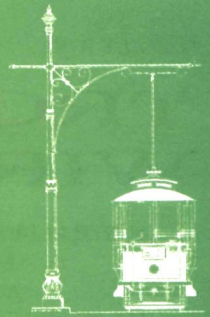


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THE PORT ADELAIDE TRAMWAYS 1879-1935

TROLLEY WIRE

AUSTRALIA'S TRAMWAY MUSEUM
MAGAZINE

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A timeless heritage scene at Glenelg as 351 (and partner) wait for departure in the sun opposite the Town Hall.

INGRID MAKOWSKI

FRONT COVER:

Three ex-Port Adelaide trams are in the AETM fleet at St Kilda. They are C type 186, B type 42 and G type Birney 303. Car 42 was converted to a combination car in 1917 and ran at Port Adelaide as an A2 type car.

KYM SMITH

BACK PAGE TOP:

Prototype Adelaide H1 car 381 at the St Kilda playground stop. It was built by J.A. Lawton, Adelaide in 1952 and last used in 1957.

T.J.S. TRIPLow

BACK PAGE BOTTOM:

Z3 class cars are replacing the ageing W cars as advertising cars. 1024 in advertising livery is seen in Swanston Walk in December 1994 as Z3 class 176, also in overall advertising livery, approaches the camera.

R.J. MARSH

THE PORT ADELAIDE TRAMWAYS 1879-1935

By Colin Seymour

Introduction

It is 60 years since the closure of the Port Adelaide electric tramway system in July 1935. This 6.72 mile tramway, which was isolated from the main Adelaide system, was unique for a number of reasons:

- * It was one of the few Australian tramways to use single truck trams exclusively for its entire life;
- * It was the first major Australian electric tramway to close;
- * Horse, steam and electric trams were used before eventually being replaced by trolley buses;
- * Some of its trams were never used on the parent Adelaide system.

Perhaps the most remarkable feature of this long gone tramway is that at least six of its trams survive in operating condition. This article takes a look at the history of the Port Adelaide tramways.

The Steam Tramway

Not long after Adelaide's first horse tram service commenced running to Kensington on 10 June 1878, the Port Adelaide, Queenstown, Alberton and Portland Estate Tramway Company Ltd was formed. A 2 1/4 mile line was constructed from the company's sheds at Albert Park along Port and Commercial Roads to the Black Diamond Corner (the corner of Commercial Road and St Vincent Street).

Railway type rails of 40lb per yard were laid to a gauge of 5ft 3in. (the only Adelaide tramway with this gauge). Much of the line was built on a slight embankment to avoid the surrounding swampy country. The depot was located on the Port Road between Murray and Glyde Streets. Track commenced at the depot and crossed the Port Road to what is now the southern side of the central plantation. Passing loops were laid at East Street (between Wellington and Melbourne Streets) and near Grand Junction Road. Construction was carried out by Michael Daly at a cost of about £2000.

A 10 horsepower steam motor, costing £100 was supplied by Merryweather of London. It had been specially constructed for the Paris Exhibition, where it won a prize. It was mounted on four wheels and was driven by two 6in. diameter cylinders of 14in. stroke. The boiler was horizontal, the firehole door being on the left side of the firebox. Its two tanks carried 100 gallons of water.

It arrived at Port Adelaide on the steamer "Cairnsmuir" on 2 April 1879. It was placed in working order at the depot by Thomas Gale, a former employee of Merryweather. Trials commenced on 15 May 1879. Two double deck passenger cars were constructed by the Adelaide firm of Duncan and Fraser at a cost of £320 each. They seated 20 passengers inside and 22 on the top deck, and were similar to the large double ended cars of the Adelaide and Suburban Tramway Company. The motor, which had been named "Eureka", had to have its funnel lengthened to carry smoke clear of the double deck passenger cars.

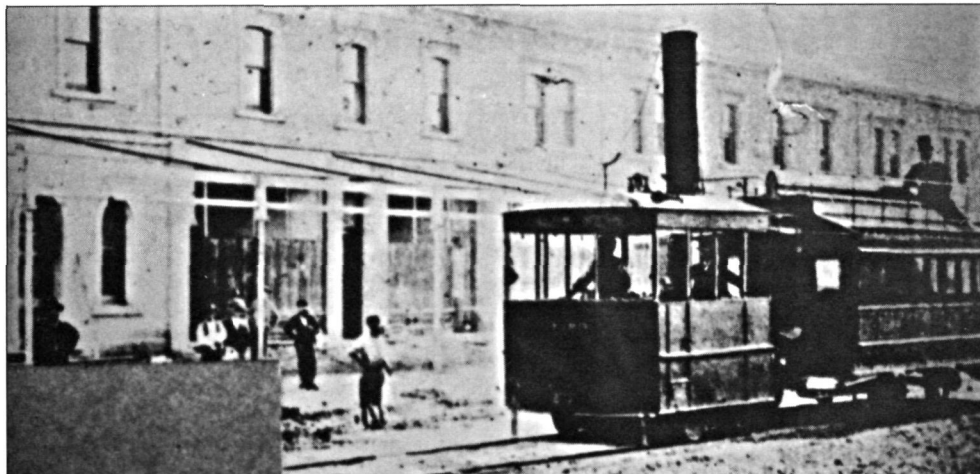
After the official opening on 22 May 1879, 120 guests were conveyed from the Black Diamond Corner to the Albert Park sheds in the two cars pulled by "Eureka". The journey took 8 1/2 minutes. The return journey was made in 9 minutes with one stop.

The regular service required 15 trips per day. One or both passenger cars were hauled as required, "Eureka" being driven by Mr Gale. The company intended to buy another steam motor, but never did so.

The Horse Tramway

Unfortunately, bad roads and flooded tracks caused problems with the steam motor, and the line was sold to William Cave and John Darling in 1881. In 1882 they replaced the steam motor with horses and sold it to the Glenelg Railway Company, who used it to haul a double deck passenger car purchased from the defunct Glenelg and South coast Tramway. Steam motor "Eureka" continued to operate on the Glenelg Railway until it was retired in 1900.

Use of horses enabled Messrs Cave and Darling to provide a more frequent service at busy times. This



necessitated the purchase of a third passenger car, a small single decker believed to be from the Glenelg, New Glenelg and Somerton Tramway. A top deck was later added to it.

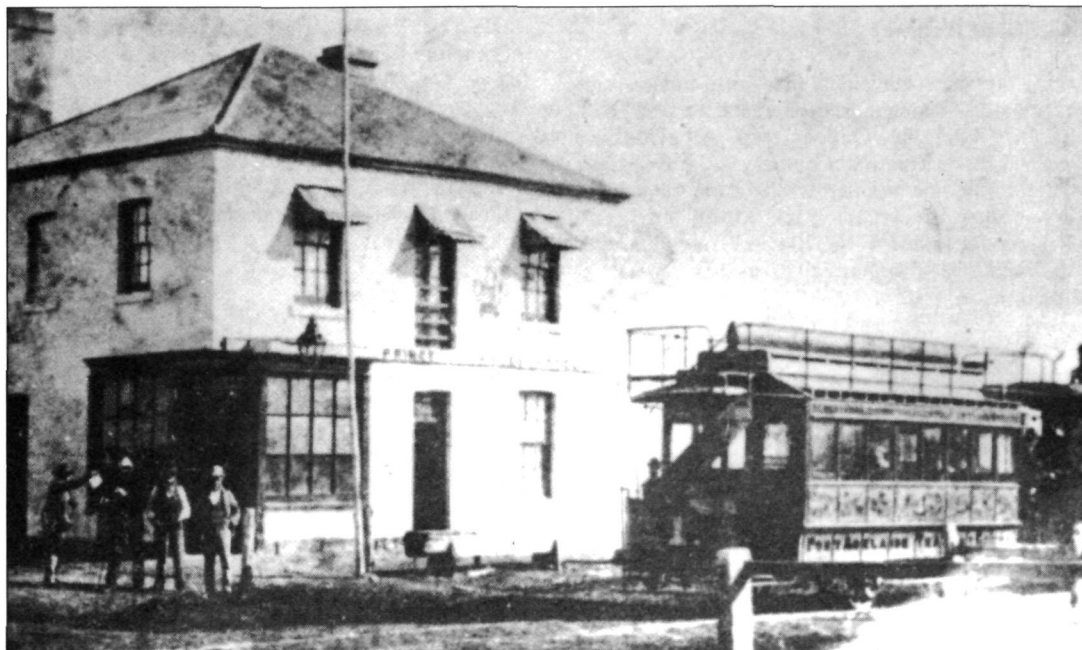
A further tram was purchased from the Strathalbyn, Goolwa and Victor harbor Tramway. However, its railway type wheels with wide treads and deep flanges made it unsuitable for street running, so it was converted to a waiting shed at the Albert Park terminus.

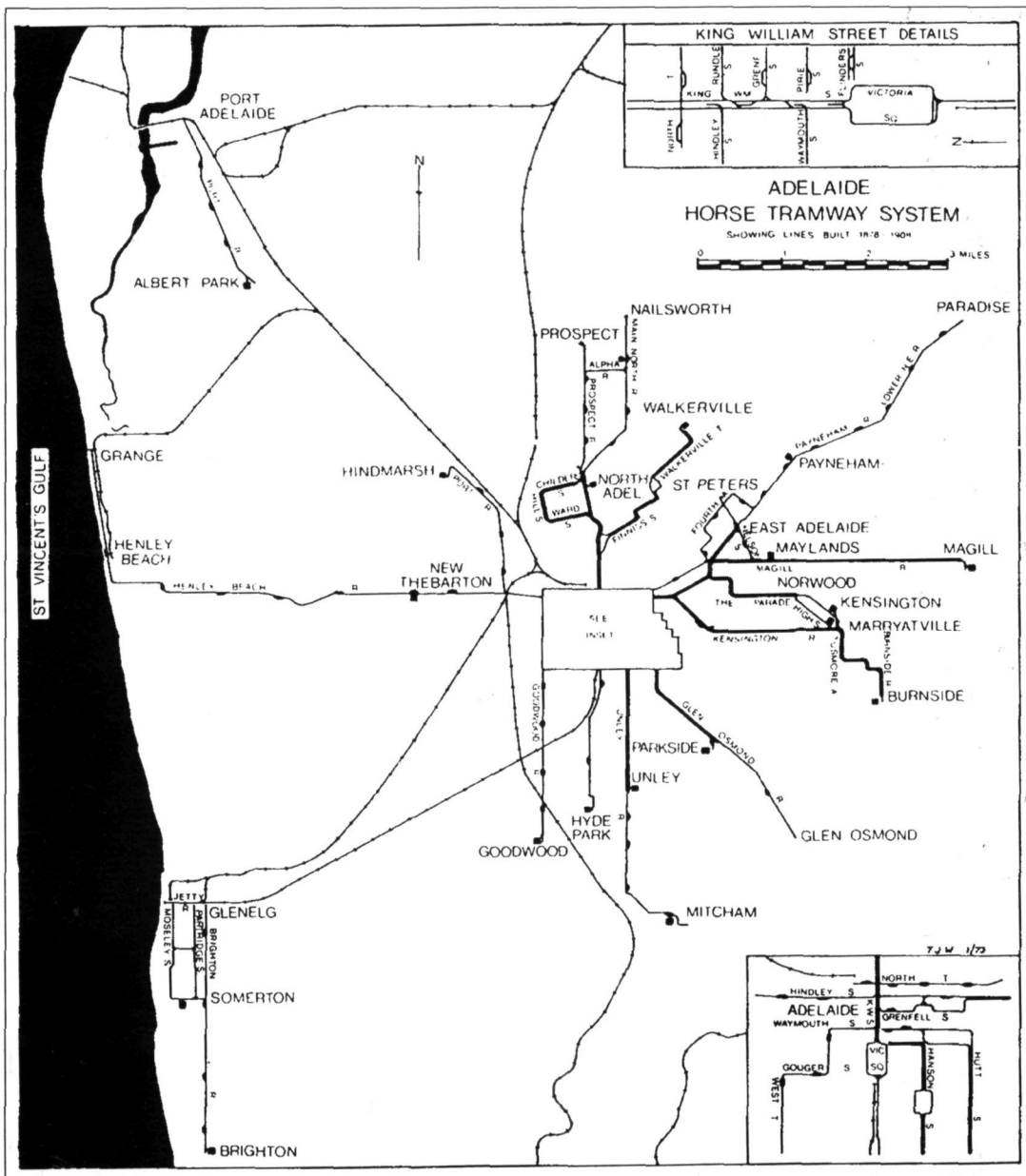
The Merryweather steam motor "Eureka" towing a "knifeboard" open top tramcar along Commercial Road, Port Adelaide towards Albert Park circa 1880. The buildings in the background are still there.

S.A. Archives

Steam motor "Eureka" can just be seen on the right hauling the trailer past the Prince of Wales Hotel, Queenstown, circa 1880.

S.A. Archives





A map showing Adelaide's horse tramway system. Double track loops are shown by heavy lines, single track by light lines, and depots by squares. T.J. Wilson

The tramway again changed hands, this time being purchased by a Mr G.L. Gardner. The Metropolitan Tramways Trust (MTT) house journal *Among Ourselves* reported in the March 1958 issue, the recollections of a Mr T.C. Davey, 80, who drove horse trams for Mr Gardner at the turn of the century. Mr Davey recalled that two tramcars, one single deck and one double deck were used. Six horses com-

prised the stable. Mr Davey and one other driver, with two boy conductors, comprised the entire staff. Only one car ran at a time except for the morning peak. The drivers did the 6.00am to 11.00pm stretch between them, and also mucked out the stables and fed and groomed the horses for 30 shillings weekly.

The trip between Black Diamond Corner and Albert Park took half an hour and cost 3d. The senior driver banked the takings and furnished returns to Mr Gardiner once a week.

Purchase by the MTT

Unlike the other suburban horse tramways, the Port Adelaide, Queenstown, Alberton and Portland Estate Tramway Co. Ltd was not purchased by the newly formed Municipal Tramways Trust on 5 February 1907. However, after the initial electrification of the Adelaide tramways during 1909-1911, the citizens of Port Adelaide became eager to replace their horsecars with the newer mode of transport. Accordingly, in 1912, the South Australian Parliament passed a Bill authorising the purchase of the tramway by the MTT for £4000. Purchase from Mr Gardner took place on 22 August 1913. One year later, work on the new Port Adelaide electric tramways was authorised.

Electrification

The first sod was turned on 2 November 1914 by J.H. Clouston Esq., Mayor of Port Adelaide. A silver spade commemorating the occasion was presented to the Mayor by Joseph Timms, the contractor. Timms commenced laying tracks from the Jervois Bridge through Port Adelaide to Albert Park and Rosewater. The Albert Park line was the first to be completed. Initially, horse cars were used over the new tracks, presumably former standard gauge cars from the main system. The service was actually extended from the Black Diamond Corner to the Jervois Bridge, about a 1/2 mile, from 1 May 1915. A half hourly service operated.

