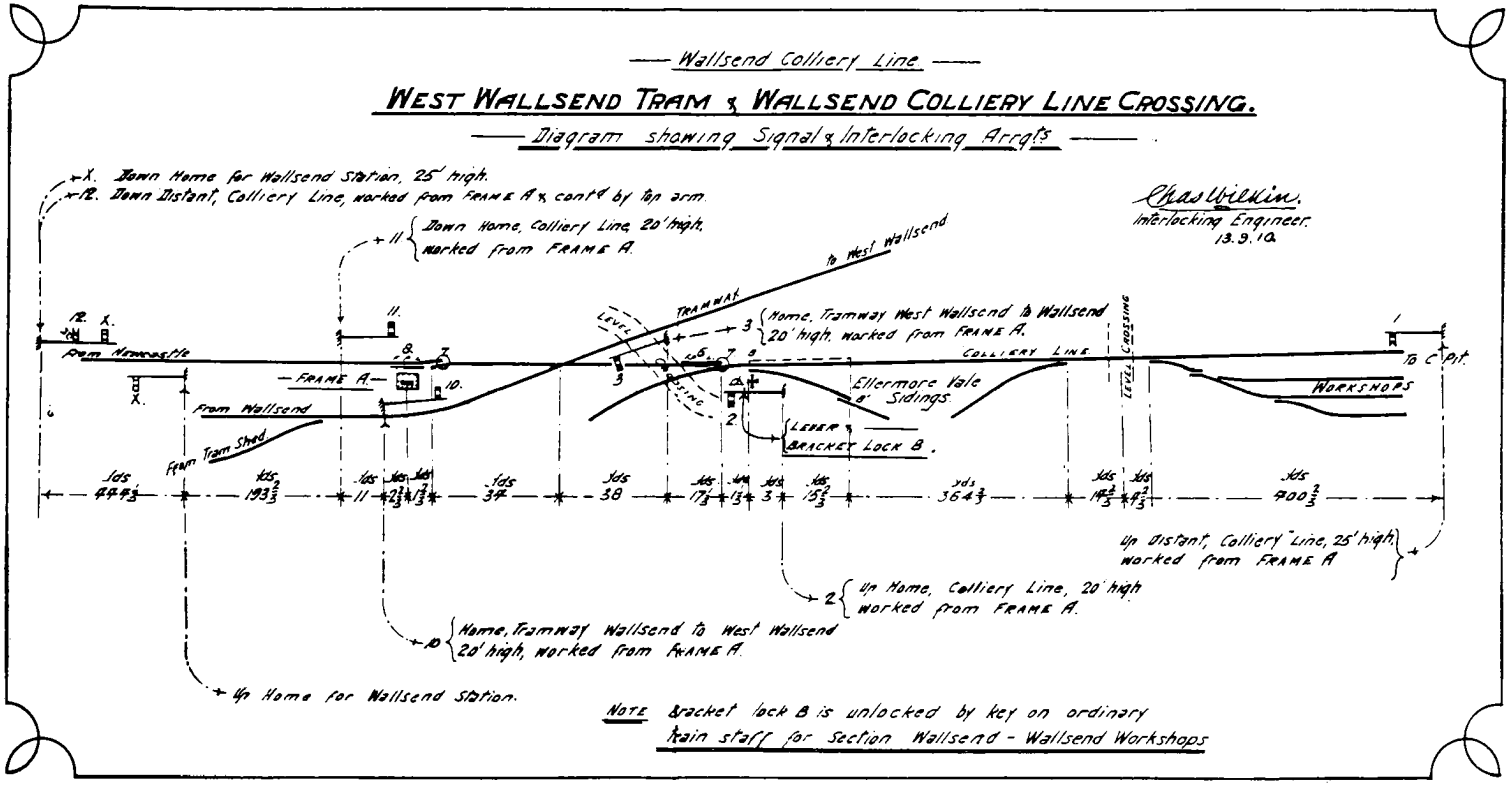
An account published on 1 January 1910 revealed that the track was practically completed between Young Wallsend and Wallsend while most of the formation had reached completion.

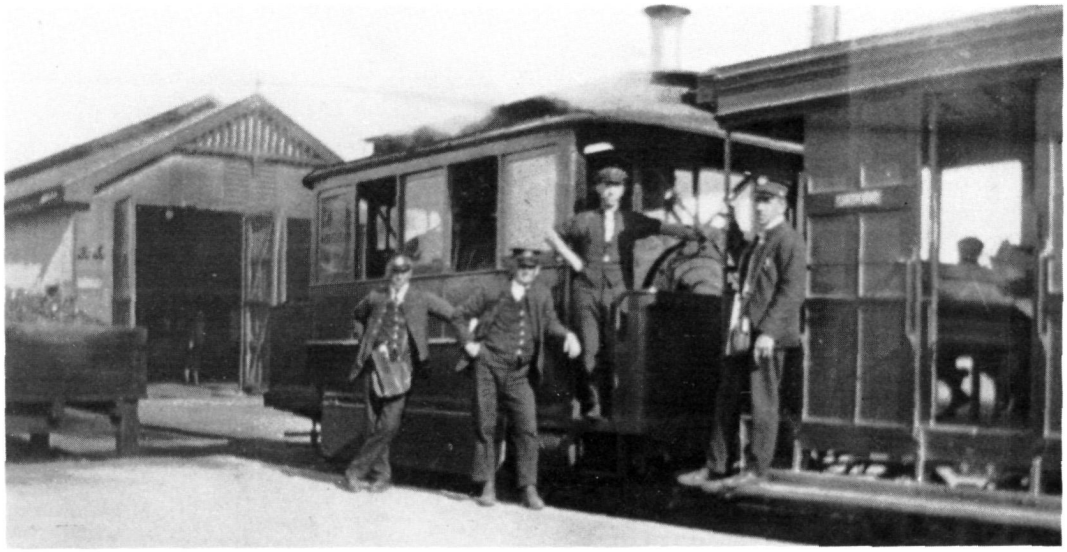
The contractor was using a steam locomotive to haul materials from Young Wallsend to the railhead. Research so far has failed to reveal the identity of this engine. By this stage, January 1910, the bridge between Wallsend Depot and Kemp Street had been completed and work was due to commence on track laying along Wallsend streets.

**Proposed West Wallsend to Pelaw Main Tramway**

During 1910 deputations were introduced to the Minister for Works for tramway extensions to Pelaw Main, situated on the South Maitland coal fields near Kurri Kurri. The original plans for the Maitland tramways envisaged a route from East to West Maitland and then to Pelaw Main, but only the first four miles from East Maitland to Campbell's Hill was constructed.

The alternative question of extending the West Wallsend tramway westwards to Pelaw Main was discussed at a meeting called by the Newcastle Council on 22 August 1910. The distance was stated to be six miles, but in actual fact the route would have been closer to eleven miles. Alderman Moroney suggested that as the project would cost in the vicinity of £100,000 a more economical alternative would be to construct a separate tramway from Tarro Station. As with all tramway proposals into the South Maitland coalfields, one must suspect that these were expressed by pressure groups more intent on having the Government Railways take over the existing privately owned


Wallsend Colliery Line
WEST WALLSEND TRAM & WALLSEND COLLIERY LINE CROSSING.
Diagram showing Signal & Interlocking Arrg'ts
X. Down Home for Wallsend Station, 25' high.
12. Down Distant, Colliery Line, worked from FRAME A & cont'd by Up arm.
11 { Down Home, Colliery Line, 20' high, worked from FRAME A.
Chas Willis.
Interlocking Engineer.
13.9.10.
To West Wallsend
TRAMWAY
LEVEL
3 { Home, Tramway West Wallsend to Wallsend 20' high, worked from FRAME A.
From Newcastle
FRAME A
From Wallsend
From Tram Shed
COLLIERY LINE
SHUNTING TRAIL
Ellermore Vale Sidings
LEVER & BRACKET LOCK B.
WORKSHOPS
To C'Pit.
Up Distant, Colliery Line, 25' high, worked from FRAME A
2 { Up Home, Colliery Line, 20' high worked from FRAME A.
10 { Home, Tramway Wallsend to West Wallsend 20' high, worked from FRAME A.
Up Home for Wallsend Station.
NOTE Bracket lock B is unlocked by key on ordinary train staff for Section Wallsend - Wallsend Workshops



*The West Wallsend steam tram about to depart from Wallsend Depot on the arrival of the first electric tram from Newcastle, circa 1929-30.* K. MAGOR COLLECTION

colliery railways which did provide some passenger accommodation.[28]

**Inauguration of Service**

An official inspection of the West Wallsend tramway was conducted in a steam motor and trailer car on Wednesday 14 September 1910.[29] The inspection party consisted of Tramway Construction Engineer Mr Small, Tramway Engineer Mr G. Cowdery, Assistant Tramway Superintendent Mr H. Brown and one of the two contractors, Mr Knutson. Culverts, bridges and cuttings were thoroughly inspected while the new depot at Wallsend, together with ancillary items, received attention. At locations where the tramway crossed roadways, cross signs bearing "LOOK OUT FOR TRAM" were erected. In addition to the sidings at the terminals, crossing loops were situated at Pit Town, Summit (beyond "C" Pit), Young Wallsend and Holmesville. The depot at Wallsend could accommodate three motors and six trailer cars.

The long tramway extension opened for public operation on Monday 19 September 1910. The following timetable was published in the local press:

**Weekdays ex Newcastle**: 4.45; 6.00; 7.30; 9.00; 10.30am; 12 noon; 1.30; 3.00; 4.30; 6.00; 7.50; 9.00pm.

**Saturdays additional ex Newcastle**: 10.45pm.

**Sundays ex Newcastle**: 7.30am; 12 noon; 4.30pm; 9.00pm.

**Weekdays ex West Wallsend**: 6.20; 7.50; 9.20; 10.50am; 12.20; 1.50; 3.20; 4.50; 6.20; 7.50; 9.20; 10.50pm.

**Saturdays additional ex West Wallsend to Plattsburg only**: 12.20am.

**Sundays ex West.Wallsend**: 9.20am; 1.50; 6.20; 10.32pm.

**Timetable Alterations:**

The 4.06am Newcastle to Plattsburg will not run. The 4.55; 5.58 and 6.28am Plattsburg to Newcastle trams will depart at 5.02; 5.52 and 6.32am. The 5.40am Jesmond to Newcastle tram will not run. A new tram will leave Lambton for Newcastle at 5.48am. All trams will leave Plattsburg 4 minutes later than at present. Stamped parcels to and from Wallsend (only) will be carried by the 12 noon and 3pm trams ex Newcastle and the 11.30am and 4pm trams from Plattsburg to Newcastle. Parcels, except newspapers, will not be carried on the West Wallsend extension.