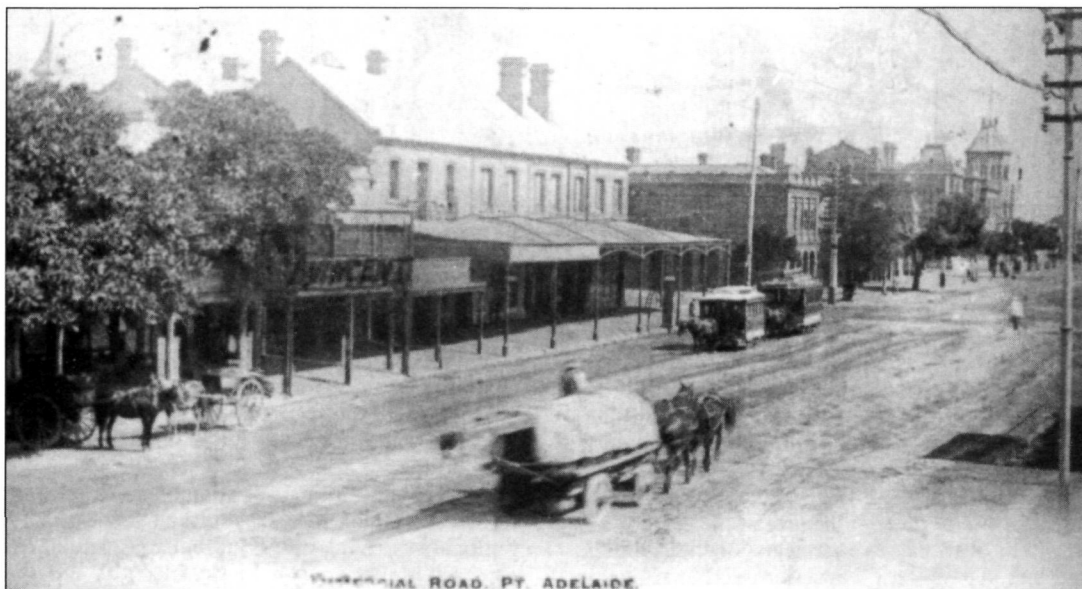
Although the work was handed over by the contractor in 1915, war time conditions resulted in many delays occurring. Port Adelaide Council expe-

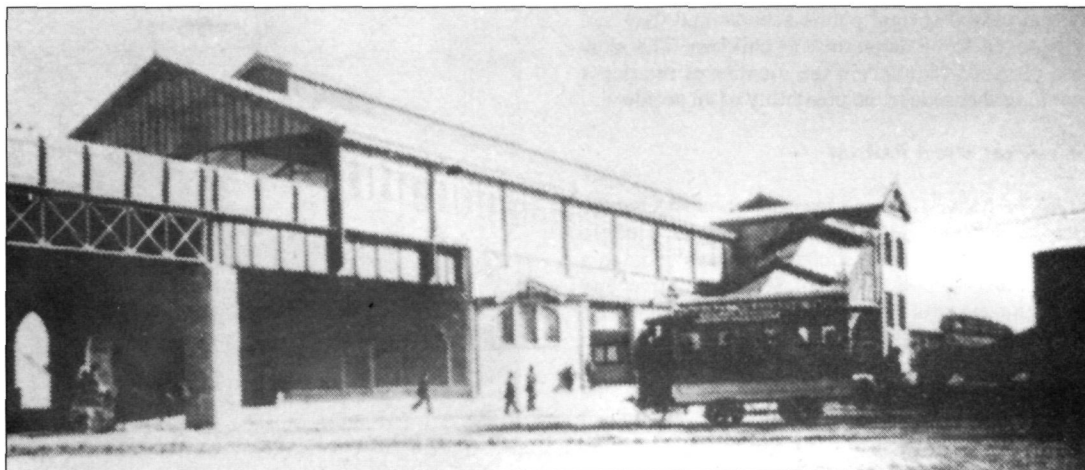
rienced severe difficulty in obtaining funds to reconstruct the roads adjacent to the tracks. Work was halted on several occasions. Property owners¹ refused to sanction the raising of money to build up the roads to rail level. Ultimately a 1 1/4d rate was granted, but this only covered work on the Albert Park and Rosewater lines. Again, property owners refused to allow the raising of further funds, either by special rate or loan, to complete the work on the Semaphore and Largs Bay routes. Eventually they agreed to the Council securing a loan of £12,000 in 1916 to enable reconstruction to be completed. While stressing the need to allow the Council to borrow the £12,000,² the MTT General Manager, Mr W.T.G. Goodman, stated that it was ultimately intended to connect Port Adelaide with the main Adelaide system.

By January 1917, construction work on the Semaphore and Largs Bay lines was completed. A new converter station, No.3, had been built to provide power from the MTT power house, which in fact was located at Port Adelaide. A contract for the construction of a new tram depot was let to J. King & Son of Hindmarsh early in 1916.³ The depot was situated on a block of land with a frontage to Port Road of 450ft, Grand junction Road 260ft, Torrens Road (now Coburg Road) 285ft and Alfred Street 460ft. It had six covered tracks and one outside track and could hold 34 cars. The western (Port Road) end of the carbarn had an enclosed wall while the east-

A single deck and a double deck horse car in Commercial Road, Port Adelaide, circa 1912.

Commercial Postcard





The Albert Park horse tram passes under the newly built railway overpass over Commercial Road, Port Adelaide during the period of MTT operation, circa 1916.

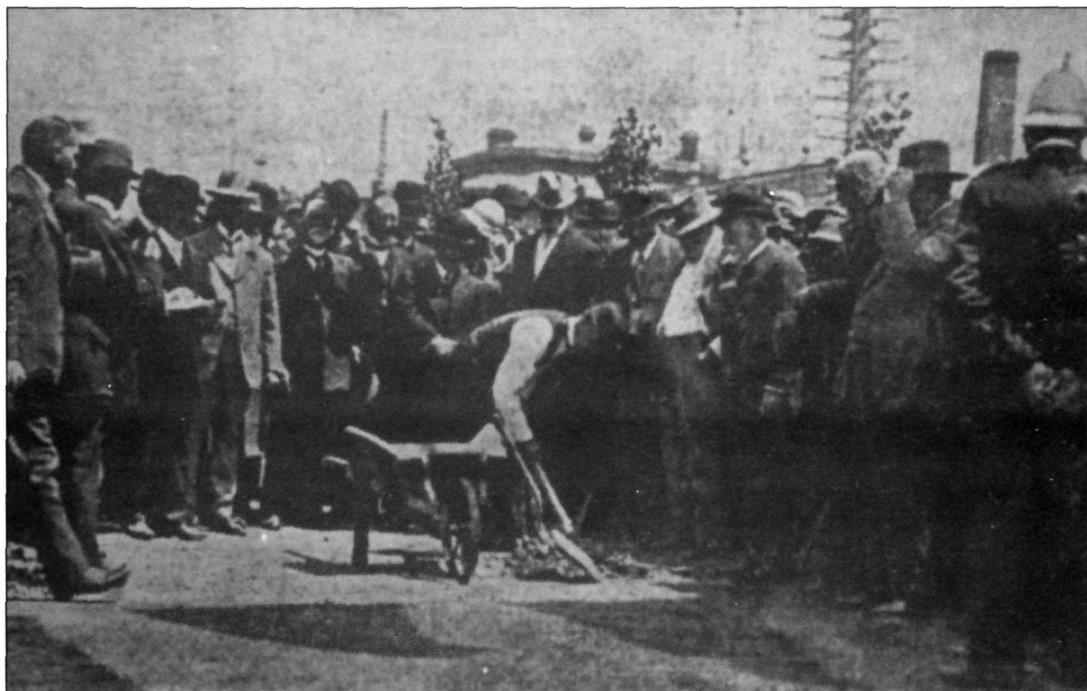
S.A Archives

The Mayor of Port Adelaide, J.H. Clouston, turning the first sod to commence construction of the Port Adelaide electric tramway, 2 November 1914, in St Vincent Street opposite the Town Hall.

STA

ern end was open and fitted with closing shutters. In addition, there was an auxiliary accommodation block which housed a workshop, general store, oil and paint store, club room, revenue office, strong room and toilets.

Cars entered the depot from Torrens Road after leaving Junction Road near the Port Adelaide State School,⁴ a factor which concerned the Port Adelaide City Council. When plans for the new depot were released, the council requested that the position of the depot be altered because of its danger to school children. In reply, MTT General Manager William Goodman stated that electric trams in the Adelaide



system passed several public schools and they had not proved to be dangerous to children. The slow rate of speed required in the vicinity of the depot would further reduce the possibility of an accident.

St Vincent Street Railway

Lack of finance for road reconstruction was not the only reason for the delay in opening the electric tramway. The South Australian Railways retained a goods line down the middle of St Vincent Street and over the Jervois Bridge across the Port River. Although road traffic used the bridge, it had been originally built principally as a railway bridge. A new railway bridge had, however, been built over the river a short distance to the south. An overpass had also been constructed to carry the railway over the Port Road and the Albert Park tramline to the new river bridge. Passenger trains began using the new line in 1915.

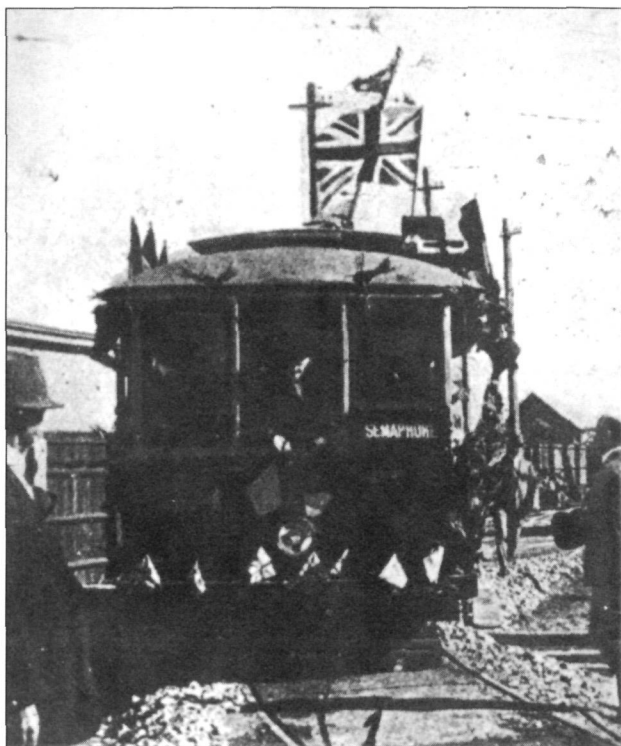
The Port Adelaide City Council had protested for the complete removal of the old line from St Vincent Street on many occasions.⁵ On 11 December 1916, Mr Goodman had asked the council to urge the Railway Commissioner to move the line 13ft to the north to permit the MTT to lay a double tram track in St Vincent Street. A single truck tram track was constructed as an interim measure to allow electric services to commence in April 1917.

Much to the disgust of the council and residents, the railway was not removed, but was slewed 13ft northwards as suggested by Mr Goodman, in June 1917, two months after the opening, to make room for the second tram track. It was not until 1923 that the railway was removed from St Vincent Street.

The Official Opening

A trial run was made at midnight on Saturday, 31 March 1917 over the three routes ready for opening - Albert Park, Semaphore and Rosewater.⁶ Although the line to Largs Bay had been completed, the MTT had not been able to secure the right to cross the South Australian Railways' Semaphore line at Exeter.

The Port Adelaide electric tramways were inaugurated on Tuesday, 3 April 1917 when the Mayoress of Port Adelaide, Mrs J. Sweeney officially opened the Albert Park, Semaphore and Rosewater lines.⁷ Guests assembled at the new depot at 3.00pm and boarded a convoy of three combination trams. The official tram, No.97, was suitably decorated with wheat sheaves and poppies, and was driven by Mrs Sweeney with assistance from Mr Goodman. Mrs Sweeney cut a ribbon across the depot gates amid cheers from the large crowd of spectators. A silver



A type 97 about to leave Port Depot on the first official trip, 3 April 1917, driven by the Mayoress of Port Adelaide, Mrs J. Sweeney. In 1917, car 97 would have been called a combination car; the alphabetical classification system was introduced in the 1920s.

STA

pair of sissors had been purchased by the Retail Traders Association for the occasion.

The cars passed along Commercial Road and St Vincent Street at a slow pace, cheered by thousands of spectators lined up on both sides of the track, and then travelled to Semaphore, Albert Park and Rosewater. Many school children held streamers across the tracks and cheered loudly as the leading car broke them. The Retail Traders Association had organised the streets and business houses to be decorated with bunting. The cars returned to St Vincent Street where congratulatory speeches were delivered at the Town hall from 4.20pm. The public service commenced at 5.00pm as had been promised in the press.



Car 97 is turning from Commercial Road into St Vincent Street for the official opening of the Semaphore section of the Port Adelaide system, 3 April 1917. Note the destination box, in which the aperture has been painted out. Later cars had new fronts for the boxes, with the small glass window almost always at the bottom of the metal mask.

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Under the heading "Railway Bungling", the newspapers accused the Railway authorities of marring the occasion by allowing a locomotive with 30 heavily laden trucks to proceed through the dense crowd in St Vincent Street shortly after 3.00pm. "...the people of Port Adelaide will now be more determined than ever to secure the removal of the unsightly and dangerous trains from the streets."

Some of the more interesting comments made during the ceremony and by the press were:

"Port Adelaide possessed an electric car system unsurpassed in Australia" - Alderman Clouston.

"The prosperity of Port Adelaide and Semaphore would be of such a character that the system would quickly require extension" - H. Jackson, Minister for Public Works.

"It would not be long before Hindmarsh and Port Adelaide would be connected" - R. Cruickshank, Tramways Trust member.

"Eventually the whole Port Adelaide system will,

without doubt, become part of a greater scheme for only an additional 2 1/4 miles of track is necessary to link up the Albert Park terminus with the Hindmarsh terminus" - Daily Herald.