**The Official Opening**

The official opening ceremony was not held until Wednesday 21 September 1910. This was performed by Mr W. Hanna, Under Secretary for

*Wallsend Depot yard during a quiet moment in the late 1920s. The trailer shed with one electrified road as at the right while the steam motor accommodation is out of site at the far right. The steam service emergency breakdown car 122s (ex C class 96) stands at the left. In the distance at the centre of this scene the semaphore signals protecting Elermore Vale crossing, as well as the small signal box, can be seen.*

K. MAGOR Collection

Public Works, at the West Wallsend terminus.[30] On his arrival at Newcastle at 10.30am, Mr Hanna was joined by Tramway Inspector W. Murray on a special tram. This was met by John Estell MP and Mr W. Kearsley of the West Wallsend Progress Association, together with members of Lake Macquarie Shire Council, at Wallsend.

An archway consisting of flags was erected over the tramway at Wallsend "C" Pit at which point further Shire Council members joined the official party.

The tram was welcomed by a huge crowd at West Wallsend terminus from where the Under Secretary was escorted to the picnic grounds to view a display staged by the local school children. At 1pm the official party moved on to the School of Arts for the usual prescribed banquet. On departure Mr Hanna cut a ceremonial ribbon with a pair of gold scissors presented by Maggie Johnson on behalf of the Progress Association Committee.

After thirteen years of deputations and hearings the West Wallsend tramway was an established fact.

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NMH — Newcastle Morning Herald.
ARHS — Australian Railway Historical Society.

# ONE MAN TRAMS START IN MELBOURNE

## AN INSIDE STORY

By Richard Youl

The phasing-in of one-man operation of the modern cars in Melbourne's tram fleet was announced during July 1989 in the Victorian State Government's budget for the 1989-90 financial year.

The Tramways Union has always been opposed to such moves, and as more details were announced over the following months, industrial action in opposition to the plans for one-man trams started up in October 1989. Several stop-work meetings were held and from around 10.00am to 2.00pm tram services stopped. On several occasions city streets were filled with trams for the duration of the meeting. The trams were, however, left clear of intersections.

Support for the Union stand against one-man trams was always forthcoming at these meetings and a number of strategies were developed, including posters warning the public of difficulties they would have buying the new 'scratch-the-validity-yourself' tickets from various retail outlets, stickers and badges urging support for conductors positions, petitions, picket lines outside some known future ticket sales points, etc. Other tactics included 'no uniforms' days and 'non-collection of fares' days. After two or three of the latter, conductors were warned that if they did not 'work as directed' they would not get paid. The next no-fares day was the last, as pay packets were one day short the next week.

About October the Union became aware that several A and Z class trams with cabs modified for driver-only operation were stored in the old Thornbury depot. Consequently a picket line was set up with steel welded over the tracks to prevent the trams leaving. A 24-hour-a-day vigil was set up, with ex-W2 test car 533 providing a source of night time lighting. The picket line ended about the middle of December. Unfortunately 533 was damaged beyond repair by fire around 12.15am on Christmas Day. Empty liquid fuel containers were found nearby but nobody was apprehended.

The industrial campaign had started to save conductors' jobs, but it was soon realised that off-vehicle ticket sales were a vital part of this plan so the campaign was pushed mostly as an anti-scratch-ticket campaign. Despite picket lines at the printing works, the tickets were introduced as planned on 1 December 1989. The new tickets were used in parallel with tickets issued by conductors for the rest of the month. The scratch tickets were the same price as those issued by conductors and their use was rather limited at this time.

Part of the plan to implement the proposals included 300 conductors being upgraded to the position of 'Met Rover' to assist existing revenue protection officers detect ticket fraud.

January 1st, 1990 was the day when the first depot was to commence operation without conductors. Even at this late stage nothing concrete had been done about the 300 Met Rover positions, although Union directions to members not to open correspondence addressed to them could explain part of the problem. When the conductors went to collect their new tickets from the Revenue Offices they were asked to sign a form stating that they would work in accordance with the new ticketing system. They refused to do so at the request of the Union. Consequently they were not issued with their tickets or their 'tables' which show the day's work for themselves and their driver. All timetable information was also withdrawn from the Starters' Offices. The Union delegate at each depot allocated a tram to each crew and told them what route to run on. These services were considered illegal by management but no steps were taken to stop their implementation. Some form of service was provided on all lines but was marred by two Z class cars from Essendon Depot colliding end to end in a 'car ahead' collision outside the Victoria Markets in Elizabeth Street during the afternoon.

When I arrived for work that afternoon I was handed a handwritten 'table' giving times for two round trips on Route 10 West Preston to St Kilda Beach, which I duly performed. However, at one time I was the only tram on the entire route, providing a service every two hours! At 9.45pm it was announced on a television news bulletin that the tramway system would be shut down from the next day as "safety could no

*The tram blockade in January 1990. This view is in Collins Street between Spencer and King Streets.* ANDREW MITCHELL

longer be guaranteed", the abovementioned collision being mentioned as an example.

A round of phone calls was made by the assistant delegate at my depot and it was decided to dump as many trams as possible in the city. It was quite some time before tramway Inspectors realised what was happening. An attempt was made to block the depot entrance with a W class car with the handbrake padlocked on but a pair of boltcutters was used to enable the car to be moved clear. Fuses were removed from the W cars in the shed but these were soon replaced by fuses removed from the cars already in the city.

By daybreak Bourke Street had both tracks almost full of trams from Spring Street to around Queen Street, while Elizabeth Street was full from Flinders Street to the Victoria Markets. About three trams were outside Flinders Street Station in Swanston Street which was otherwise clear. William Street had a number of cars also, with just a few in Collins Street. Several groups of trams were parked on the Bundoora reservation, and odd cars were stranded on other parts of the system. Preston, Brunswick, Essendon and South Melbourne Depots were just about empty. The power had been turned off over the entire system during the night and approximately 200 trams remained where they had been left for five weeks.

A number of depot meetings were held during this period but only two mass meetings were called. These were held at Brunswick Town Hall on Friday, 19 January 1990 and two weeks later on 2 February. Amid lively debate, the first meeting voted to continue the campaign despite a peace offer from the government which would allay most fears of relocation, etc., on the part of conductors, but nevertheless still required one-man trams. Things were a bit different at the next meeting. It was somewhat more rowdy, with numerous persons speaking for unlimited periods on the merits, in most cases, of 'fighting on'. Eventually a vote on a return to work was called and it was carried by a clear majority, much to the dismay of some who resorted to threats of violence and flung furniture about the hall.

That night the first trams were towed out of the city by breakdown trucks. Before power could be restored, the demands of the Electrical Trades Union (ETU) had to be met at meetings arranged on the Saturday morning. By mid-afternoon power had been restored to Bourke Street.

Then followed one of the most interesting days of my 2-1/2 years on the trams. A few drivers and conductors were transported in Inspector's vehicles to Bourke Street. The first step was to move all the trams towards the western end of the street. My first two trams were W cars which were driven 'bang road' (wrong direction) up Bourke Street, sometimes running for some distance beside a tram being moved on the adjacent track. One car was W5 class 759 which was so seized or stiff that it would not roll down the steep hill from Queen to Elizabeth Street. The handbrakes were not on so I drove it anyway. Luckily it is not a museum-listed tram although is unlikely that any major

damage was caused by driving it in that condition. Overall, the trams had suffered little vandalism considering the long time spent in the city. However, those in the Bourke Street Mall were full of food wrappings, and most of the light globes had been stolen or smashed. Some cars had the airbrake gauge glasses smashed and hands destroyed, but these matters were rectified over the next few days once back in the depot.

My third tram was a B2 class from up near Russell Street. Rumours had been rife that after such a long time all the modern trams' batteries would be flat and ruined. They certainly were flat, but it seemed that every modern-tram technician on the system was in Bourke Street to get those cars going again. As 24 volts is required to activate the control panel and get the motor generator charging the batteries, it was necessary to 'jump start' each tram from a 'portable' set of 24 volt batteries. When I reached Swanston Street there was another B2 running 'bang road' which had stalled across the intersection and was surrounded by technicians trying to get it out of the way. This took several minutes. I then went to cross the intersection, got beside the stalled car and got stuck too! The overhead in Swanston Street was still dead and this left a 15 foot gap of dead wiring to be coasted over. My batteries were still flat and as soon as the 600v was lost the disc brakes jammed on, and there I was! Too bad about the 6.00pm Swanston Street traffic! Immediately some technicians jumped aboard and fiddled with something. I was away again in about two minutes. Knowing Elizabeth Street was similarly dead, I decided not to get caught a second time... I stopped a bit short of the corner and when the lights went green, floored the accelerator! We flew across Elizabeth Street and once again the disc brakes jammed on, but I was going fast enough to clear the intersection. When modern trams 'spit the dummy out' the standard procedure is to turn off the battery switch (kill the tram) for about 30 seconds, then put it back on again. Usually this fixes the problem. This had not worked at Swanston Street, so for some unknown reason I only turned off the forward reverse switch for a few moments, and when restored the tram was OK.

The ETU insisted on inspecting every inch of overhead, frog and feeder, so it was 9.15pm before power was restored to the depot, and a whole week before the last line regained its service! A bus was used to ferry crews of several depots from South Melbourne Depot to Bourke Street for the big move. The first tram was a W without lights and it was escorted by an Inspector with with orange light flashing on the roof of his car. From then on there was a constant procession of trams back to South Melbourne, including plenty of darkened W cars. There was an unbelievable willingness by everybody present to get the job done, no matter what. Although many conductors were in the city to help, some trams did the trip one-man, including W cars driven by drivers from depots not affected by the one-man plans. Trams from South Melbourne Depot were returned to that depot while Preston cars were parked overnight in Kingsway outside the depot. I made sure the two trams I took were Z1 cars which I don't usually get to the chance to drive . . .