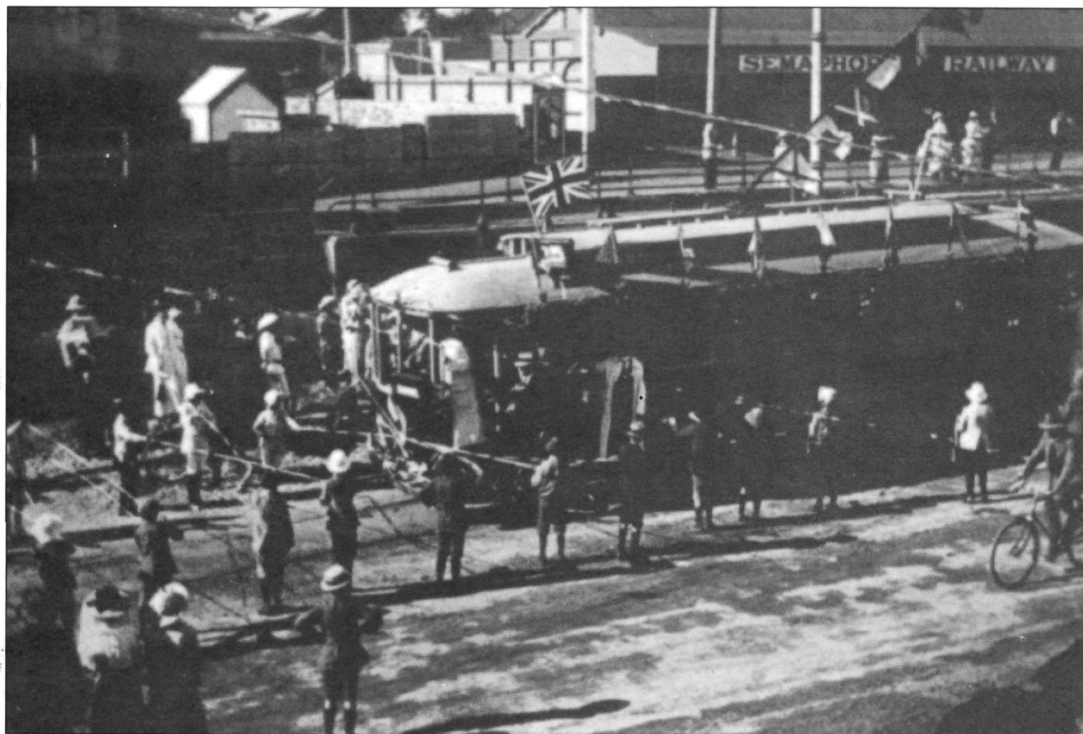
The Largs line

Following the official opening, the dispute with the SAR continued. The Railways Commissioner would not allow the use of the Ring Street level crossing at Exeter. The SAR had always wanted an overhead bridge for the trams, but neither the MTT nor the local residents agreed with this. In January 1917, a deputation of residents told the Port Adelaide Council⁸ that the bridge would be unsightly and an inconvenience to local business people. Mr Goodman claimed that an overpass would cost the Trust £18,000.

Another reason that the MTT would have been reluctant to build a bridge was the prospect of eventual removal of the railway line from Semaphore Road, obviating the need for a bridge altogether. Reporting on the issue, *The Advertiser* commented:

"It is contended however, that it is a matter of time when the out of date method of running a heavy train through a main artery such as Semaphore Road, will have to be altered."

It is interesting to note that the railway line was finally removed from Semaphore Road - but in 1981! The passenger service ceased in 1978.



Car 97 arriving at Semaphore terminus on opening day, 3 April 1917. Note the lack of side destination signs.

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The service finally commenced six weeks later, on 15 May 1917. One tram was allowed over the crossing each day and operated a service in isolation between the crossing and Largs. Passengers were required to walk over the railway line to another tram on the Port Adelaide side of the line. Temporary portable horse tram crossovers were installed on either side to enable trams to return to their respective destinations. The MTT soon tired of this inconvenient arrangement, and began running a full service over the crossing on 28 May 1917, without the consent of the Railway Commissioner. Two days later, at 11.21am, a railway gangers' trolley arrived at the crossing loaded with sleepers and red

The display case containing the scissors used by Mrs Sweeney along with a piece of the cut ribbon used to inaugurate the Port Adelaide electric system in 1917 has been donated to the AETM by a descendant. The inscription on the sterling silver plate says "Presented to Mrs. J. Sweeney, Mayoress, Opening of electric car system, Port Adelaide. P.A. Retail Traders Assocn. 3/4/17".

JOHN RADCLIFFE





The large crowd in St Vincent Street watch the first electric car 97 en route to Albert Park on 3 April 1917.

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flags. Burly gangers threatened to dump sleepers on the tramway tracks, blocking the passage of trams over the railway line. At 10.30am on the following day, a truce was arranged and trams could operate over the crossing on the condition that the MTT pay for the erection and operation of a signal box.⁹ The MTT agreed to provide a flagman until the signal box was built.

Tram Routes and Services

The four routes commenced from the Black Diamond Corner and were as follows:

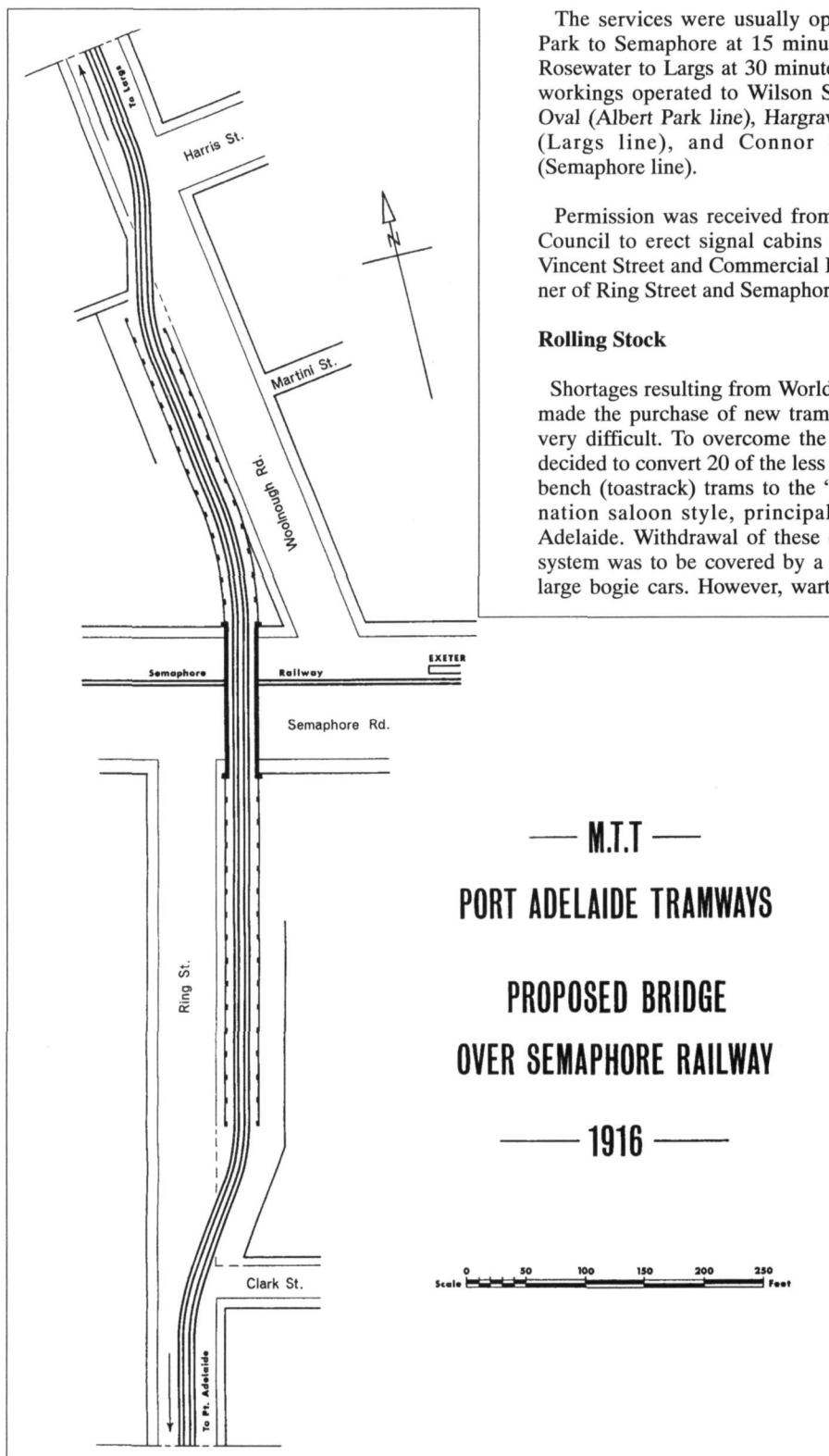
Albert Park (2 1/4 miles) : Double track, Commercial Road to Wellington Street, then single track on the Port Road reservation (eastern side), with loops at Wilson Street (Queenstown), Young Street, and Old Port Road, terminating at High Street.

Rosewater (1 1/4 miles) : Leaving Albert Park route at Coburg Road (Port Depot Corner), and then becoming single track on Grand junction Road, with a passing loop at Buxton street to terminate at the railway crossing at Rosewater.

Semaphore (2 miles) : All eventually double track via St Vincent Street, Jervois Bridge, Hart Street, Military Road and Semaphore Road, terminating at The Esplanade. A short single track to hold three cars was situated in The Espanade.

Largs (2 3/4 miles) : Leaving Semaphore route at Swan Terrace, then double track via Ring Street, crossing the Semaphore railway to Woolnough Road, then single track via Military and Jetty Roads to The Esplanade, with loops at Hargrave Street (Woolnough Loop) and Musgrave Street (Jemima Loop).

The double track along St Vincent Street was opened on 22 December 1917,¹⁰ and cars commenced using double track over the Jervois Bridge on 12 April 1918. A new passing loop was added to the Rosewater route at Grey Street in 1923.¹¹ Cars began using it on 21 December 1923.



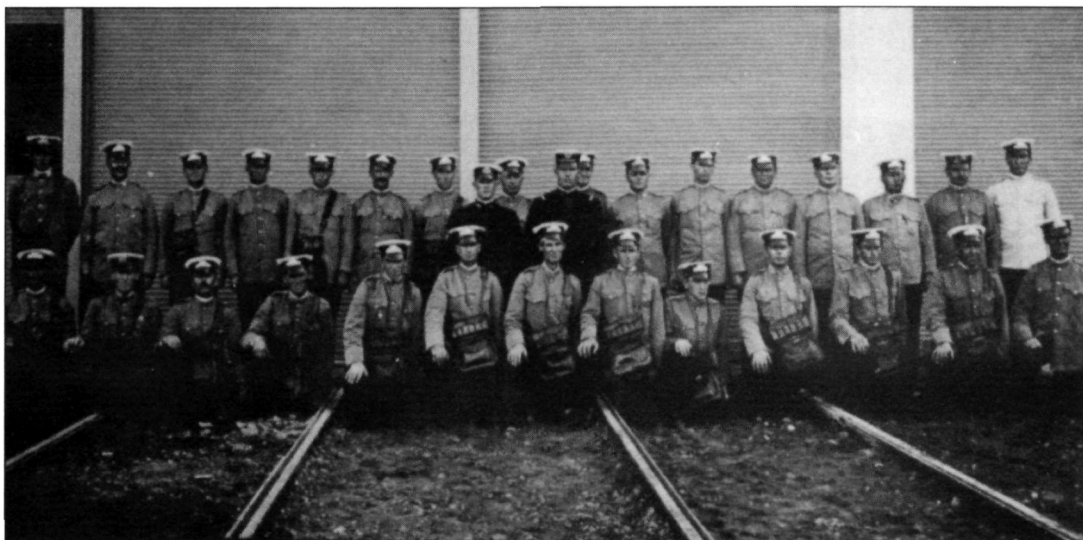
The services were usually operated from Albert Park to Semaphore at 15 minute frequencies, and Rosewater to Largs at 30 minute frequencies. Short workings operated to Wilson Street and Alberton Oval (Albert Park line), Hargrave Street, Peterhead (Largs line), and Connor Street, Glanville (Semaphore line).

Permission was received from the Port Adelaide Council to erect signal cabins at the corner of St Vincent Street and Commercial Road and at the corner of Ring Street and Semaphore Road.¹²

Rolling Stock

Shortages resulting from World War I (1914-1918) made the purchase of new trams for Port Adelaide very difficult. To overcome the problem, the MTT decided to convert 20 of the less popular open cross-bench (toastrack) trams to the "California" combination saloon style, principally for use at Port Adelaide. Withdrawal of these cars from the main system was to be covered by a planned fleet of 50 large bogie cars. However, wartime material short-

Map:
F.B. Andrews



Port Adelaide traffic staff in front of the new tram barn on 2 April 1917, the day prior to the official opening. Note that most of the staff are wearing lightweight buff jackets (summer uniform). The older style "cigar band" hat badges were still in use (they were last used in the 1930s). The conductors' bags are the early type with punches above them. Staff in dark uniforms in the centre are the dispatcher and marshall (wearing epaulettes). The depot exit tracks have not yet been properly paved.

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ages had delayed construction, so as an interim measure, 20 "replacement" trams were built to the off-the-shelf, but obsolete "California" combination design. Designated "straight roof" combination cars (later type C) and numbered 171-190, they entered service on the main system in 1918-1919.

Toastrack cars 41-43 were rebuilt by Duncan and Fraser at Hackney Workshops in 1917 while cars 44-60 were rebuilt at Duncan and Fraser's workshops. (It is possible that No.45 may have also been rebuilt at Hackney). Cars 41-43 had heavily riveted straight sided centre saloons with three large windows on each side, and were classified as "straight side" combination (later type A2) cars. They became known as "tank" cars because of their resemblance to World War I army tanks. Cars 44-60 were converted to a similar design to the MTT's existing "California" combination cars (later type A) with five saloon windows on each side, but without the drop ends. They were classified as "straight floor" combination cars (later type A1). Hale & Kilburn fixed rattan seating was used in the saloons, except on car 44, which received longitudinal wooden seats. As on all the other cars, the normal service

brake on these 20 "new" trams was the handbrake. They were also fitted with magnetic track brakes.

As the rebuilt trams were not fully completed for the opening, six of the original combination cars (type A) were temporarily allocated to Port Depot. Other allocations included the three straight sided cars (type A2) 41-43, unconverted toastrack (type B) tram No.40, sprinkler car S-2, a horse-drawn tower wagon and a tip dray. Generally only about a dozen cars were kept at the depot for the first few years. Transfers to and from the main system were carried out by a jinker (a trailer hauled by a motor truck). Trams were loaded and unloaded at Hindmarsh on the main system, which at the time was the nearest transfer point. When this line was extended to Findon in 1923, transfers took place there.