The next day Elizabeth Street was cleared, and when I arrived for work in the afternoon nothing much had happened with our staff. There were moves to get the Preston cars back home and to help out a busload of crews from Kew Depot was brought in. I was given a W but don't normally drive the 86 route, so was quite happy with this. When I got to Nicholson Street at the Gertrude Street intersection, I was surprised to see a Z car heading off towards East Brunswick. I used the track phone at the corner of Smith and Johnston Streets to call Fleet Operations and told them what I had seen. They promptly radioed for an Inspector to go looking for two lost Z cars. The two cars managed to reach the terminus before being redirected, much to the amazement of the driver of the route 96 tram in front of them which they had followed. Apparently the drivers were from Kew Depot and did not know the way to Preston! I got as far as Clifton Hill where there was a delay of about 30 minutes before power was restored for the final leg of the journey to Preston Depot. It took over two days to remove the blockade which was put in place in a couple of hours! Monday 5 February 1990 saw the start of services from South Melbourne, and just as I was ready for duty word came that route 12 was ready. I drove the first tram to St Kilda over that route for five weeks and it was amusing to see the stares of amazement from pedestrians as I did the journey. Besides rusty rails, there were many stones in the track, and weeds growing on them in places. As the West Preston line was still shut, the three trams from South Melbourne which normally through-work route 10 did an ad-hoc shuttle on route 12 all night till normal finishing time. the lack of proper timetable did not really matter as there were almost no passengers. In fact weeks after the resumption loadings appeared noticeably quiet. As all trams from Camberwell Depot had been in the depot during the dispute, they were soon put to work as one-man trams. However, within a few days problems started to emerge. The Z cars, which are notoriously hot on a hot day, became even hotter for the driver as they were now fitted with a full height cab door with a small window for

ticket transactions. Additionally, the design of the ticket holder and coin tray resulted in strain injuries to some drivers, while others injured themselves on the coin holder attached to the cab door. After some weeks it was decided that some mistakes had been made, and that the trams should return to two-man operation in the meantime. A depot meeting of Camberwell drivers, however, voted strongly against a return to two-man working but the original cab doors have been refitted to the cars.

The situation at Camberwell Depot continues to be quite complicated but interesting. While most drivers elected to operate cars one-man, there is still a surplus of conductors over what is required for two-man operation, and each week about 20 conductors remain in the depot all day. Several W class cars have been sent to the depot and occasionally have been seen on routes 70 or 75 but, as few if any Z cars have been sent away, the W cars are not really required. The last W was transferred away on 27 April. Some Z cars have had portion of the conductor's station removed and these cars are rostered on runs which will be driver-only all day, with still-equipped cars being rostered for any run which will have a conductor, unfit for roving duties, at any time during the day. If something goes wrong with this rostering the conductor usually sits on a passenger seat near the front door and sells tickets from there. On Monday 30 April, a stopwork meeting was held at Camberwell, apparently to convince drivers that they should work with conductors until proper driver-only cabs are designed and installed. The present situation where drivers are selling from ticket storage boxes or conductors cash bags hanging off the cab door was considered unsatisfactory. However, the meeting passed a motion that management would be given six weeks to come up with a satisfactory cab design or another meeting would be held. The present situation was to continue until then. Stop work meetings planned for later in the week at other northern depots did not eventuate. As Camberwell running times have not been increased, delays do occur when a large number of passengers need to buy tickets. In the peak hour, following two-man trams from Kew Depot are often also delayed. To encourage passengers to buy tickets prior to boarding the tram (or bus) conductors only sold a $2 ($1 concession) single ride ticket good for use on that tram only. Bundoora and East Burwood trams had a dearer ticket for journeys into Zone 2. It soon became apparent that there was a massive drop in revenue from fares. Factors affecting this included far too few sales outlets and newsagents and pharmacies not being open for sale of tickets. Many conductors had the attitude (still present in some) that it was no longer their duty to solicit fares or check tickets. Thus many passengers rode without a ticket, or did not bother to scratch one until forced to do so if they had one. Revenue protection has always been handled by a very small band of Inspectors in Melbourne and the job of policing the new system has proved impossible. Eventually there was a blitz, but publicity about people being booked because they had scratched the wrong date, etc., resulted in many fines being dropped. As a result of the bad publicity, and in an attempt to get some of the lost revenue back, the one-ride emergency tickets became 3-hour tickets after just a few weeks. This boosted revenue a little as many passengers, particularly at night, are happy to pay the 60 cents extra rather than hunt about looking for a Met ticket sales outlet that might still be open.

Following the Federal election of 24 March, a cabinet re-shuffle in the State Government resulted in Mr Jim Kennan, who received most of the flack from the dispute, being replaced by Hon. Peter Spyker as Minister for Transport. Mr Spyker is said to be interested in finding out what is wrong with Melbourne's transport services. He has ordered 15 top Met executives to travel to work by public transport for a month and report their findings. He has also promised to scrap the scratch tickets but some sources claim that ten years supply has been printed.

The tram crews return to work included the condition that no conductor would be sent to another depot against his wishes. There were several ways to do this. One was to make volunteers 'Met Rovers' (but to be called 'Roving Conductors' from now on) and based at their old depots. Another was to bring W cars into the all-Z depots to provide conducting jobs on one route, and at the same time creating a one-man route at an all-W depot. The first tram transfers took place and some W cars did in fact work route 70 Wattle Park for a short time. Black bans exist against W cars at Essendon. Upon the return to work, about 90% of drivers volunteered to work one-man trams, so government fears that they could not get enough volunteers were well wide of the mark. In fact there seems to be more of a scramble to get one-man jobs than the reverse and a pay increase of up to $70 per week (equal to buses) is the most likely reason. Five weeks without pay is a long time for anyone to endure and around 300 drivers and conductors resigned during the dispute. At South Melbourne Depot this resulted in sometimes 17 or so 'tables' (duties) having no conductor with only a slightly lesser number of missing drivers. South Melbourne eliminated five 'tables' and dispersed the staff to other 'tables'. There were still several trams off the

*Bourke Street, showing trams lined up through the Bourke Street Mall in January 1990.*

ANDREW MITCHELL

road each day and one night there was a one hour gap on the West Preston route. On another night the Port Melbourne line had one solitary tram instead of three for some hours. After more than a month the Government decided to hire more conductors and there has been a massive recruitment drive. Initially at least, the only entrance requirement was to pass the medical, all other exams and interviews being cancelled. This has not eased the driver shortage and at South Melbourne, although a few conductors are undergoing driver training at the end of April, none have qualified yet. Nearly every week one day-off is cancelled, resulting in driver fatigue over a long period.

As one can imagine, the dispute polarised the depot into for and against sides. Immediately after the return to work there was still obvious animosity between the two sides but fortunately time has healed virtually all wounds and things are back to normal.

And just who did win? Certainly not the travelling public. While the Government did obtain a return to work that assured one-man operation of trams, their poorly chosen ticket system with far too few sales outlets, and unusable driver-only cabs has resulted in the pre-dispute situation continuing on all but two routes. Meanwhile approximately 20 conductors are being paid to play cards in Camberwell Depot mealroom every day . . .

*The line up of trams in Elizabeth Street looking north in January 1990.*

ANDREW MITCHELL

# MEMORIES OF A LEISURELY PAST ERA

By Geoffrey C. Nowell

Upon meditating, I realise how difficult it must be for the present generation to visualise the importance of the tramway system to the community in the first half of this century. I therefore offer the following reflections in the belief that some readers may recall, as I do with great pleasure, those leisurely days when the Tramways system governed the people's everyday activities. My schooldays were spent in Hobart and Launceston, and those memories are due to experience of travelling mostly on the Hobart system. I am sure similar conditions existed in the smaller Australian cities, however I believe operations in larger mainland capitals would be, in many respects, different.

The tramways staff were referred to with great respect by all citizens. Many of them were returned soldiers. As they had good steady jobs on the trams, they were considered good credit risks, and welcomed by firms such as Cox Bros, who offered payment by instalments. Easy credit was not part of life 50 years ago.

The traffic staff were well diciplined, civil and obliging. The uniforms were always immaculate, but often ill-fitting; a poor advertisement for the suppliers. The staff were dedicated to their employment. It was their job for life and they were proud and anxious to ensure the cars ran on time. I well recall a conductor climbing on the roof of a double decker car. He held the collector bow against the wire to provide his passengers with their punctual trip home. The failure, caused by a broken spring, occurred at about 5.30pm on a cold June evening on the Cascades route, somewhere near Mollie Street. Being a peak hour service, every seat was filled on the lower deck and the upper deck was also near capacity. During the journey the car stopped and the lights flickered or went out completely. This inspired a regular passenger, the late Archdeacon Whittington to keep everyone amused by his quick wit; among other humorous quips he said: "I think all the gentleman should whistle!" (No kissing the ladies!) The car arrived at the D'arcy Street loop about five minutes late and returned to the city after transferring its on-going passengers to the waiting car from Cascades.

It was not unusual in the event of minor break-downs, for a driver to release the air from the brake system, or remove a controller cover to perform some small adjustment, thus ensuring his passengers' arrival as near to time as possible. Prior to the Municipal Council acquiring the system from the Hobart Electric Tramway Co. Ltd. It was the driver's duty to carry out minor maintenance to the controllers, etc., before taking the cars out, hence their ability and willingness to do these minor adjustments en route.

Many workers would go home for their midday meal. The Tramways Department had to provide a semi peak service between noon and 2.00pm on week days. H. Jones & Co. (IXL) staff would have a break between noon and 1.00pm. The shop assistants would spread their break, some staff leaving between noon and 1.00pm and the others between 1.00 and 2.00pm. The legal profession usually had the later break. As few people had 'phones, it was not unusual to wait for a car knowing that one's friends would also be on board, enabling social arrangements to be finalised on the journey.

The last tram perhaps demonstrated the vital role of the Tramways service more than anything else. The Sunday visit to friends and relations would suddenly end when the hostess would say between 9.00 and 9.30pm, "I don't want to hurry you, but you don't want to miss the last tram." The visitors would rush to catch a car to the GPO to be sure to get the last one leaving for their final destination at 10.00pm. There was an air of finality about travelling on the last tram on Sunday. Most inside seats were filled. The top deck almost deserted, as the fathers sacrificed their smoking and stayed downstairs to help look after the tired little ones. The day was indeed over. The city was about to go to sleep. The cars would often have to wait a few minutes at loops. The silence as they waited was complete — no traffic outside. If anyone spoke then, it would be in a stage whisper, and the speaker would look somewhat self-concious. Occasionally the compressor would operate and startle the passengers. The lights would dim as the car from the other direction approached, apparently the minimum equipment was working in the convertor station. The last trip on week-days left the GPO at 11.00pm to cater for the theatre patrons. If one missed the last tram his only alternative was to to walk. The horse cabs had long gone to rest and the few Yellow Cabs

difficult to find. On Sunday mornings, cars would run one trip to the city from all terminii, arriving about 10.50am for church-goers. The regular service itself would commence about noon.