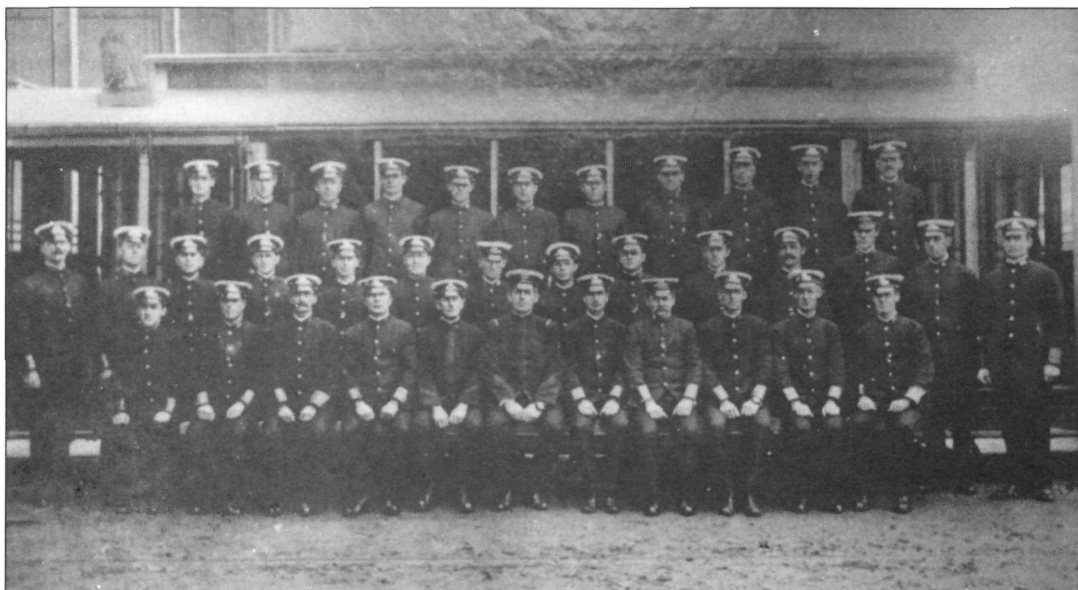
Mr Fred Benton, a fitter at Port Depot, recalled in *Among Ourselves*, September 1953, that it took a day at Port Depot to jack the trams sideways on or off the jinker. Eventually a ramp was built and the cars were loaded and unloaded in half the time.

Route Numbers

On 20 May 1917, the MTT replaced its coloured destination symbols on trams with separate route number boxes. Numbers assigned to the Port Adelaide lines were:

- 24 Largs;
- 25 Semaphore;
- 26 Rosewater;
- 27 Albert Park;
- 28 Port Adelaide.

Settling Down



Following the opening, there were some initial complaints about fares and sections.¹³ Glanville residents felt that the fare section ending at Connor Street on the Semaphore line should be extended to Carlisle Street. Ending the fare section at Connor Street meant that they had to pay 2d to travel to the Port Adelaide railway station instead of the single fare section fare of 1d. Largs Bay residents expressed dissatisfaction at having to pay 3d to Port Adelaide compared with 2d from Semaphore.¹⁴

Not long after the opening, Councilor Ellis enquired whether the dust created by the electric cars in Semaphore and Glanville was injurious to health, and whether it was advisable to have the tram routes tar dressed.¹⁵ Council Health Officer, Dr Bollen replied "that dust was responsible for a lot of disease in the city, and like motor cars, the electric cars created clouds of dust as they sped on their way through the various streets. Tar dressing was the best way to combat the dust nuisance." No doubt sprinkler car S-2 had been sent to Port Adelaide for this very reason.

It seems that the reclaiming of swamp lands on both sides of Hart Street, Glanville was giving commuters an unpleasant ride.¹⁶ Passengers "had strong cause for complaint concerning the objectionable stench arising from the vast expanses of stagnant water."

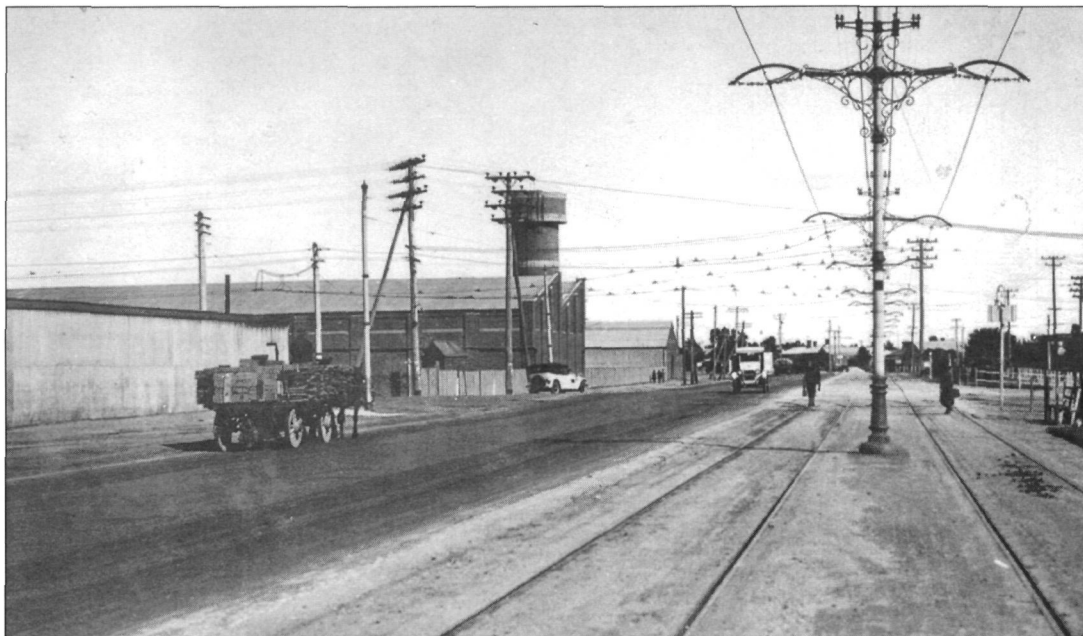
In May 1917, MTT General Manager William Goodman complained to the Port Adelaide Council that the Town Hall clock was inaccurate and misleading the crews!¹⁷

The Port Adelaide staff pose in front of one of the A type cars used to open the system in 1917 until the arrival of the A1 type cars. Unlike this tram, the A1s had straight letterboards above the saloon windows. The staff are in winter uniform, the marshall being seated in the centre of the front row.

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Easter holiday traffic came well up to expectations, leading the MTT to believe that the service would prove a paying proposition.¹⁸ The total number of passengers carried at Port Adelaide during Easter 1917 was 44,705, bringing in revenue of £293. Special services were also required on Christmas Day.¹⁹ In 1919, a half hourly service was provided on all routes until 2.00pm on Christmas Day, after which a special service was cut in until 11.05pm. As well as the weekend attractions of the beachside lines to Semaphore and Largs, the Albert Park route was no doubt busy on Sunday afternoons, because, like many tram lines, it terminated at the local cemetery (Cheltenham). In fact, an internal MTT route map of the time actually described it as the "Cheltenham" line!

In June 1917, Mr F.H. Sinclair S.M. fined Thomas Roy Scott of Rosewater £2 at the Port Adelaide Police Court for using indecent language against track cleaning men.²⁰ Mr O'Halloran, for the informant, the MTT, stated that men drove horse drawn vehicles along the tram tracks and expected the trackmen to cease work and get out of the way. If the trackmen refused, the men used filthy language.



The tram tracks in Commercial Road just north of Grand Junction Road corner, circa 1920. The Port Depot is the sawtooth structure in front of the water tower. Note the horse dray and motor truck.

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It took time for members of the public to adjust to the speed of the electric trams, and several accidents occurred. The first accident reported as at the intersection of Hart Street and Jervois Bridge, when a dray ran into a tram travelling to Semaphore.²¹ Both vehicles received minor damage. The second accident involved a two-horse trolley and a Semaphore-bound tram in Commercial Road. A pole penetrated the front of the tram, narrowly missing the motorman, and the tram had to be returned to the depot. Mr D. Carvan, a blacksmith of Alberton, collided with a tram in Commercial Road while riding a bicycle and sustained a severe scalp wound.²²

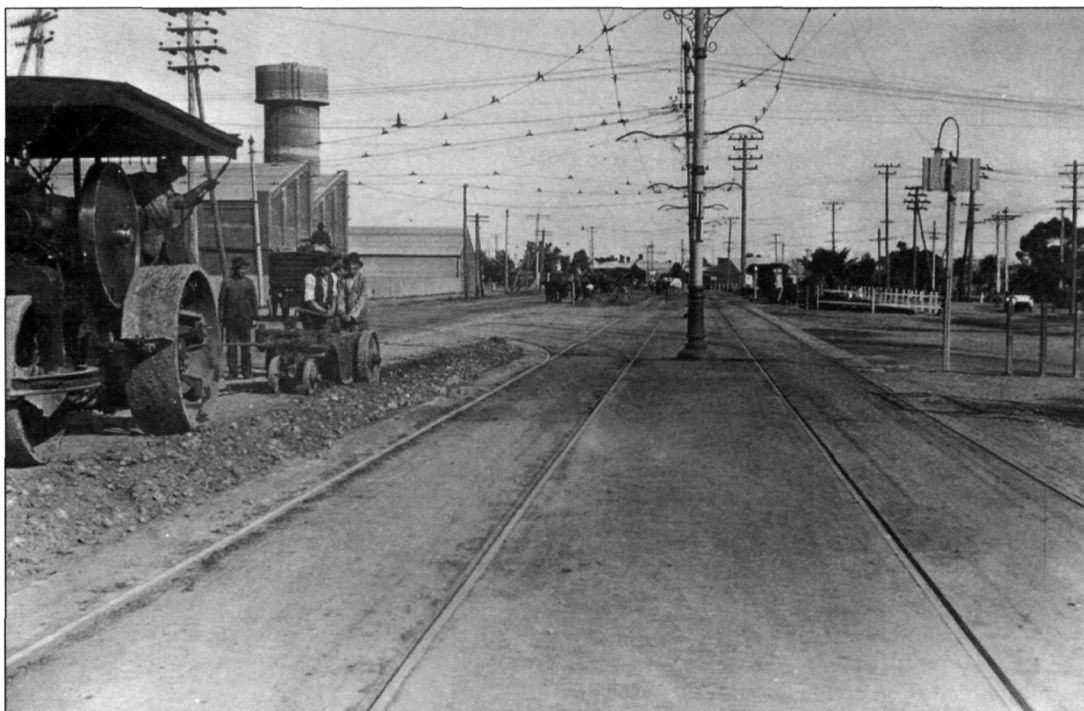
On 8 June 1917, Thomas Low Lindsay was killed after falling from a tram at Grand Junction Road. Bertie Horrace Peglar, who was in charge of electric car No.43 from Rosewater to Port Adelaide at 8.00 on Friday evening, said Lindsay entered on the wrong side under the barrier. "He appeared to be under the influence of drink." Leonard F. Harris said he got into the car at the same place as Lindsay. "While the conductor was in the saloon, Lindsay seemed to take a step towards the left side of the car, which gave a little bit of a lurch, and the man went straight out on his head."

The Exeter Railway Crossing

Following the initial troubles upon the opening of the Largs line, the Exeter railway crossing signal box was brought into use on 20 August 1917, replacing the MTT flagman. A signalman would cut off power to the tram wires over the crossing whenever a train approached, preventing trams from proceeding over the railway tracks. SAR Weekly Notice 33/17 of 20 August 1917 stated, "The signal cabin which is situated nearly opposite Exeter Station at the corner of Semaphore Road and Ring Street, will be opened at 11.00am on Monday August 20th 1917, at which time Winter's Absolute Block Working will be established between Glanville and Exeter Cabin, and between Exeter Cabin and Semaphore, instead of at present between Glanville and Semaphore."

"No.3 lever when at normal, brings the catchpoints on both Up and Down tramway lines into operation, also cuts out the electric current from both tramway trolley wires."

Shortly after, on 9 September 1917, a tram happened to be using the crossing when the power was cut off. The tram remained stranded on the line and a major accident was narrowly avoided. Not surprisingly the cut-off switches were removed. The SAR Weekly Notice 20/18 of 20 May 1918 stated: "Two additional signals have been introduced on the Tram Line (one at each catchpoint), working in con-



junction with the same for the purposes of giving the signalman the option of holding back any tramcar until he is in a position to pass it over the main line.”

The Tramways Band

In 1918, the Port Adelaide Council requested that the MTT would erect a bandstand at Semaphore to enable the Tramways Band to perform regular concerts for the citizens of Port Adelaide. The band had been formed in 1909 and played an important part in Adelaide’s cultural life by giving regular concerts at Kensington and Henley Beach in bandstands erected by the MTT. The band usually travelled to concerts in the open crossbench tramcars. “Toastrack No.40 had been sent to Port Adelaide for such concerts, but no progress had been made with the erection of a bandstand. In reply to the request,²³ the MTT stated that concerts would be arranged as soon as there appeared to be a possibility of increasing the tramway revenue, which was the only reason for giving such concerts.

On 22 January 1919, it was announced that the MTT would build a new bandstand at Semaphore.²⁴ “It will be a replica of that at Kensington Gardens and somewhat similar to the Henley Beach stand.”

The bandstand was officially opened on 15 December 1919.²⁵ Special tram services were run, resulting in a large crowd attending. The Hindmarsh

Roadworks at Grand junction Road corner, circa 1920. The tracks to Rosewater and the depot can be seen branching from the centre to the left. Single arm brackets are visible for some distance on the Albert Park route.

STA

Brass Band also played at the new bandstand on some Sunday evenings.²⁶ The MTT advertised a special service of cars to the concerts.

Few performances were given by the Tramways Band, however, when it was discovered that many listeners travelled to the concerts by train! Attempts to encourage the SAR to contribute to the cost of the concerts were unsuccessful. After complaints from the Port Adelaide Council in 1921 about the non-appearance of the band at the Semaphore Bandstand during the summer months,²⁷ the MTT stated that “The band is run as a business and is employed throughout the summer season at Henley Beach, where it is possible to cater for a large assemblage,” most of which came by tram. By 1925, the Tramways Band no longer attracted many tramway passengers and was disbanded.

The Jervois Bridge

One of the major operational problems for the Port Adelaide Tramways was the Jervois swing-bridge, built in 1878.²⁸ This bridge carried trams, trains and other traffic from St Vincent Street, Port Adelaide across the Port River to Semaphore. The Largs trams also used the bridge. When the lines were first built, no electric wiring was actually fitted to the bridge. Much to the delight of young passengers, trams would gather full speed when approaching the bridge. The conductor pulled down the trolley pole until the tram reached the other side. He would deftly place the pole back on the wire.

The failure of the swinging span to close correctly after allowing ships to pass through, disrupted traffic on many occasions. This occurred more in the hot weather, when the rails on the bridge could not be made to line up with those on the approaches. When this occurred, trams ran only to each side of the bridge, passengers having to walk across to the other side.