The citizens' lives were governed by the availability of the service. every event was timed to fit in with the Tramways. If there was no service it was useless arranging any activities. The Department had to arrange extra services to accommodate the Friday night and Saturday morning shopping crowds. They also provided specials for Sunday School and club picnics. They ran cars direct to and from all terminii for the Saturday afternoon football matches at the North Hobart ground. Nearly every one travelled by tram as few people owned cars, the majority of them used only for week-end outings. The journeys were pleasant, the fares cheap and the service adequate and reliable.

Another enjoyable part of every-day tram travel was the romances of boys and girls. The friendship would start with a youth seeing an attractive young lady travelling on the same car as himself, arrange to occupy an adjoining seat, get off at the same stop and finally saying "Hello", then walk with her to her place of employment. This usually led to evening outings. The progress used to be followed by the crews, many of whom could recall these passengers as children going to school. They would enjoy helping with the inevitable perambulators and follow the development of the new generation. Some passengers, particularly those starting their journeys at a terminus, would occupy the same seat every day. Their 'reservations' were respected by regular passengers. New arrivals would occasionally occupy a 'reserved' seat and receive thunderous looks when the regular passenger would board, make for his favourite position and be forced to sit elsewhere! The crews, especially the drivers, would be heroes to little boys, who would classify them as good or bad drivers. The classification 'good' would be conferred on the more reckless staff, those who carried out a policy prescribed by the Traffic Superintendent, the late Gilbert Sinclair. He used to order: "Plenty of juice and plenty of gong". This was intended to scare the perilously close drivers of Ford Ts, Chevrolets and Essex Sixes off the track to allow the trams to keep ahead, and load intending passengers before the car drivers saw friends and offered them a lift.

*Hobart double deck cars at Sandy Bay terminus. No. 7 is a standard double deck car built in 1917. The car behind is thought to be No. 63, which was one of three cars built as front entrance cars and one of four with upper deck ends enclosed.*

Postcard from R. MERCHANT Collection

The Launceston services were slower and all operated by two men. Only the three bogie cars had air brakes. The cars on the steep routes, Hillside Crescent and Trevalyn, always climbed the hills in full series, never parallel, and the descent was controlled using rheostatic braking, stopping with the goose-necked hand brake. A hand operated track brake was available in an emergency. There was no apparent mid-day peak as the bigger factories were situated on the flat areas and the workers either lived nearby or travelled by bicycle from the northern suburbs. The services were adequate for the shop and office workers. A few extra cars were provided for the 5.00 to 6.30pm peak period and on Friday night until 9.00pm for shopping. Last cars left Brisbane Street at 10.00pm Sunday and 11.00pm other days.

When my family came to Melbourne in 1938, the trams also ran efficient, punctual services. The extra midday peak did not occur. One of the features that persisted until after the end of the 1939-45 war was the use made of the services by various (mostly Jewish) migrants. They would visit clothing and knitting mills to purchase stock for their market stalls and struggle onto the cars carrying enormous parcels. They were much in evidence during mid-week mornings and afternoons. They certainly deserved their reward and admiration of those who were aware of their ambition to provide their children with higher education.

# NEW ACQUISITIONS FOR WHITEMAN PARK

**Perth G Class 35**

On 11 April the body of Perth G class 35 arrived at the Perth Electric Tramway Society's museum at Whiteman Park after being salvaged from its last resting place at Upper King Bridge, near albany, where it had been tracked down by Robert Pierce in 1986.

G-35 was one of ten bogie cars built in 1902 for the Kalgoorlie Electric Tramways Ltd by JG Brill & Co. (numbers 16 to 25 in the KET fleet). Nos 16 to 20 were sold to the Perth Electric Tramways Ltd in 1903, where they became G class 35 to 39 and were known a 'Brill Bogies'.

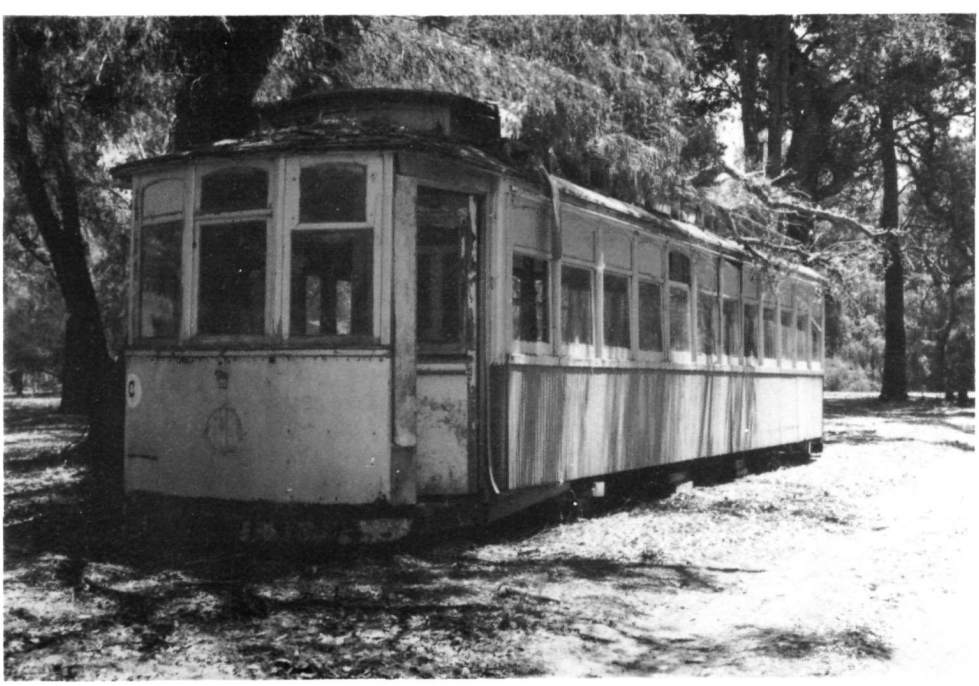
All five cars were scrapped in the early 1950s and at least three of the bodies are known to have been sold to the Rose Park holiday camp at Emu Point in Albany for use as holiday chalets. (A number of other bogie car bodies from both Perth and Fremantle, which had been scrapped in the same period, were also used at Rose Park including three now in the possession of PETS — the Perth stepless car I class 63, Fremantle 29 and Perth G-37.) Changes to State Government regulations covering such accommodation in the 1970s led to the abandonment of the tram bodies and they were sold. G-35 is believed to have been located on a farm on the Albany to Two People Road for some years prior to its move to Upper King Bridge.

No. 35 is in better condition than sister car 37 which was acquired by the Museum early in 1986. However, it has sustained considerable damage to the clerestory roof where a tree branch fell across it several years ago.

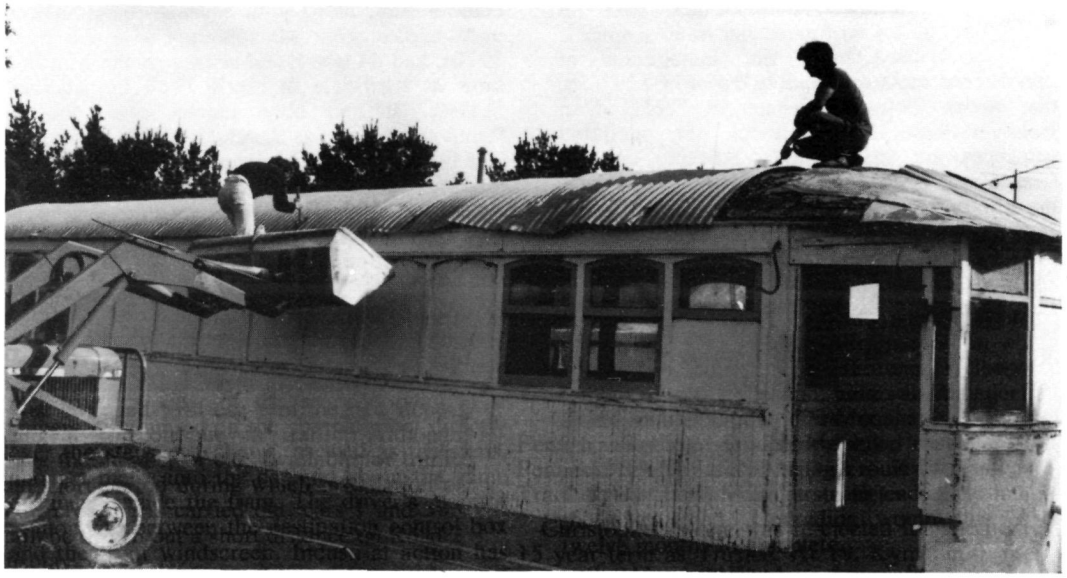
**Perth D Class 84**

The body of yet another class-leader, Perth D class 84 arrived at the Museum on 7 May. It was generously donated to PETS by TR and MA Martin of Karridale, near Augusta.

D class 84 was one of twenty multiple-unit bogie cars (numbers 84 to 103) built by the Western Australian Government Railways at their Midland Junction workshops. These were



*The body of Perth G class 35 photographed at Upper King Bridge, near Albany, on 26 January 1987.* M. STUKELY



*The protective iron sheeting is removed from the roof of D class 84 by Brian Luscombe (left) and Michael Stukely prior to loading at Karridale on 5 May 1990.*

P. EDWARD

*On Sunday 6 May, D class 84 was jacked up using house jacks, and the semi-trailer backed under the body. It was moved to Bunbury where it stayed overnight before proceeding to Perth.*

M. STUKELY

the only two-motor multiple-unit cars in Australia. No. 84 is of particular interest since it was modernised with the installation of upholstered seats and folding doors in 1937-38, the doors being replaced in 1951 with Fremantle-type hinged doors. the modified entrances are still obvious. Another unusual feature still present, which probably dates from the 1930s modernisation, is a full set of steel support-beams under both end platforms in place of the usual wooden beams. These steel beams are of the same style as those found on K class 130 (built 1933-34). Clearly visible on one beam at each end of the car is the stencilled date of its last overhaul, 31/8/51.

D-84 was scrapped in 1953-54 and the body sold to the operators of the camping ground at Hamlin Bay, along with several others. These tram bodies were all sold again in the mid-1970s, and 84 was found nearby on the Martin's farm at Karridale in April 1988 by Michael Stukely. It had been placed close to the farmhouse for use as the children's bedroom and was fully roofed with corrugated iron. This gave the body good protection from the weather and although its stress bars were cut off when it was shifted from Hamlin Bay it is generally in very sound condition.