The 1920s

Services were severely curtailed during a coal shortage from February 1920.²⁹ Trams ran only from 7.00am to 9.00am and 4.00pm to 6.30pm (11.00pm Fridays). Saturday services ceased at 1.30pm while the Sunday service was suspended completely. Similar cuts occurred on the main sys-

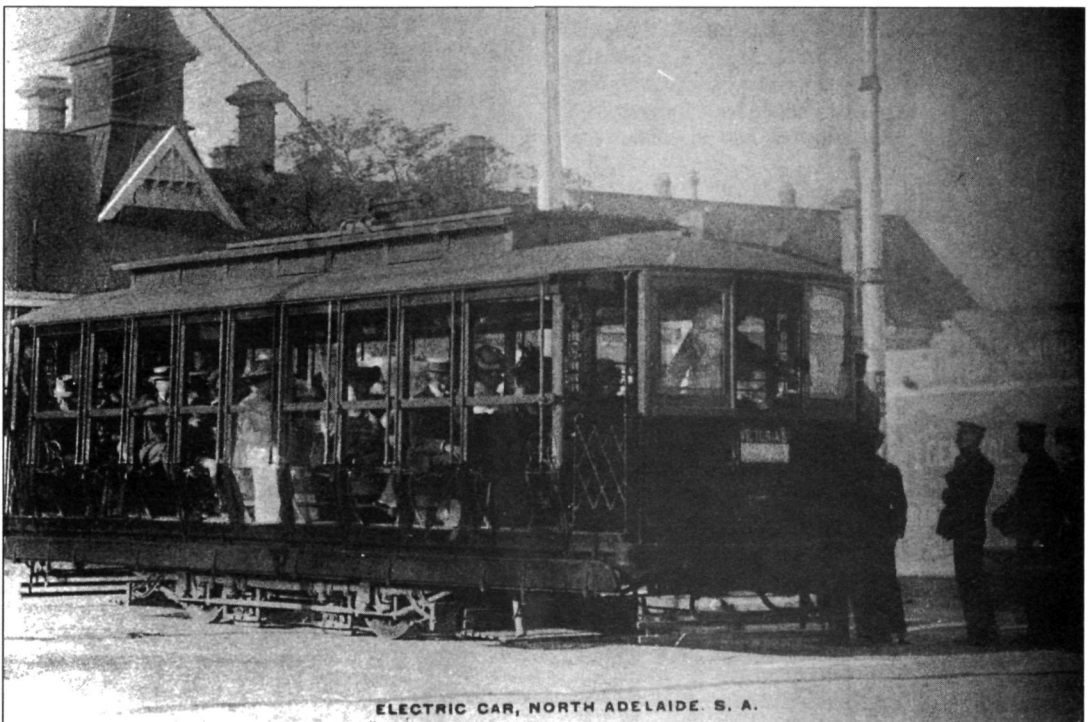
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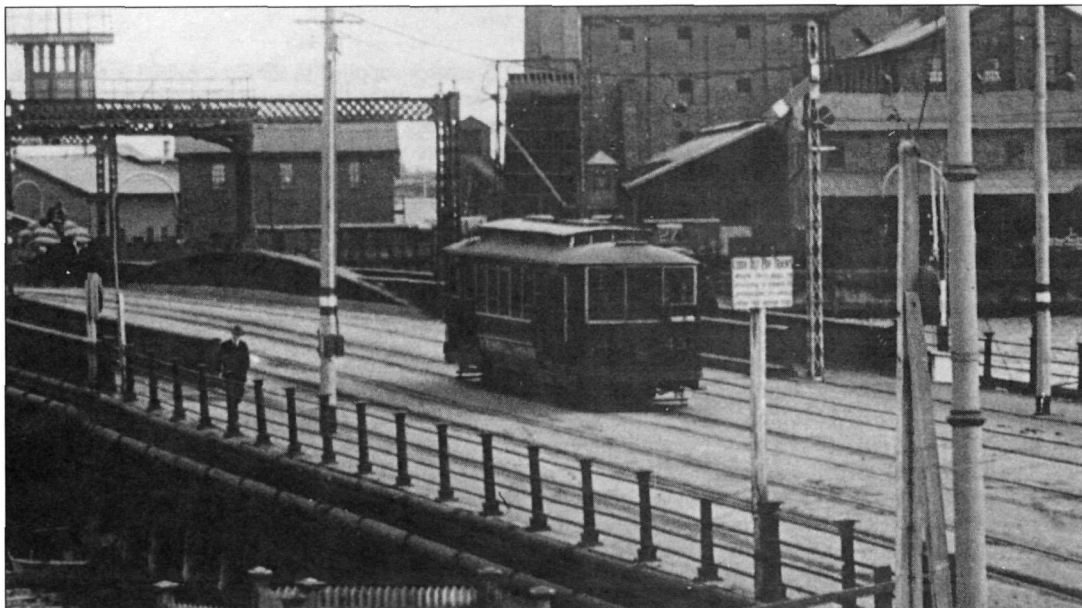
Statistics supplied to the Port Adelaide Council in February 1921³⁰ showed 12 cars at Port Depot (indicating that not all 17 straight floor (A1 type) cars were used at Port Adelaide at any one time). Eleven cars were required for the daily service. Average speed maintained was 8.183 miles per hour. The system comprised 10.98 miles of single track and 3.26 miles of double track. Total number of passengers carried for the previous year was 2,854,135. The tramway served an estimated population of 17,000 and employed 53 staff. Total revenue for the year was £24,805. Average fare was 2.053d. Excess revenue over operating expenses was £5,897.

At this time the Port Adelaide Council began to complain about the use of high step cars on the Port Adelaide system (as the trams were rebuilds of toas-tracks, there were no drop ends).³¹ The Council

An A2 type tram heads towards Port Adelaide along Commercial Road. The Exywalkin store, a prominent Port Adelaide landmark, can be seen to the left of the tram, circa 1920.

STA





An A1 type tram crosses the Jervois Bridge into St Vincent Street en route to Albert Park, circa 1920. Note the three sets of tracks. The railway line was removed in 1923.

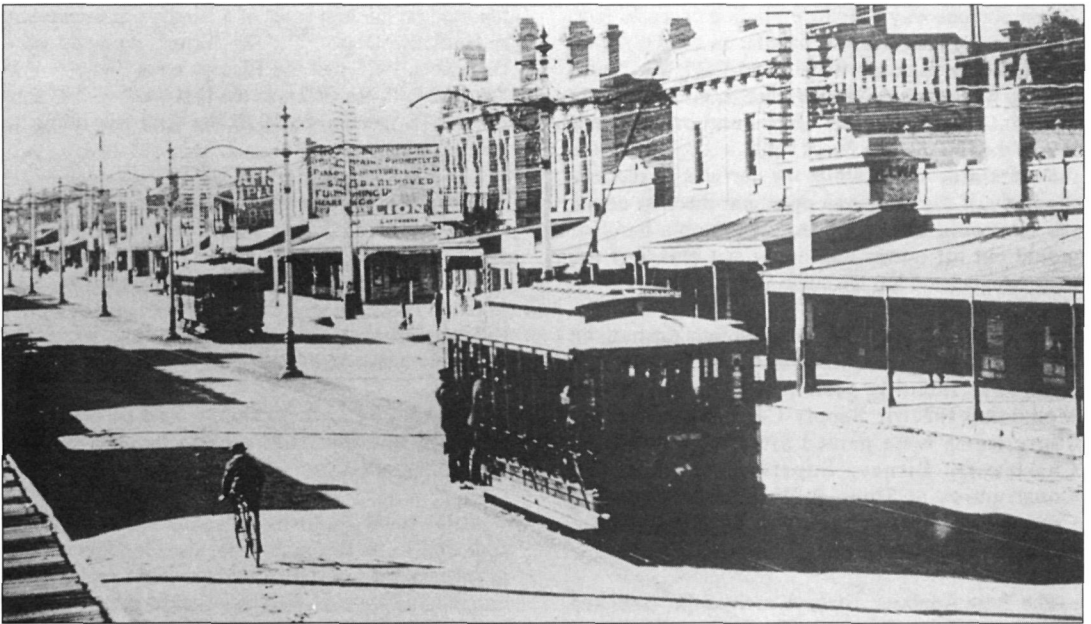
STA

expressed concern that these cars were being substituted for cars in use when the system commenced. This had always been the intention of the MTT - the use of standard combination trams had been a temporary measure pending delivery of the straight floor rebuilds. An initial reply from the Trust stated that the low step cars had been withdrawn for repairs, and if possible those previously used would be returned! After further complaints from the Council, Mr Goodman stated that "the old type combination cars cost £1,100 and the converted cars £1,295. The rolling stock had to be distributed to meet the requirements of both systems, and in connection

A C type tram is stranded as its passengers walk across the Jervois after the swinging span failed to close correctly, 24 April 1933. The caption with this Advertiser photo said "Tram traffic was dislocated on Jervois Bridge, Port Adelaide, yesterday when the mechanism failed, and the tramlines could not be rejoined after a ketch had passed underneath". The tram appears to be displaying route no. "1". This was probably used for cars connecting with City bound buses at Albert Park.

Advertiser 25/4/33





Another view of toastrack tram no. 40 in O'Connell Street, North Adelaide before its transfer to Port Adelaide.

J RADCLIFFE Collection

with the Port Adelaide system, owing to the very heavy loss incurred in its operation, it was essential that the rolling stock which cost the least to maintain should be confined to the district." The high step cars remained at Port Adelaide, although conventional combination (A type) trams were used from time to time.

Some connections with trains to Adelaide were also a problem.³² Passengers from Largs wishing to connect with the 10:27am train to Adelaide at Exeter Station "have the mortification of arriving at Semaphore Road just in time to see the train leaving." The MTT subsequently altered the tram departure time from Largs from 10:21am to 10:19am.

In the Civil Court, the MTT was being sued by Beatrice Ellen Fuller of Ottaway who claimed that she sustained injuries through a barrier rail falling on her head when she alighted from a tram at the Rosewater terminus.³³ The jury listened to the case for eight days! After a three hour deliberation, the jury found that the MTT had been negligent to some degree. Damages were assessed at £625 plus costs.

Towards the end of 1921 it became evident that the Port Adelaide tramway was making a loss. The total deficit for the year ended 31 July amounted to

£52,174.³⁴ Alderman Lewis stated that the system needed to be linked with Adelaide in order to pay. In an explanation to the Port Adelaide Council regarding the deficit, the MTT also stated that "the loss will commence to rapidly diminish immediately the Adelaide and Port Adelaide systems are linked up".³⁵

Following removal of the old Semaphore railway line from St Vincent Street, work commenced on the realignment of the tram tracks to the centre of the road on 24 October 1923.³⁶ The Port Adelaide Council had been concerned for some time about the danger of trams turning from Commercial Road into St Vincent Street on a curve laid only five feet from the footpath. A new track was laid to the north of the up track from Semaphore and Largs, becoming the new up track. The former down track to Semaphore and Largs on the southern side of the road was removed, the former up track becoming the down track.

The Birneys

The Port Adelaide tramways were never a great success. Isolation from the main system contributed to the light passenger loadings. The onset of the depression and competition from private busmen also began to take their toll. In an effort to overcome these problems, the MTT purchased four Birney Safety cars from the USA in 1924. The lightweight construction of these trams (length 28ft, weight 7.6 tons) considerably reduced both power costs and track maintenance. They were also one-man operat-

ed, an obvious way to reduce running costs. In fact, these small trams were so popular in the USA that 5,945 were built between 1916 and 1924. The "safety" tag was given to Birney cars to alleviate fears over one-man operation. Doors and brakes were interlocked so that the doors could not open, nor the steps drop down whilst the car was in motion. Similarly, if the door was open and the step down, the car could not move. A "deadman's handle" would cut off power and apply the brakes if the motorman's hand left the controller.

Four more Birneys were imported into Australia in 1924, two by the Melbourne & Metropolitan Tramways Board in Melbourne and two by the Melbourne Electric Supply Co. Ltd in Geelong. These trams were named after their designer, Charles O. Birney, Superintendent of Car Construction at Stone & Webster Engineering Corporation, a part of a US-wide organisation managing 26 streetcar systems.

The Port Adelaide Birneys arrived in "knocked down" condition in 1925. They were assembled reportedly at a unit cost of only £820. (This appears to be the assembly cost, as an MTT letter dated 17 July 1925 states the cost of £3502/10/0). Built by J.G. Brill & Co., USA, they seated 32 passengers, with a crush load of 80. (This appears to be an MTT drafting error, 50 having been misread as 80). The cars were numbered 301-304 and were classified type G.³⁷ It had earlier been proposed to number the trams 191-194, the numbers which were later allocated to the four D type cars received from Melbourne. On 20 November 1925 the "Register"

reported on the first trials of a Birney car, apparently at Hackney Depot.³⁸ "The News" reported on 4 December 1925 that the Birneys were "now at Port Adelaide".³⁹ No. 302 was the first car issued to traffic, on 16 December 1925, its first run being to Albert Park.

These trams were unique in Adelaide. They were:

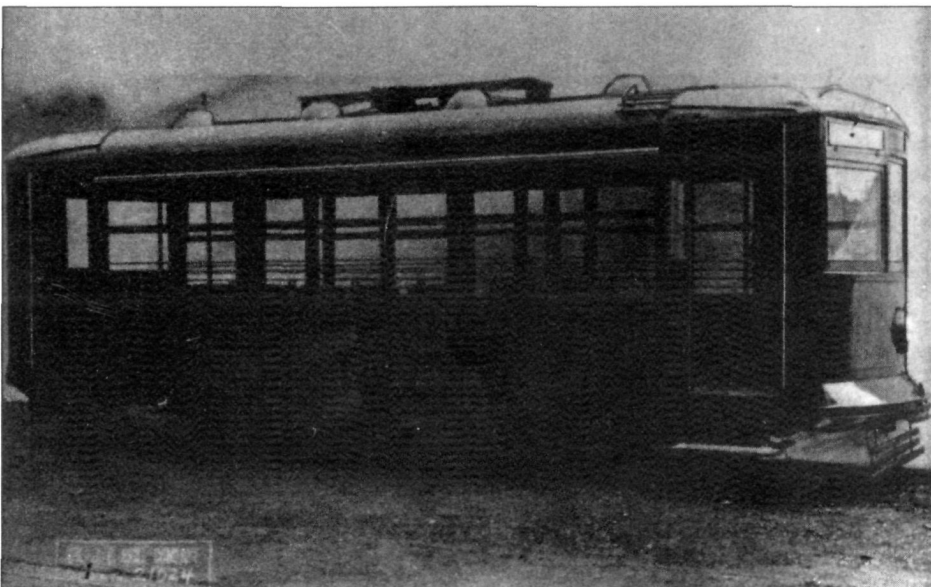
- the first trams to have power operated doors and steps;
- the only vehicles to be built entirely overseas;
- the only light weight trams on a system known for its heavy vehicles;
- the only one-man trams.