Both G-35 and D-84 were transported to Perth by professional house-movers. Their house jacks handled the loading and unloading operations — including the careful positioning of the bodies onto rail bogies at the Museum — with ease, and no cranes were required.

*Back on the rails on Melbourne No. 1 trucks at Whiteman Park, D84 is shunted by the PETS tow truck to the car storage shed on 7 May 1990.* L. RICHARDSON

*G class 35 rests on a pair of railway bogies on the car storage shed fan after unloading from the semi-trailer using the house jacks which are still in position.* M. STUKELY

# HERE AND THERE

## NEWS ITEMS OF INTEREST FROM ALL OVER

**Melbourne News**

On 9 April 1990 cars 2032 and 2035 entered service from South Melbourne Depot, the first to do so for many months. Both cars have been fitted with closed circuit television (cctv) to give the driver a view of the rear doorway. The camera is mounted on the compartment directly over the steps and shows, as well as the steps, about a metre into the car and about the same distance outside the tram. The driver's monitor is mounted between the destination control box and the front windscreen. Industrial action has resulted in the cars running with this cctv out of use. 2039 and 2040 have subsequently entered traffic without the cctv being installed. 2039 was sent to Brunswick Depot to initiate crew training for service on route 19, but industrial action prevented its use and it was sent to the old Thornbury Depot where it remained for a short while before being sent to South Melbourne for Light Rail service.

With South Melbourne and North Fitzroy Depots having the maximum number of B2 class trams that can be housed in those depots, and delivery of new cars continuing steadily, the Workshops are becoming overcrowded with new trams. Four are stored in the old Thornbury Depot beside W5 class cars withdrawn from traffic. Another four are at Preston Depot where crews apparently don't want them in service. Recent media reports have indicated that although these new cars could be used to advantage on heavily overloaded routes such as route 19 North Coburg and route 86 Bundoora, the power supply is not strong enough to handle the extra load. Upgrading would take over twelve months to complete.

Scrubber 11W has been fitted with a pantograph which makes it the only scrubber car permitted on the light rail reservations and on the East Brunswick route beyond the Exhibition crossover. Trolley poles are banned past this point. Scrubber 10W is reported to be at Preston Workshops with a broken truck sideframe.

Work has commenced on the laying of a new Up track on the eastern side of the St Georges Road central plantation. By the end of May work was well under way between Miller Street and Arthurton Road. This new reservation is being set in concrete. The future Down track will

*A view of the trams in Elizabeth Street between Collins and Flinders Streets.* ANDREW MITCHELL

be laid approximately where the existing Up track is situated. The work is planned to take 18 months to complete, with spasmodic progress at present.

For many years the erection of large green lampshades over a section of track was the first sign of future tracklaying. This method of illuminating the worksite has been replaced by high capacity spotlights mounted directly onto street poles.

The Equal Opportunities Board had ruled that the new 'scratch' tickets and driver-only trams discriminate against the disabled passenger. The Government has announced it will appeal against this decision. In the meantime most Camberwell trams continue to operate without a conductor.

**Livery Changes for State Rail**

The State Rail Authority of NSW has painted two of its 86 class freight hauling electric locomotives in a new livery. The two locomotives, 8601 and 8602, were given a blue, white and yellow colour scheme with grey pilots, described as new 'Corporate Colours', for a special ceremony in the northern region.

CityRail, State Rail's suburban and intercity operation, has also applied the new colours to some of its rolling stock. Suburban cars C3017, T4120, T4116 and C3027 have been internally refurbished and the new livery applied externally. A wide blue band with the State Rail logo and the word 'CityRail' extends along the length of each car between the upper and lower deck windows. The new colours and wording also appear on the driving ends of the motor cars.

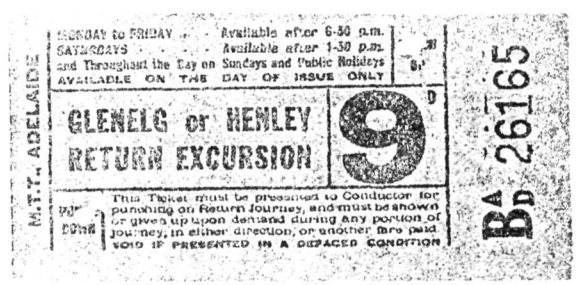
CityRail

A four car set of intercity cars was dressed in a version of the new livery for the 20th anniversary of double deck train service to the Central Coast. The cars are DIM8039, DIT9178, DIT9183 and DIM8101. They have a narrow blue and yellow band applied the length of the cars below the upper deck windows. Car 8101 has also had the new colours applied to the front of the car but 8039 retains its original blue and grey 'Blue Goose' liveried front end. The words 'CityRail celebrates 20 years of double deck service to the Central Coast' have been applied to the end doors of the drivers' cabs and on each side between the cab window and cab access door.

**Postmarks and Cachets**

One of the two cachets used by Australia Post on mail carried by tram to comemmorate the reopening of the restored Glenelg Post Office on 29 November 1989 was illustrated inthe February 1990 issue of *Trolley Wire*. The other cachet used was almost identical and was applied to mail carried by tram from Adelaide to Glenelg. It is illustrated below. Oddly, the

cachets were applied vertically and not horizontally as shown here. The design of the cachets is a facsimile of Adelaide's Metropolitan Tramways Trust showgrounds special return ticket. These tickets were printed on a grey coloured paper. The return excursion tickets issued to Glenelg or Henley were of a different format and were printed on buff coloured paper. Prior to the opening of the Glenelg tramline in 1929, these tickets were printed with the words 'Henley return excursion'. The two tickets are illustrated below although reproduction may be somewhat poor. The ticket used as the cachet



design would not have been valid on the Glenelg tram service. The original single tram fare for adults was sixpence so a sixpenny return fare would have been a good bargain! Not previously illustrated in these pages is the pictorial postmarker depicting the Granite Island horse tram introduced at Victor Harbor post office. The postmarker exists in two versions, one for cancelling new stamp issues on the first day of issue and the other for everyday use.

**Visiting Vienna?**

There is a variety of ways to explore Austria's capital, Vienna. The best way, however, is to be taken to the countless places of interest by a vintage tram built in 1929.

A 'Tour on the vintage Tram' takes about two hours during which a guide will explain the city's attractions and sights.

Departure is from the 'Otto-Wagner-Pavillion' in Karlsplatz. To get there take the Underground lines U1, U2 or U4, tram routes 1, 2, 62, 65 D or J or the local Wien-Baden train. It is also possible to get there by bus.

During 1990 tours will be run between 5 May and 7 October on Saturdays, Sundays and holidays. Departure times are 1.30pm on Saturdays, 10.00am and 1.30pm on Sundays and holidays. The fare is 150 Austrian Schillings for adults and AS 50 for children. Advance tickets for the tours can be obtained from the Information Service of the Wiener Verkehrsbetriebe at the Karlsplatz underground station. Remaining tickets are sold on the tram before departure.

The Vienna Tram Museum is also worth a visit. It is located in the former tram depot in Erdberg. The entrance is in Erdbergstrasse 109, in Vienna's 3rd district and can be reached by taking the line 18 tram. It can also be reached by bus.

The Museum is open from 5 May to 7 October during 1990. The hours are from 9.00am to 4.00pm on Saturdays, Sundays and holidays. Entry is free.

*A ticket issued on Vienna's vintage tram.*

DAVID BURKE

# LOFTUS . . .

## South Pacific Electric Railway

**Works Report**

A concrete and brick wall has been erected along the TAFE College boundary from Pitt Street for about 150 metres towards Sutherland. This has been carried out as part of the TAFE College construction work.

Further earthworks inside our area have resulted in the removal of sandstone on the western side of Tramway Avenue to allow completion of the kerb and gutter. A short length of kerb and gutter has also been laid on the eastern side, extending from the Pitt Street gate.

Work on the scissors crossover is continuing with much of the rail for the first of the three stages having been laid out. This work is being carried out by Brian Muston and Mike Giddey with assistance from CSO workers and any available members. Completion of this work will permit the use of the second track at the Railway Square waiting shed.

Bill Parkinson has finally been able to clean up much of the Restoration Workshop. Due to the need to remove all items from the old site last September, the building had become a

*San Francisco PCC car 1014 was used as the venue for the marriage of member Derek Butler to Fay Hubbard at the Sydney Tramway Museum on 9 June 1990*

JOHN MATTS

*"With this ring . . ." Derek and Fay exchange rings during their marriage ceremony aboard PCC car 1014 on 9 June 1990.* JOHN MATTS

repository for great piles of miscellaneous parts and those other items which we always tend to keep in case we ever find a use for them!

**Second Track Levelled**

On 30 June and 7 July, the second, at present unused, track in Tramway Avenue was levelled and repacked by a group of CSO workers under the watchful eyes and supervision of Brian Muston, Greg Sutherland and Mike Giddey. The work was long overdue and had been put off since the opening of the tramway in March 1988. Its priority on the jobs roster was brought forward as Sutherland Council were to carry out some roadworks for the Museum commencing on Tuesday, 10 July.

**Car News**

Restoration of R1 class 1971 is proceeding well, with the recanvassing of the roof now complete and painted with navy dressing. The fascias around the car have been replaced and it looks like a real tram again. Some exterior body filling has been carried out to patch up the many 'battle scars' which the car had sustained during its 25 years of service. Many of these had formerly been filled with lead. The interior of the car, which was not a pretty sight, is now receiving attention with new ceiling boards being installed. Our carbuilder, Geoff Spalding is to be congratulated on his expert workmanship.

A number of seat squabs and backs have been sent away for reupholstering in readiness for the eventual completion of 1971.

Norm Chinn recently completed repainting cable trailer 23, which included the painting of the car's roof, and it has resulted in a big improvement to the appearance of this car. Lining and numbering has still to be applied to complete this work.

O class 1111 is to receive a long overdue repaint into the standard cream and green colour scheme. Other work on the car will also be carried out at this time.

P class 1497 has been temporarily withdrawn from service due to minor cracks in its fibreglass roof. 1497 received its experimental fibreglass roof at Randwick Workshops in 1957.

Bill Parkinson has rewired the lighting circuit on L/P class 154 following a near fire in the roof of the car. This was due to badly perished insulation on the old style wiring, possibly installed more than 40 years ago when the car received a major overhaul at Randwick. It was one of the last L/P cars so treated.