The four Birneys were mainly used on the lightly trafficked Rosewater line running through to either Semaphore or Largs.

Initial reaction to the Birneys from the MTT appeared to be favourable, for Mr Goodman stated in January 1926 that another ten would probably be ordered.⁴⁰ However, they were never quite accepted by the MTT. At a tramways conference in Adelaide in 1932, Sir William Goodman, knighted in 1932, stated:⁴¹ "We have four Birney cars operating at

A builder's photo of a Birney tram received by the MTT on 31 January 1922 following enquiries with the J.G. Brill Company in the USA. It differs from the four Birneys eventually imported for use in Adelaide.

STA



Port Adelaide. The loading and unloading is somewhat slow. I consider doors unnecessary. We make too much of safety doors. On cars such as those on the Glenelg line where we have high speeds, it is essential that doors be closed, in the interests of safety, but on one-man cars under ordinary operating conditions, doors are unnecessary."

It appears that problems also occurred because the doors opened outwards. A special instruction issued on 3 April 1930⁴² stated that when Birney cars destined GLANVILLE arrived at the Connor Street crossover, motormen were to leave the tram by the near-side door. The off-side door was not to be opened until the car had passed through the crossover onto the up track.

Destination Signs

Unfortunately, no detailed records appear to remain of Port Adelaide destination displays. Rolls have been made for C type 186 and Birney 303 at St Kilda and show the following names: ALBERT PARK, CITY, DEPOT, GLANVILLE, HARGRAVE ST, LARCS, PORT ADELAIDE (P'T ADELAIDE on 186), ROSEWATER, SEMAPHORE, SPECIAL and WILSON ST.

The lettering style for P'T ADELAIDE, ROSEWATER, SEMAPHORE and SPECIAL was checked from photographs. Names and lettering style of other destinations has been assumed. Although the suburb is called Largs Bay, it was always referred to as Largs in MTT documents. The CITY sign was used for trams feeding buses to the City from 1926. Official timetables refer to Port Adelaide as a destination, but show trams departing Port Adelaide as "departing Commercial Road".

It appears that most of the short workings were discontinued at an early stage. A 1925 timetable reveals that short workings to WILSON ST on the Albert Park line were quite common. A few cars worked to GLANVILLE (Semaphore and Largs routes), while one car each Saturday departed from HARGRAVE ST, Peterhead (Largs route). Some Sunday Rosewater services were a feeder to the Port Adelaide-Albert Park service. It is not clear if separate displays were used for all the short workings. They may have been shown as the street, i.e. WILSON ST, or the suburb QUEENSTOWN. Trams from Albert Park which connected with the Birkenhead feeder bus at Port Adelaide from 1 February 1930, carried a supplementary sign BIRKENHEAD. Trams also ran to ALBERTON OVAL (possibly Young Street Loop on the Albert Park line) for football matches in the early years.

To be Continued
Sydney Tram to Preston Workshops



Destination Roll:

L.M. Fenner

- 1 Advertiser, 4/4/17
- 2 MTT newspaper clipping circa 1916.
- 3 Advertiser, 24/6/16.
- 4 Advertiser, 7/4/16.
- 5 Advertiser, 14/6/17.
- 6 Advertiser, 4/4/17.
- 7 Daily Herald, 4/4/17.
- 8 Advertiser, 5/1/17.
- 9 MTT Newspaper Clipping, circa 1917.
- 10 MTT Newspaper Clipping, circa 1917.
- 11 MTT Newspaper Clipping, 1917.
- 12 Advertiser, 1/6/17.
- 13 Advertiser, 7/4/17.
- 14 Advertiser, 16/5/17.
- 15 Daily Herald, 5/4/17.
- 16 Advertiser, 12/4/17.
- 17 Daily Herald, 5/5/17.
- 18 Register, 24/12/17.
- 19 Advertiser, 21/6/17.
- 20 Advertiser, 16/4/17.
- 21 Advertiser, 7/5/17.
- 22 Register, 14/2/20.
- 23 MTT Newspaper Clipping, 13/12/18.
- 24 MTT Newspaper Clipping, 21/1/19.
- 25 MTT Newspaper Clipping, 16/12/19.
- 26 Mail, 20/12/19.
- 27 Daily Herald, 26/11/21.
- 28 Mail, 20/12/19.
- 29 Register, 14/2/20.
- 30 MTT Newspaper Clipping, 24/2/21.
- 31 Advertiser, 4/2/21.
- 32 MTT Newspaper Clipping, 24/2/21.
- 33 Advertiser, 4/6/21.
- 34 Daily Herald, 23/10/21.
- 35 Daily Herald, 26/11/20.
- 36 Advertiser, 25/10/23.
- 37 Register, 20/11/25.
- 38 News, 4/12/25.
- 39 News, 19/1/26.
- 40 MTT Newspaper Clipping, circa 1925.
- 41 Australia and New Zealand Tramway Conference, Adelaide 1932.
- 42 MTT Special Instruction A41/30.

Here and There

NEWS ITEMS OF INTEREST FROM ALL OVER

The late Alwyn Marshall purchased Sydney R class tram 1845 in 1960 and had it transported to Melbourne. The car was placed in his brother's backyard at Ringwood where it became a storage area and playhouse for the children.

Car 1845 was moved from Ringwood to Preston Workshops by lowloader on 23 February 1995 for restoration and eventual display in the proposed tramway museum to be located at Hawthorn Tram Depot.

Dunedin Tram News

Nine tramcar bodies have been given to the Otago Early Settlers Museum according to a report from Michael Findlay. Mr Findlay is the Museum's curator of domestic and technical collections. The museum has become the custodian of the trams and cable cars after they were given to the city by the Dunedin Museum of Transport and Technology Inc. The trams were retrieved from Seacliff and stored at a semi-covered site at Green Island since the mid-1970s.

"The Otago Early Settlers Museum does not have the resources to restore the trams. They will be in storage until we can initiate some kind of arrangement with a group who can make it commercially

viable - something like the Christchurch trams. We want to keep them in Dunedin and they're not going to be cut up or waste in the elements."

Michael Findlay said the Settlers Museum had begun to restore a tram from a different collection in December last year and this is expected to be finished by 1998.

Although the collection is in storage, it is still accessible to the public by appointment with the museum.

Sydney CBD Investigation

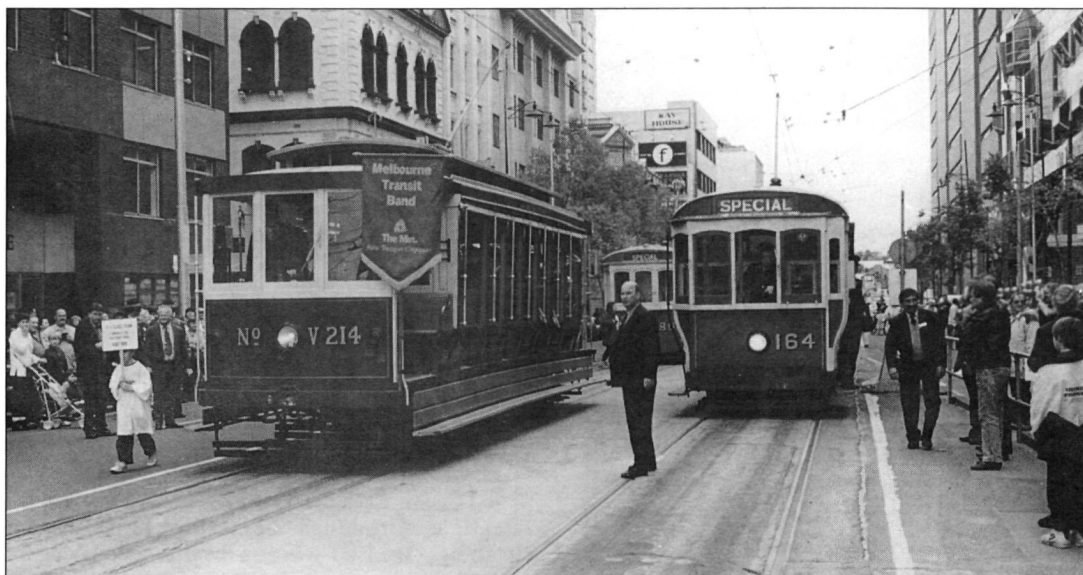
In January 1995, exploratory road excavations were undertaken in some eight locations along Pitt, Castlereagh and Loftus Streets in order to locate the old tramway track slab. It is part of the ongoing investigations for the proposed central business district extension of the Pyrmont light rail line.

Melbourne News

Briney X class 217, W class 380 and L class 104 in Swanston Walk during the Tram Day parade on 20 April 1995.

ROD ADKINS





The PTC's open crossbench car V214 and the TMSV's S class 164 and T class 180 during the tram parade on Thursday, 20 April 1995.

ROD ADKINS

A cavalcade of trams took place on 20 April 1995 to mark the 70th anniversary of the electrification of the Swanston Street line. The parade of 25 trams drew an estimated crowd of 20,000 in Swanston Walk to watch the cavalcade travel from Franklin Street to Batman Avenue. Both tracks were used by the parade.

The Swanston Street line was the first of Melbourne's cable routes to be converted to electric traction and operations over the electrified line commenced on 24 January 1926.

The cars which took part in the parade were: Horsecar 256, Hawthorn Tramways Trust 8, S class 164, L 104, W1 class 431, X2 class 676, Bendigo Trust W2 class 470, W6 class 992, W7 class 1010, W6 class 981, Z3 class 157, A1 class 233 and B1 class 2001 used the eastern track; V214 carrying the tramways band, T class 180, X class Birney 217, W class 380, W2 class 510, W5 class 774, SW5 class 842, SW6 class 870, Restaurant car 939, A1 class 231 and B1 class 2002 ran wrong road on the western track.

A truck brought down tramway overhead wiring in St Kilda Road at 6:30am on 6 June 1995. The truck

was carrying a concrete slab which stood too high on the truck's tray. Some passengers were stranded in trams for more than 90 minutes after the overhead was torn down. The accident disrupted services on a third of Melbourne's tramway system until just after noon.

Australian Ferry Society

The Australian Ferry Society was formed in 1994 to cater for those people interested in all things ferry. The interests of its members, who come from all states and New Zealand, cover the nostalgic and historical, routes, timetables, photographs, etc. The annual subscription is \$10 and includes their quarterly newsletter. Meetings are held on the first Saturday of March, June, September and December at the Uniting Church hall, 7 Lord Street, Roseville NSW at 2pm. Enquiries should be directed to Bruce Evers, Secretary/Treasurer, PO Box 123, Wyong NSW 2259.

Errata

A number of errors appeared in the last issue of *Trolley Wire*. The non-appearance of the photo on page 8 was a great surprise. It is reproduced here, together with its caption. Two photo captions were transposed, those for the lower photo on page 6 and the photo on page 9.

On page 31, the reference to L class 104 should, of course, read L class 103. Car 104 is housed at Essendon depot and is one of the cars operating the Zoo service on Sundays.

Book Review



After leaving New Regent Street, the tramline traverses a building site. It passes through the retained front facade of the former buildings which are being incorporated in a new shopping complex being built above the tracks. The turnout ("Cathedral Junction") to the depot is also on this site.

JOHN RADCLIFFE

London United Tramways
Volume 1 : Origins to 1912
By C.S. Smeeton.

288 pages 8.5 x 5.25 inches; about 150 illustrations, maps and plans; hardbound - glossy pictorial cover; ISBN 0-948106-13-1

Published jointly by the Light Rail Transit Association and the Tramway and Light Railway Society.

Available direct by post from:

LRTA Publications

13A The Precinct, Broxbourne, Herts., EN10 7HY
England.

Price: £28.50 post paid in strong carton.

Trade terms available.

The London United Tramways (LUT) grew out of small undertakings operating horse-drawn tramways. The LUT was also the first undertaking to introduce electric tramways into what is now known as Greater London, with the opening of the recon-

London United Electric Tramway car 135 circa 1902-03. The car is in an overall white livery with lining and corner ornaments in blue and gold. The 101-150 series cars were built by G.F. Milnes & Co. Ltd in 1901, and rode on McGuire maximum traction trucks.

Commercial postcard, R.I. MERCHANT Collection



structed horse tramways in Shepherds Bush and Hammersmith to Kew Bridge and Acton in April 1901. Eventually, the network reached Uxbridge, Hounslow, Kingston and Hampton Court, and ran around Kingston to serve Wimbledon, Merton and Summerstown.

Volume 1 begins with a description of the horse tramways, and follows this with an explanation of the events surrounding early plans for electrification, in which the authorities of the Kew Geometric Observatory took an active part. The next chapters are devoted to a detailed description of each of the five groups of lines to be either built or reconstructed, and which together made up the company network. This is followed by a disclosure of the proposals made by the company to carry out other works which, however, were never implemented.

Early rolling stock is described, as is track and overhead wiring, power supply and distribution. Several appendices give information on the horse-car fleets, early electrical experiments, the Wimbledon Common NRA tramway and early trolleybus proposals.

Volume 2, to be published later, will continue the history of the company until taken into London Passenger Transport Board ownership.

This volume is highly recommended and continues the standard set by the author's comparable definitive two-volume history of the Metropolitan Electric Tramways, published in 1984 and 1986.

- R.I.M.

By Michael Barry, Bob Merchant and Bob Cowing

LOFTUS

South Pacific Electric Rail

P.O. Box 103, Sutherland NSW 2232

Accreditation Granted

We were honoured to receive a visit from the NSW Minister for Transport, Hon. Brian Langton MP, on Saturday 10 June 1995 as he familiarised himself with his new portfolio. The Minister was accompanied by Mr William Casley, Executive Director of Rail Safety.

The Minister presented the Society with its Certificate of Accreditation and approved Manual of Operations in accordance with the Rail Safety Act 1993.

Society Chairman, Howard Clark received the certificate and manual on behalf of the Board and Membership.

During his visit, Mr Langton took the opportunity to familiarise himself with the Museum's activities. He viewed the three projects for which Government funding was approved and made a full inspection of the museum.

The Minister and Bill Casley boarded R1 class 1971 behind driver Bob Cowing to explore our line into the Royal National Park. At the Park terminus, some tuition was provided and Brian Langton became an 'honorary' driver. Showing a natural flair

The Minister for Transport, Brian Langton presented the Certificate of Accreditation to the Society during a visit to Loftus on 10 June. It was accepted by Chairman Howard Clark on behalf of the Board and Members.