Tony Cody has commenced external body repairs to Brisbane dropcentre car 295 which has been affected by rust for several years. The recent outside storage has accelerated this problem. Dry rot has been found in one of the car's corner pillars and this will require considerable repair work before the car re-enters traffic.

**Annual General Meeting**

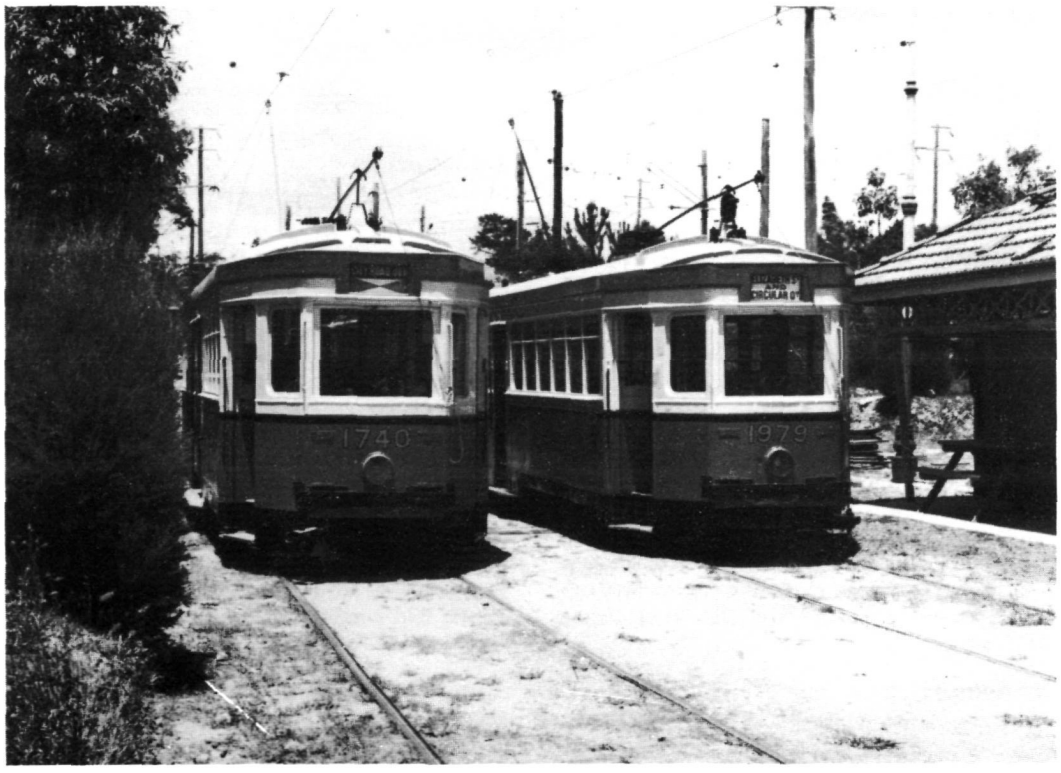
The Annual General Meeting of the Society was held at the Loftus Community Hall on 23 June, 1990.

Four nominations were received for the three positions on the Board of Directors which fell vacant this year. Bob Cowing and Bill Parkinson were re-elected and Greg Sutherland replaced Paul McDonald in the third position. Many thanks, Paul, for your spell on the Board.

**Personal Doings**

The Museum's first on-site wedding took place on Saturday, 9 June 1990 when popular working member Derek Butler and Fay Hubbard tied the knot in PCC car 1014. The ceremony was to have taken place in the open but inclement weather forced the change in venue. Following the ceremony most of the guests were transported to the reception by preserved omnibus. Our best wishes are extended to Fay and Derek for their future happiness.

Sutherland community worker Joy Toll is well known to Museum workers for her regular visits to the Museum to check on our CSO workers as part of the Department of Corrective Services' Community Service Order programme. Not so well known is Joy's long involvement with children with learning difficulties. Joy is to receive the Order of Australia Medal for her work in this field at a ceremony at Government House in August. Congratulations, Joy!




*Sydney corridor cars, R class 1740 and R1 1979, stand at the former Railway Square waiting shed. These cars are regarded by many as the most handsome trams in Australia.* BOB MERCHANT

# WHITEMAN PARK . . .

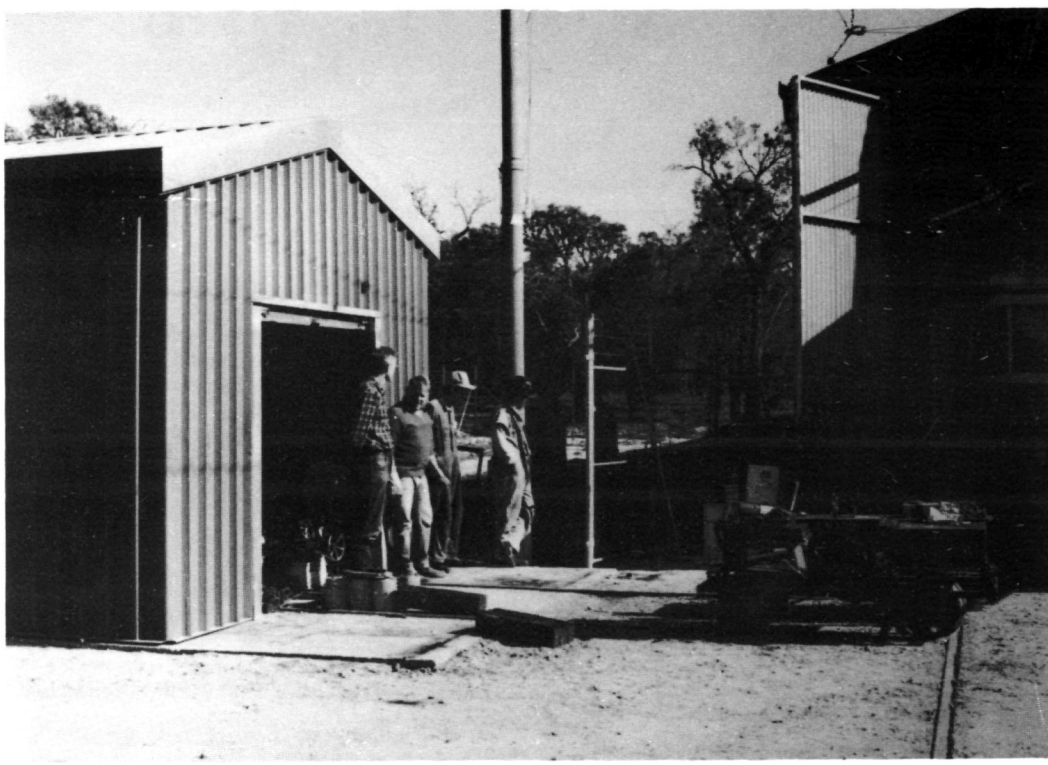
## Perth Electric Tramway Society

The first half of 1990 has again been a period of great activity for the PETS workforce. Our track upgrading programme is now almost complete; the rebuilding of the overhead wiring on the carbarn fan is also well advanced; a further two Western Australian tram bodies have been acquired for restoration; and the long-awaited return to service of Fremantle 29 draws steadily nearer as the restoration work progresses.

A major boost to our supply of parts for restoration of Western Australian trams occurred with the arrival in March of a container-load of parts purchased from COTMA and the TMSV. Reg Francis and Lindsay Richardson travelled to Bylands to pack the container, and PETS is very grateful to Andrew Hall, Keith Kings and other TMSV members who willingly assisted with this job.

**Operations**

As in 1989, patronage has risen steadily from March to June, with very pleasant conditions persisting on most weekends. Two-car operation



*The gangers' trolley stands in front of the perway shed on 30 June after the shed was moved back from 1 road by about 1.5 metres to clear the access to the planned pit road which will run next to the carbarn, the steel pole was removed next day. Duncan McVicar (left), John Shaw, Paul Edwards, Scott Parker and Lindsay Richardson discuss the details of the installation.* M. STUKELY

*Ron Waters' track gang working on the new points leading to No. 9 road on the car storage shed fan on 30 June 1990.* M. STUKELY

was commonly required on Public Holidays and on special occasions such as Mothers' Day and Easter Sunday.

Very good results have also been achieved with special hires and school holiday midweek running.

A new attraction has been established in the Village with the opening early in June of the Country Kitchen, a well-appointed restaurant with large indoor and outdoor seating areas alongside the tramline.

Weekday tram services have commenced two days per week to cater primarily for tour groups, which are being actively encouraged by the Park Management.

**Track Upgrading**

Lifting and packing on the section up the hill from the lower (original) road crossing to the village was carried out during March, completing the full section from Triangle North to the Village. Replacement of 62 sleepers, lifting and packing was then carried out on the North-to-East leg of the Triangle. This necessitated the shunting of service cars at Triangle West (for services from the Entrance to the Village) for two weekends whilst the work was in progress.

Next the track gang moved to the curve immediately west of the entrance points, where replacement of 60 sleepers, lifting and packing was done during April and May. Then in May-June, similar work was done on 180 metres of track immediately west of the Mussel Pool tram stop, through the Bennett Brook curves to Farmgate Crossing at the eastern end of Swamp Straight.

The final tasks of the upgrading programme involved adjustments to the car storage shed fan and the installation of a new set of points to Road 9, which will be a storage road outside the south wall of the shed. This work was completed on 1 July.

**Maintenance Shed and Pit**

Following the presentation of a concept plan by Lindsay Richardson, preparation for the construction of a maintenance pit, designed by Ray Blackmore, has commenced. a new road is to be laid to the south of the Oketon Geddes carbarn of the pit, which will have roofed

covering. Access will be via a new set of points to be installed on No. 1 road on the fan. To accommodate this turnout the perway shed (a 'colorbond' steel structure adjacent to 1 road measuring 6.2 metres x 4.2 metres, with concrete floor) has had to be shifted approximately 1.5 metres southward.

On 8 May the concrete floor of the perway shed was extended the required distance to the south. (The same day, the floor inside the western end of the car storage shed was also concreted, for use as a storage area for equipment associated with the overhead.) Then on 30 June the perway shed was cleared and its securing bolts undone; it was then moved back to its new position, 'Egyptian style', using rollers. A redundant steel pole in the path of the new road was also removed.

**Other News**

Noel Blackmore has completed installation of the power supply (DC) auto ecloser panel which is now fully operational. He has also undertaken a programme of re-chroming the tram headlight reflectors to improve their effectiveness on night runs. The need for this became clear after several close encounters with the Park's resident kangaroos.