TOM TRAMBY



for tram driving, Brian Langton smoothly operated 1971 over the full length of our system to the Sutherland end of the line, where he was briefed on our future plans, including the proposed extension of our main line into Sutherland.

The Minister has accepted an invitation from the Board to officially launch the three projects which

were funded by the NSW Government. These are the restoration of C class 29 to display condition, the construction of an additional tram depot, and the installation of the fire protection sprinkler system.

The Minister will perform the launch at 10:30am on Saturday, 16 September 1995.



Two views of the new depot building under construction. Above: The framework is complete in this scene taken on 8 April 1995. Below: By early May the roof

and wall cladding had been completed and the interior is being prepared for the laying of rails.

Both: KEN STOCKDALE





Geoff and Chris Olsen prepare to lay electrical conduits to the new depot building on 13 May 1995.

BOB MERCHANT

New Depot Building

By 22 April 1995, the basic shed structure had been completed. Track was laid in the bogie annex and concreting the annex commenced. Concreting this area, to become road 14, was completed on 25 April. Bricklaying for the toilet and shower in the northeastern corner of the building also started on 25 April.

On 6 May 1995, the first road (road 11) in the new shed was completed and the "four-foot" plus part of road 12 concreted. Road 12 was completed the following weekend and concreted on 20 May. Road 13 was also laid on this day and steel mesh for the suspended floor over the bogie annex was also prepared.

Over the week ending 26 May, the concrete floor in the new shed and the suspended floor over the bogie road were completed. The toilet and plumbing for the shower were also installed. Front door hinges are being fabricated from steel pipe and sheet. An electrical switch box has been installed and connection made to the main building through underground conduits.

By mid-June, the depot's front doors had been constructed and hung, and lighting and power outlets

installed. The building is now complete. The next stage is to lay the pointwork to connect the new depot to the existing depot trackwork.

Workshop

The bricklaying for a toilet and shower was carried out in the northeastern corner of the workshop building on 6 May. Provision for these amenities had been included in the building's design but not completed in 1988-1989 due to lack of funds.

Display Hall

Further concrete was poured for the floor at the northern end of the display hall on 20 May 1995. Work continues in this area to complete the trackwork and concrete the remaining area. The northern end of Road 7 is currently under construction.

C Class Car 29

By 22 April, 29's roof was complete except for some edging on the clerestory. On 29 April the roof received its first coating of khaki navy dressing and the Peckham 8B truck received a coat of charcoal grey paint.

On 1 May, the woodwork below window level, which will be hidden by the seats, received a protective coat of paint. Late in the afternoon, the body was raised and the truck rolled underneath. It was looking like a tram again.

A second coat of navy dressing was applied to the roof on 20 May and the seats were installed. The installation of the interior timber panelling was completed during the week ending 26 May. Replaced reflectors are on hand for fitting into the headlights when painting is completed. Painting the car body commenced on 30 May and was substantially complete by 15 June. Lining out and application of numbers will follow. The clerestory windows were being fitted as this issue of *Trolley Wire* was being prepared.

Enfield Depot Water Tank

A feature of many Sydney tram depots was the railway-style water tank on a high elevated stand that provided a water supply for the depot fire sprinkler systems.

The Museum had had its eye open for one of these for many years and our chance came when the bus depot in Tangarra Street, Enfield closed in October 1989.

The depot was built in 1911 to house trams for the



newly electrified isolated Ashfield, Enfield and Mortlake lines. Tramway operation ceased on 22 August 1948 and the depot was converted to a bus depot, reopening in January 1950.

Ownership of the 10,000 gallon (45,000 litre) tank was obtained following sale of the depot by the State Transit Authority of NSW. It was not until recently that an opportunity arose to remove and transport the tank and stand to Loftus.

In preparation for the move, two special lifting beams were fabricated by the Museum. These would enable the tank, which is constructed of bolted and braced cast iron sections, to be moved in one piece.

The first step in the tank's removal was to drain the tank. To do this the water supply to the tank had to be shut off and it was expected that this would be accomplished by turning off the water supply. However, the supply valve would not close.

Bob Cowing spent considerable time trying to locate the main stop valve for the inlet pipe. Water Board staff were not able to pinpoint the location of the valve on their plans. Our plumber started digging holes in an attempt to locate the valve. After three everwidening holes and still no valve, Bob came to

The sprinkler system pipes in the main display hall and depot were painted cream free of charge by the contractors. A travel tower was used to install the system and paint the pipes.

BOB MERCHANT

the conclusion that this valve, which would have been located well clear of the rail lines into the tram depot, was now buried under the concrete laid for the bus depot access ramp!

The tank could not be moved until it had been drained and it could not be emptied until the water had been turned off. The Water Board suggested they turn off the main supply feeding the site and cap the main, but the price quoted was quite unacceptable. The solution finally adopted was to freeze the 2-inch feed pipe with liquid nitrogen. This was done and when the pipe was frozen solid, the plumber cut and capped the pipe.

The next step was to drain the tank. The valves which should drain the tank were opened but next day it was found the tank was still full of water! The only valve left to try was a 1-inch valve at the bottom of the 6-inch outlet pipe from the tank. The union was undone and a 50mm plastic pipe was



The Enfield water tank with the lifting beams in position and ready to be moved. The former tram depot is seen behind the building next to the tank stand.

CATHY ARMITAGE

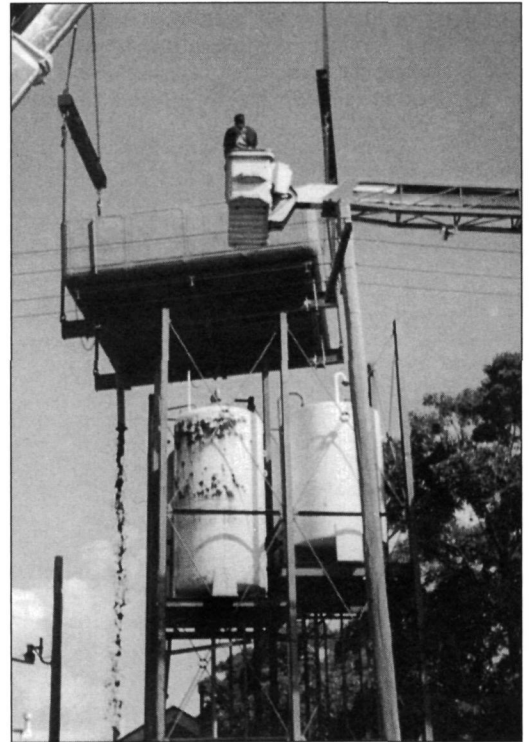
fixed to the 1-inch valve. The valve was opened and, at last, the tank began to empty. It took twenty hours to drain the water out of the tank.

The tank was declared empty on 28 March. A week later, on 5 April, two cranes (one 50- and one 80-tonne) and two long-reach truck-mounted cherry pickers arrived from our friendly crane contractors, Kanabrook. The special lifting beams had been

picked up from the museum by Alf Bailey and his crane truck the day before. These beams were raised into place and bolted to the steel beams supporting the base of the tank. The top section of the access ladder was removed and the cranes were attached to the lifting beams. The bolts holding the 150mm outlet pipe were removed and some remaining water and rust came out of the tank in a rush.

The tank was slowly lifted off the stand and slewed over to the concrete driveway clear of the cranes. Here the remaining length of the outlet pipe was removed from the bottom of the tank. The tank was then lowered onto the semitrailer and chained down ready for transporting to Loftus early next morning.

The rest of the day saw two of four diesel fuel storage tanks, which had been installed within the tank's supporting structure when the depot was converted for bus use, taken down, together with the top part of the stand. This material was loaded on Alf Bailey's crane truck for transport to Loftus.



The tank is lifted clear of the stand and a rush of rusty water pours from the outlet pipe. The pipe was removed and the tank placed on Alf's truck for transport to Loftus.

BOB COWING

The tank and other material was unloaded at the southern end of the site near the level crossing at 5.00am on 6 April 1995.

The rest of the tank stand, pipework and the remaining two diesel fuel tanks were dismantled and removed on Monday 10 April using one 16 tonne crane and a long-reach cherry picker. The truckloads of steelwork for the support stand and associated pipework were unloaded over 11/12 April.

The water tank and its tower is the only remaining relic left of the Enfield system and will be a valuable

addition to the museum. The final location for its re-erection has yet to be decided and will be subject to approval by Sutherland Council.

Bob Cowing expresses his thanks to Joe Kirkenberger, Craig Parkinson, plumber Mark Fiorvanti, Alf Bailey, and the crews from Kanabrook Cranes for their assistance in completing this job. The Museum thanks Bob for the long hours he put in organising this project and seeing it through to a successful completion.

From Craig Tooke

HADDON

**MELBOURNE TRAMCAR PRESERVATION ASSOCIATION
PO BOX 324, PRAHRAN VIC 3181**

So many exciting things have been happening at Haddon over the past few months it is difficult to know where to begin this report on our activities. We are seeing the completion of many of our long term projects and the results are pleasing and satisfying.



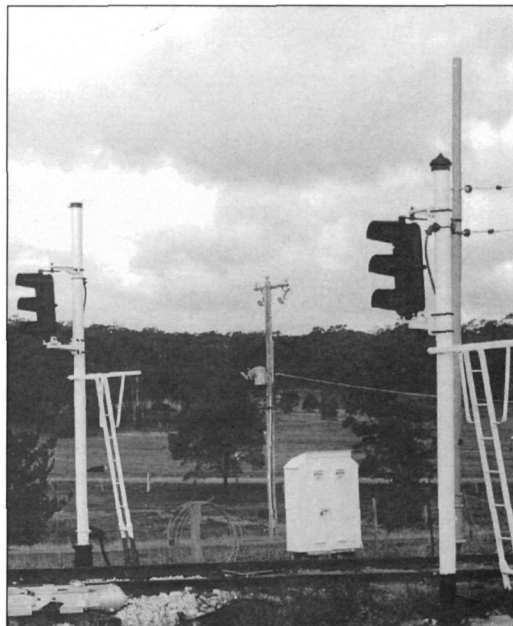
Tony Smith completing work on the parafil bow spans on the lower terminus bracket arms.

CRAIG TOOKE

Overhead

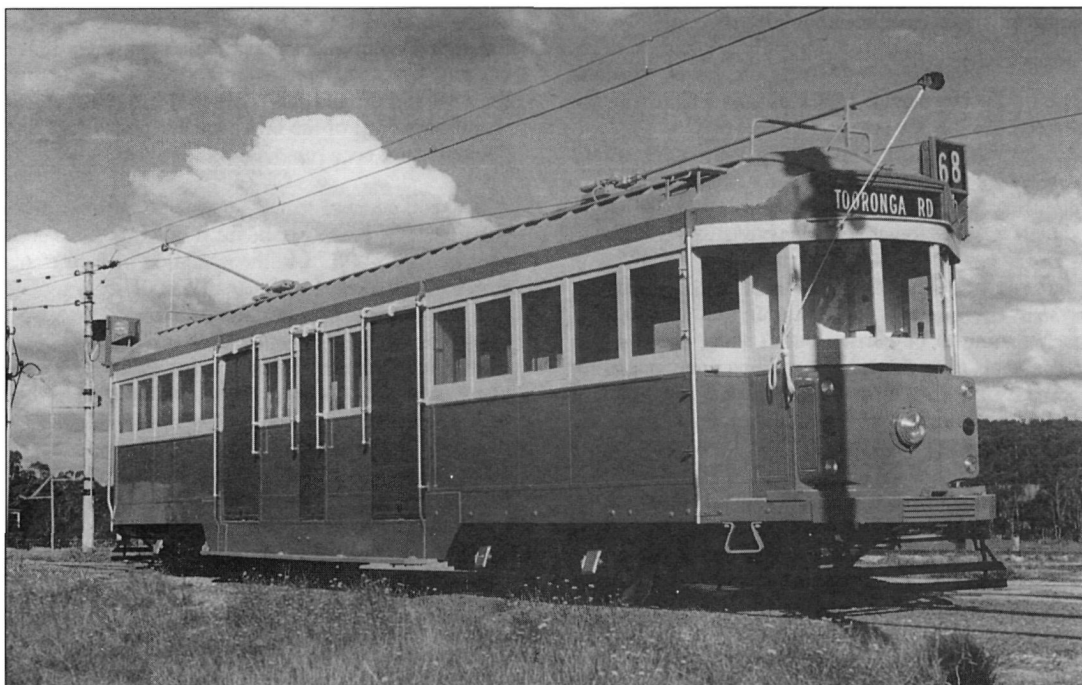
Many hours of effort have been directed towards the completion of the overhead network and the results of our efforts are now taking shape.

The poles at the lower terminus now have the bracket arms and scrollwork attached to them. This



The completed "R" style signals at the lower terminus points.

TONY SMITH



W2 car 329 displays its new perspex end destination sign and off-side rear vision mirror in the depot yard at Whiteman Park. Fitting these new items was carried out by Martin Grant.

MICHAEL STUKELY

material is ex-M&MTB, the poles coming from William Street, Melbourne, and the arms and scroll-work from Mount Alexander Road, Essendon. Arthur Ireland was responsible for sandblasting, priming and painting this equipment black.

The use of these bracket arms presents a problem in providing room for the required number of insulators to be spliced into the bow span to which the trolley ear is fastened. Current standards require double insulators to be provided and/or the pole to be bonded to the rail to protect against insulation breakdown. This could lead to leakage of the traction current and the pole becoming alive, presenting a potential hazard.

The manufacture of steel bow spans with insulators is a time consuming job and one in fact on which we did not have the time to spend. The use of parafil span wires overcame this problem and we are very pleased with the results. Not only has it been easier to install the parafil but it provides a higher degree of insulation against traction current leakage. A number of additional span wires required have been

made up by Craig Tooke.

To complement the historical appearance of the ex-Melbourne bracket arms we are using cap and cone trolley ears which we obtained many years ago from the AETM in exchange for other equipment. In addition, all trolley ears have been positioned on the span wires over the south-east curve area.

Our steel overhead poles in some places have been in the ground for over five years and are showing signs of age and are in need of painting. A recent inspection revealed corrosion problems developing under the cast iron collars that sit on the swages where the poles change diameter.

Our steel poles are former Adelaide tramway and trolleybus poles and there is a variety of styles. Not all the poles have the cast iron collars around the swages and, as the collars are only a decorative feature, the collars have been removed from those poles with them to ensure further corrosion does not take place. A programme of pole maintenance will shortly commence.

Signalling

Great progress has been made in this area with John Withers, Tony Smith and Noel Gipps being actively involved in construction work.

Mounting completed and overhauled equipment on signal masts and overhead poles has continued. The

following tasks have been completed:

1. Mounting and wiring the lower terminus point indicator signal. This indicates which way the terminus points are set.
2. Mounting and wiring the intermediate emergency signal adjacent to the running shed.
3. Mounting and wiring the two "R" style signals near the lower terminus points.