Seat installation in Fremantle 29 has commenced. This job became all the more time-consuming when it was discovered that the newly upholstered seats would need to be modified to fit the throw-over mechanisms.

# BALLARAT . . .

## Ballarat Tramway Preservation Society

**Car No. 39**

Work continues on the conversion of No. 39 to house the museum display. The ceiling in the front and centre saloons has been replaced, and lighting is being installed. On the side of the car facing visitors, the middle saloon entrance has bee blocked off. On the other side of the car, facing the depot wall, the side panels have been removed. The real saloon floor is to be dropped to the level of the dropcentre floor to enable visitors to view a display on the wall side. The front saloon floor will remain at its present level as the maximum traction truck will be retained at that end of the car.

**Horse Tram No. 1**

An important task in the restoration of horse tram No. 1 is the erection of spiral staircases at each end of the car. On one end platform a mockup of the stairway has been constructed using cardboard, pine and ply. This will assist in the planning of the stairs and the sizes required for the various components.

All four footboards have been placed in position. One end canopy frame has been completed and the other is now being built. Work will start shortly on canvassing the roof.

**Other News**

Board member Alan Bradley celebrated his 30th birthday on 21 April 1990 by chartering car No. 38, which was suitably decorated with balloons and streamers. The 35 guests were served drinks and snacks on the tram.

Several other charters have been held this year, the biggest being for the Ballarat Veteran and Vintage Car Club. Other charter groups include staff from National Mutual and various schools.

**JUST RELEASED . . .**

**THE WATSON'S BAY LINE of the Sydney Tramway System**

by David Keenan $19.95 from your Museum now!

# ST. KILDA . . .

## Australian Electric Transport Museum

### Car 186 Enters Regular Service

Adelaide C type 'Desert Gold' tram No. 186 entered regular service on 10 and 11 June 1990 (Queen's Birthday weekend in Eastern Australia). Although officially launched by Premier John Bannon on 12 March 1989, detailed final finishing was still required.

The last months of restoration saw final coats of paint added to the aprons and the centre side panels by lecturers from Marleston TAFE college. Artistic linework and 'double shaded' car numbers circa 1920s and early 1930s were added. The car interior was further embellished with polished brass. The saloon doors, door cappings and strap rails were fitted, and black trim added. final brake adjustments were also made.

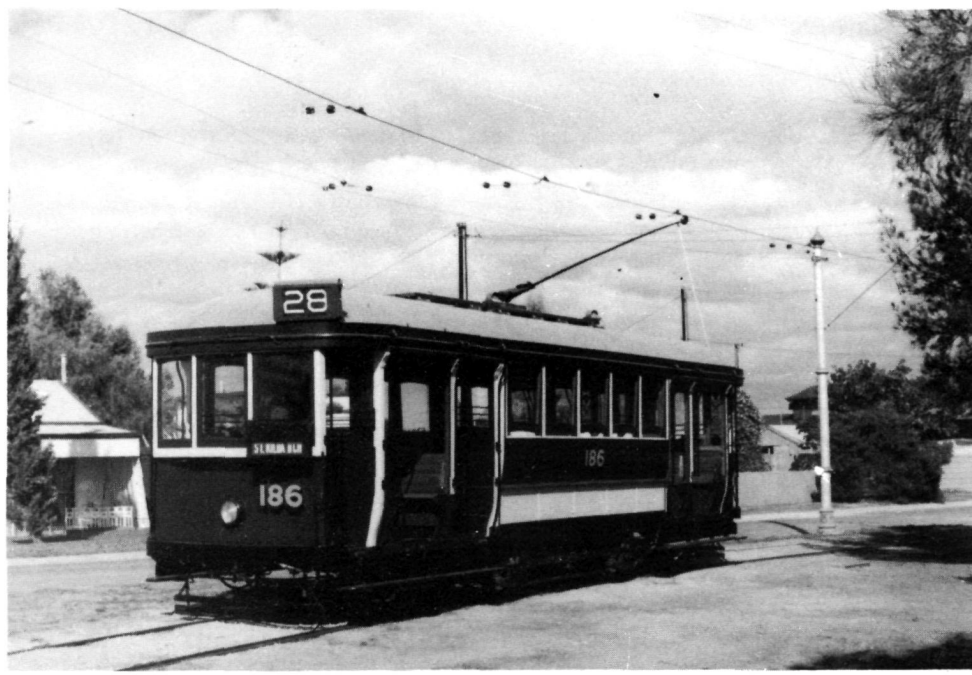
Car 186 is a rapid accelerator and reaches a high balancing speed. the controller is a modified GE K35JJ from our ex-W2 stocks, and is fitted with a line breaker. It travels very quietly with its helical drive gear so motormen cannot rely on motor noise to judge running speed.

The extensive restoration has made 186 a robust car, making it an ideal 'workhorse'. Consequently it is planned to use it on most operating days, barring inclement weather (the open sided cabins would make life rather uncomfortable for motormen on such days!). This will enable passengers to experience riding a typical Adelaide four-wheeler on most weekends (110 California combination cars — types A, A1, A2 and C — were used in Adelaide between 1909 and 1954). This is good news as we are reluctant to over-use our other example of the California combination style of tramcar — A type No. 1 — Adelaide's first electric tram, because of its fragile nature and historical significance. Although the tram enthusiast will note the obvious differences between the two trams, car 186 will enable most people to experience an Adelaide four-wheeler ride. Car No. 1 will continue to be used on special occasions.

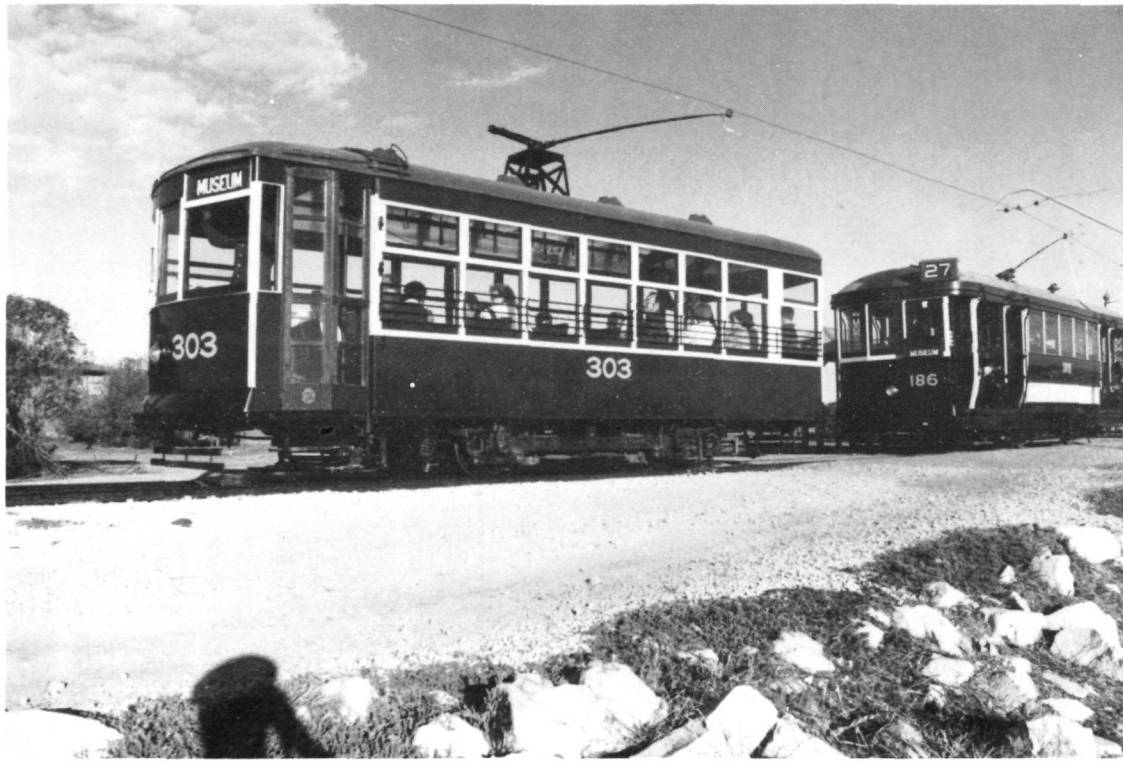
The entry of 186 into regular traffic has brought about a feeling of great pleasure and satisfaction amongst AETM members, particu-

*Car 186 loaded with passengers at the St Kilda Beach terminus on its entry into regular service on 10 June 1990.* PAUL SHILLABEER

*'Desert Gold' No. 186 crossing Mangrove Street, St Kilda shortly before entering regular service in June 1990.* TREVOR TRIPLOW




*Car 186 rounding the Shell Street curve in May 1990.* PAUL SHILLABEER




*Single truckers Birney 303 and 'Destert Gold' 186 about to return from the beach in convoy on 10 June 1990.* PAUL SHILLABEER

larly early members who remember the absence of a C type car from the initial collection of tramcars. The initial 1958-59 Adelaide collection consisted of A type No. 1, B 42, D 192, E1 type 111 and F1 type 282. 381, the H1, came in 1965, G 303 arrived from Bendigo in 1976, while the first H cars 360 and 362 were delivered on lease in 1982. Although the body of C 173 was obtained in 1968, its prospects for restoration appeared bleak. the situation changed in 1983 when the body of 186 (a slightly better restoration prospect) was obtained, and Bicentennial funding was successfully sought in 1986.

**Fleet Changes**

The completion of 186 has enabled E1 type car No. 111 to take a brief rest for the first time in a number of years. Other recent fleet changes have seen cars 264 and 294 swapped with cars 282 and 34 respecively for a few months. This gave W2 class 294 its first rest since being refurbished in 1979. Ballarat 34 returned to traffic for the first time in a few years. During the winter months passengers can experience a ride on two completely different Adelaide four-wheelers — car 186 (on fine days) and Birney 303.

**Dropcentre 264 Donated to AETM**

We were delighted to receive correspondence from the STA of SA recently donating F1 type dropcentre No. 264 to the Museum. The body of car 264 was purchased by the STA and delivered to St Kilda in 1981 for restoration and occasional use on the Glenelg line. Our members put in over 8000 hours on this project, enabling car 264 to operate on the Glenelg line between December 1986 and January 1987 as part of South Australia's 150th birthday celebrations. The AETM thanks John Brown, General Manager of the STA, for donating car 264 to the Museum.

**Roads 2/3 Crossing**

Work has commenced on upgrading the Roads 2/3 crossing on the main depot fan. The original crossing, the first set of points to be installed at the Museum back in 1972, has slowly deteriorated over the years. Initial work involved removal of the crossing connections by John

Pennack and Ian Seymour. Temporary rail was inserted allowing Road 2 to remain in use, but isolating Road 3. This still left four roads on the main depot fan from which to operate. Road 3 contains non-service cars. Half a day's work was spent cutting a large mild steel block to length, enabling Ian Seymour to machine it down to make a new crossing block. The Museum's 'Butler' shaping machine has been working overtime to reduce the steel billet to the correct dimensions for the angled groove cutting to begin. Our ex-City Depot crane also proved very useful in lifting and positioning the steel block. Installation of the the new crossing began in late June, requiring Road 2 to be isolated also. Car 186 was swapped with car 1 in the new depot, allowing it to continue in traffic. Although reducing the number of cars available for traffic for the short period during which installation of the new crossing is carried out, cars 1 and 303 can still be driven out a short distance on Road 2 for display.

**Auto-Slide Display**

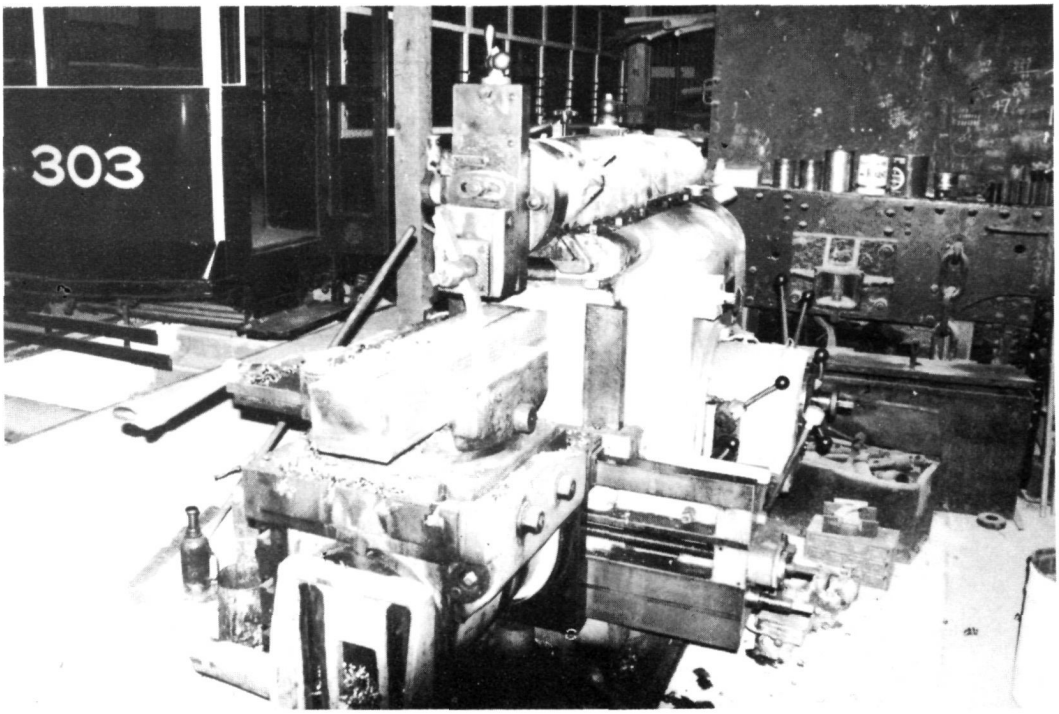
Following receipt of a grant of $5817.80 from the History Trust of SA, permanent auto-slide display equipment has been installed in the Display Gallery. Trevor Triplow had previously lent his own equipment to the Museum following the opening of the Display Gallery in March 1989. The automatic slide sequence which presents a history of Adelaide's trams, is very popular with the public. The small room which hides the projection equipment from public view is also being set up by John Radcliffe as an archival room.

**Annual General Meeting**

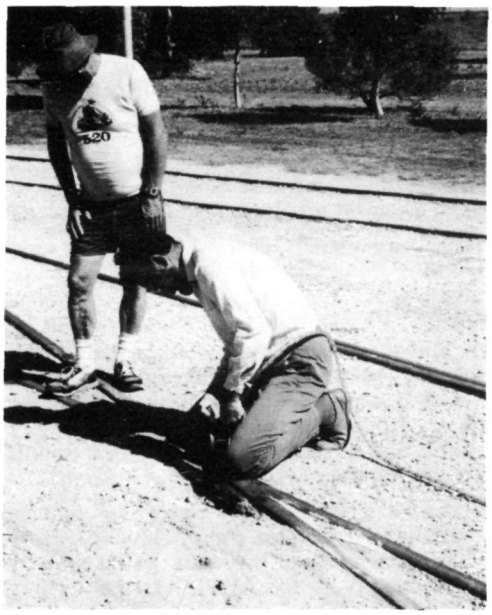
The 33rd Annual General Meeting was held on 27 May 1990, and the following officers were elected:

President — Colin Seymour; Vice-President — Paul Shillabeer; Secretary — Trevor Triplow; Treasurer — John Hoffmann; General Manager — Chris Dunbar; Operations Manager — Max Fenner; Rolling Stock Manager — Jack Pennack; Site & Safety Manager — Kym Smith; Track & Overhead Manager — Peter Perin.

Christopher Steele was re-elected for another 15 year term as Trustee. At 19, Kym Smith is the third generation of his family to take on an executive role with the AETM. Kym's mother Bev and grandfather Jim Burke have previously held committee positions with the Museum. The Meeting confirmed Honorary Life Membership to Lionel Lawson who retired last year from the position of superintendent Electrical Services




*The 'Butler' shaper cutting down the steel block to correct dimensions for matching grooves for the new Roads 2/3 crossover.* PAUL SHILLABEER



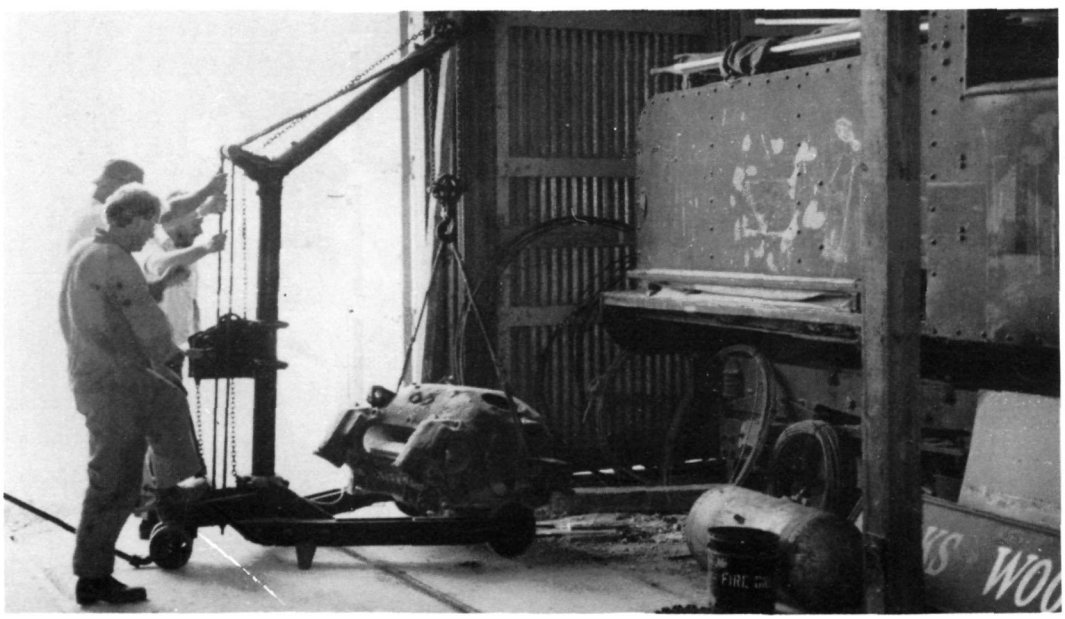
*Peter Letheby looks on as Jack Pennack grinds out the groove and reshapes the Roads 4/5/6 crossover at St Kilda to accommodate the larger flanges on the Bruxelles 21E truck wheels of car 186.* PAUL SHILLABEER

with the STA of SA. Over the years Lionel has been very helpful to the AETM, particularly in regard to electrical supply and overhead. Lionel is our third Honorary Life Member, all three being retired STA employees who have given the Museum invaluable assistance. Instead of the customary film/video presentation at the conclusion of the meeting, this year a Tramway Quiz was conducted — first prize being $50 worth of purchases from the Museum Book Shop! Member contestants took to the novel idea with great enthusiasm.

**Other News**

A trench is being dug from the Workshop to the Bodyshop shed via the Welding Shop to enable air and electrical services to be provided.

CSO gangs continue to remove the disused railway siding at Penfield near Salisbury for the AETM.



*Ian Seymour, Peter Letheby and Chris Dunbar use the AETM's morris crane to shift an ex-Ballarat GE 201 motor case (received as part of our ex-SEC spares allocation in 1971) from near the BHP electric locomotive in the workshop.*

PAUL SHILLABEER

# OUT OF THE PAST . . .

London Transport trolleybus 149 stands on the new turntable-traverser in the former London United Tramways' Hounslow tram depot. Partly rebuilt for trolley buses in this October 1935 photo, the depot was fully converted after route 657, Shepherds Bush to Hounslow, commenced on 27 October 1935. One of the smallest of London's 21 trolleybus depots, Hounslow (later renamed Isleworth) housed 37 vehicles and served only route 657. It remained in use until the final trolleybus closure and was not converted for motor bus use. Trolleybus 149 was one of the 52 vehicles of the C1 class. It was an AEC model 664T with English Electric equipment and a 70 seat Metro Cammell body. It was new in October 1935.

Trolleybuses were introduced in London by the London United Tramways on 16 May 1931 with the conversion of the tram route between Twickenham and Teddington. London Transport, upon its formation in 1933, instituted a complete tramway replacement policy and with only minor exceptions this was to be by trolleybus. World War II interrupted the programme and when resumed in the 1950's motor buses were used instead. The London system was by far the largest in the world with ultimately 1891 trolleybuses being used, all double deck and all but one on three axles. After the trams were disposed of, attention then turned to the trolleybuses and the last routes, which were also the first, closed on 8 May 1962.

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