Saturday, 20 May 1995 saw part of the signalling system energised for the first time to allow preliminary testing to be carried out. Testing showed that the signals near the lower terminus were operating correctly but revealed a problem with the 110 volt to 24 volt transformer. The transformer is defective and will need to be replaced.

It was great to see some of the signals in operation for the first time and we look forward to energising the rest of the system. It is hoped that most of the signalling system will be commissioned and fully operable by the end of June.

Rolling Stock

The decision to commence work on the restoration of L class 103 has seen Arthur Ireland working very busily on this tram over the last few months.

The Brill 77E trucks to be used under this tram have been fully dismantled for overhaul and modifi-

cation to accept MV 101 traction motors. All the individual components, axle boxes, springs, brake hangers, brackets, have been sandblasted, examined for wear and primed. The only problem encountered was the removal of the brake hanger pins which had obviously not been removed for many years.

We have decided to use sponge pads rather than wool packing in the axleboxes following the experience gained by PETS in the operation of their trams at Whiteman Park. PETS use a WAGR style sponge pad and their use was described in one of the workshop sessions at the 1994 Bendigo COTMA Conference. We would like to thank PETS, in particular Lindsay Richardson, for the valuable help they have given our Association in this matter.

The external motorman's doors have been removed for replacement of damaged and worn timber. The windshield areas on both ends of the tram will require work and the removal of paint from these areas has begun.

In the 1970s the M&MTB altered the wiring on

Arthur Ireland carrying out dismantling work on the Brill 77E trucks for use under L class 103 prior to overhaul work.

TONY SMITH





Members of the Ballarat Veteran & Classic Car Club visiting Haddon on Sunday, 23 April 1995.

TONY SMITH

most of their trams so that the tram could not be moved unless the compressor switch was turned on to provide power to the line breaker control switch. The alteration to the wiring involved the running of an additional wire in conduit up on the roof of the tram. The standard of workmanship varied on the trams on which the alteration was carried out and it sometimes left something to be desired.

The conversion of the wiring on L class 103 unfortunately was one which left something to be desired. We decided to return the wiring to the original configuration and remove the wire and conduit from the roof. The holes in the roof have been plugged.

Car 103 had been fitted with different types of trolley bases over the years and, as the location of the securing bolts varied from base to base, new holes had been drilled in the trolley bridge planks which now looks something like a Swiss cheese. We are taking the opportunity to replace all the timbers in the trolley bridge and Arthur Ireland is manufacturing new planks and timbers.

Work is also well under way on the overhaul of the M&MTB trolley bases to be used on this tram.

Annual General Meeting

The eleventh Annual General Meeting of the Association was held at Haddon on Saturday, 20 May and the following office bearers were elected:

President - Craig Tooke
 Vice President - Noel Gipps
 Secretary - John Withers
 Treasurer - Lindsay Bounds
 Committee Members - Tony Smith, Richard Gipps

Car Club Visit

The Association was pleased to welcome members and friends of the Ballarat Veteran & Classic Car Club who visited our museum on Sunday, 23 April. Two trams were in service providing the more than eighty visitors with an opportunity to ride around our museum tram line.

The club members travelled to Haddon in their veteran and classic cars and we took a number of interesting photographs of our trams beside some of their magnificently restored vehicles. It is interesting to reflect on the comments of the car club members, particularly relating to the infrastructure development which has taken place at our Haddon site over the years.

It was a pleasure to have the Ballarat car club visit our museum and we look forward to further visits from the club in the future.

From Dave Macartney

BALLARAT

**Ballarat Tramway Preservation Society
PO Box 632, Ballarat, Vic 3353**

An Extraordinary General Meeting of the Society was held on 21 May 1995 to consider a number of changes of a constitutional nature. These will eventually lead to incorporation and a name change to Ballarat Tramway Museum Inc.

It was thought that the change from "Preservation Society" to "Museum" better reflects the aims of the Society. Initially its goal was simply to retain a section of the SEC tramway system and operate it in the manner and with the equipment relevant at the time of the closure. This rather limited ambition has since been expanded to cover all aspects of tramway operation throughout Ballarat's tramway history. Over the next few months the BTPS will gradually fade away and the BTMI will take its place.

Since the meeting, an "expert committee" (!) has been formed to prepare a report on the current state of play with the tramcar fleet and recommendations on future standards of restoration, as well as priorities for the remaining major rebuilding projects.

Track Repairs

Since the commencement of operations over twenty years ago, very little work has been done on the depot access track below the king points. This had all been laid in the early 'seventies using traditional methods, with ex-SEC sleepers being cut to length with a crosscut saw, installed by muscle power, and hand augered for spiking. Due to the advanced age of the potential track gang, as well as several decades of soft living, easier solutions were sought for the replacement of the time-expired sleepers.

An enquiry to Bylsma Equipment Hire regarding a backhoe revealed that they could provide a suitable machine, that their operator was engaged on railway contract work during the week, and was highly skilled in the specialised art of sleeper replacement with a backhoe. He attended on the due date of 20 May, and had fifteen sleepers installed in a little over an hour! This left the volunteer section the rest of the day to attend to the spiking and packing, and wondering why we didn't do it this way twenty years ago. It will take another thirty or forty sleepers to finalise this job, which will be held off until the warmer weather due to the undesirability of operat-

ing a backhoe in the Gardens once the ground has softened up.

Fleet News

Car No. 18 returned to service during the last weekend of April after the replacement of a pinion end armature bearing. Before the workshops crew could celebrate this, No. 13 came in with a motor failure, which has since been confirmed as fairly major. Recourse may be had to the spare motors stored off-site at Bungaree, though for the moment it has been placed in the too-hard basket until a few less time-consuming and less expensive projects are completed.

No. 33 had no sooner re-entered service following its bearing failure in December than it was withdrawn again with inadequate brakes. During June the whole of the brake rigging was dismantled, everything was thoroughly cleaned, worn parts were replaced, and new pins and bolts fitted. No. 33 now stops a lot better than it ever did in the time we've had it.

No. 40 is back up on jacks waiting for its motor to be re-assembled and installed. After it is back in running condition, it is due for a full repaint - it and 33 are the only two cars still in their SEC paint.

No. 671 is still out of service following trolley base damage in March, and its ongoing repaint.

ESCO No. 12 continues to progress steadily. The underframe has now been virtually completed, and a start is soon to be made on constructing the missing saloon side. To assist in this work, a bandsaw has been acquired, which is essential equipment for cutting out corner posts and the like.

Bits and Pieces

Odd trifacts continue to turn up. A bench with lockers underneath was recently obtained for the mess room. It is the old conductors' outfit lockers from Sandringham railway station. It was used by tramway staff prior to the closure of the Victorian Railways' Sandringham to Black Rock tramway in 1956. The lockers have doors back and front to enable the conductors to gain access from their side and the revenue clerk from the other.

A recent visit by the junior class at Begonia Park Primary School proved that there is no limit to the tricks the kiddies will get up to. On this occasion the trolley rope of car 28 was attached to the rear of No. 33. This caused predictable mayhem when No. 33

was driven out, much to the amusement of the kids. It was noted that one of them was the son of a prominent BTPS member. Enquiries are proceeding....

ST KILDA

**Australian Electric Transport Museum
GPO Box 2012, Adelaide, SA 5001**

From Colin Seymour

Birney 303

It would seem that 303 doesn't want to take up its position in the running fleet! After its relaunch into traffic on 19 March, its compressor decided to "give up the ghost" just as it was being stabled. Further inspection the following weekend showed that the armature was glowing where it shouldn't, so the compressor has been removed and sent away to AC/DC Motors (the same firm used by the BTPS for the repair of No. 40's motor) for further inspection and repair.

Apart from the compressor, 303's refurbishment is now essentially complete, with the final coats of varnish now applied, as well as the "Pay As You Enter" inscriptions on the front and sides. These inscriptions were not previously on the Birney at St Kilda.

Dropcentre 282

After 21 years in traffic, 282 was in need of a bit of a spruce up, so it has entered the bodyshop for a minor overhaul. Essentially this is a repaint. However, while it is in the shops, attention is being given to replacing flooring as required, repairing the gutters and resealing the roof.

Track

The point blades at the start of the depot fan have

Dropcentre 264 waits at the Playground stop at St Kilda.

KYM SMITH



now been fixed in concrete. Minor excavation took place on Sunday, 4 June 1995 and the last tram of the day departed from the fan of the display shed as the old shed fan was severed from the main line at 4.30pm. Work continued until 6.00pm using a painting lamp stand and W2 works car 354's headlights!

The excavating continued on the Monday, concreting took place on Tuesday and the point blades and lever were reassembled on Wednesday, all three days having intermittent drizzle. The task was carried out within a few days to enable the fan to be open again for operations the following weekend. Positioned at the start of the fan, the switch gets the most wear and tear, hence its selection for relaying in concrete. The rest of the switch will be progressively finished in the future.

Wheel Lathe

The large gear (shown on page 28 of the May 1995 issue of *Trolley Wire*) has now been pressed on to its shaft. The bore of the gear was tapered (standard machine practice then) and a triangular frame built from 40lb rail was dynabolted to the concrete floor. A ten tonne hydraulic ram was hired, and along with an oxy set to provide heat, the gear was successfully pressed on the 2 inches required to properly mesh with the gear box.

Kero washing and oiling is taking place, along with final bolting of components. The sleepers previously used to support the lathe when it sat in the Museum carpark have been used to border a garden to disguise the front of the shed from the carpark. Temporary lighting inside the wheel lathe shed allows for late evening work to continue.

Signal Cabin

A concrete slab for the reconstructed signal cabin was poured in May at a new position on the northern side of the fan near the display gallery. New window and door frames and bottom panels have now been constructed by Marlestone TAFE.

Other News

The workshop pit now has 32 volt lamps permanently on when the Museum's 240 volt power is on. Three lamps are attached to the pit wall along with three lead lamps which can be switched on or off. A transformer is bolted to a column close to the pit. The new lighting makes the pit obvious to any visitors being shown through the workshop when a tram is not occupying the pit.

Further work is continuing on the electrical stores shed with shelving and sorting taking place.

A dead wood burn-off is regularly taking place to tidy up the grounds by getting rid of fallen branches and trimmed tree cuttings.

With the coming of winter, and a change of vehicles in the bodyshop, the opportunity was taken to make a couple of changes to the running fleet. Although not operable, the Birney has been moved to the display shed for static display. Toastrack 42 has also been moved to the display shed for winter hibernation. C type 186 and Ballarat 21 have moved to the main depot to join the operating fleet, car 21 taking the place of car 186 on wet days.

On Easter Saturday, a group of four members visited the body of D type 142 on a farm at One Tree Hill near Elizabeth after being advised that the owner planned to dispose of it. The party made



Ballarat 34 at the St Kilda Playground stop at the end of the concrete track.

KYM SMITH



The remains of D type 142 at One Tree Hill, Easter 1995. It yielded valuable parts for the AETM.

KYM SMITH

quick work of recovering a booty of fittings including brake valves, destination boxes, clerestory glasses,

headlights, and numerous other fittings. It seems that the only thing holding poor 142 in an upright position was the handrails - as soon as these were removed the remains collapsed in a heap. The final end came a few weeks later with the owner burning the remains.

From CT(A) Newsletter

ROZELLE

CityTram (Asociation)

PO Box A 530, Sydney South, NSW 2000

National Trust Heritage Week

A public open day was held at Rozelle Depot by the Association on Sunday 2 April as our contribution to mark Heritage Week.

The Sydney City Council trams, which will hopefully form a tourist service in conjunction with the new light rail system, were inspected by over 1000 visitors. Devonshire teas were served in R1 class 2050, which is now a fully operational cafe.

A free service was provided by the Bus and Truck Museum's vintage buses and linked Rozelle Depot with the Powerhouse Museum, and the square rigger "James Craig" at the Sydney Maritime Museum.

Donation of N class 709

Earlier this year, and following the Sydney City Council resolution to obtain more R and R1 class cars plus one toastrack or vintage tram, James Gogill from the SCC approached Mr Bill Falkner, owner of N class 709. Bill donated 709 complete with bogies to the SCC for the cost of a replacement shed on his property.

Car 709 was built by Meadowbank Manufacturing Co. and entered service on Christmas eve 1905. The tram remained in service until March 1951. It was purchased from the Tramways by Bill in April 1951 for the sum of £25 (£15 for the body and £10 for the bogies).

Bill moved 709 to his property at Woy Woy in

August 1951 and had the bogies placed on about 100 feet of track. About half a dozen lengths of rail from the White Bay goods yard were purchased for £5. The tram arrived on a trailer and was placed on four 44-gallon drums and sleepers. The following day Bill, with the aid of a jack and timber, lowered the tram onto its bogies. It was able to be moved along the track.

Car 709 has been used for storage ever since. It has had a couple of internal partitions removed and one of the cross seats has been given to a local church, where it remains to this day.

The SCC and Citytram are very appreciative of Bill's gesture and thank him most sincerely for his generous donation. We are sure 709 will find a happy home with the SCC fleet.

Trams Relocated

We are now cohabitating with the Harness Racing Authority in former Rozelle Tram Depot, which is located next to the HRA's Harold Park Racecourse. At the request of the HRA, the SCC tramcars have been relocated within the depot. Those moved in

late May were R class 1753 and 1923, and R1 class 1943 and 1995. These now sit on the old road alignments. Although actually on the depot floor, they look like they are ready to roll out. R1 class 1993 was also repositioned slightly and repacked. Space has been allocated for another five cars. The HRA now occupy the rest of the depot.

Loftus Visit

On Wednesday 26 April, Sydney City Councillor Doug Sutherland, SCC Engineer James Gogoll, and Citytram members Chris O'Sullivan and Wayne Dempsey visited the Sydney Tramway Museum and were welcomed by Managing Director Howard Clark, Director Greg Sutherland and Curator Norm Chinn.

After inspecting the vintage tram fleet, they all enjoyed a fast trip to Sutherland on Brisbane drop-centre car 295 driven by Greg Sutherland and conducted by Norm Chinn.

BYLANDS

Tramway Museum Society of Victoria

PO Box 27, Malvern, Vic 3144

From David White

Buildings

During March the entrance porch of the display building was erected. Doors were fitted to keep the weather out from the west side of the building. Fitting out of the southern end of the display building will continue during 1995 as finance and resources permit.

Foundations for the vehicle storage shed were completed during March by a contractor, allowing erection of this building to commence.

The skylights in the old tram shed were replaced following the failure of one skylight. Examination showed the other skylights were close to failure. The opportunity was also taken to fasten the roof vents and capping with screws in place of nails. This expensive work was the first money spent on this building since erection in the mid 1970s. The

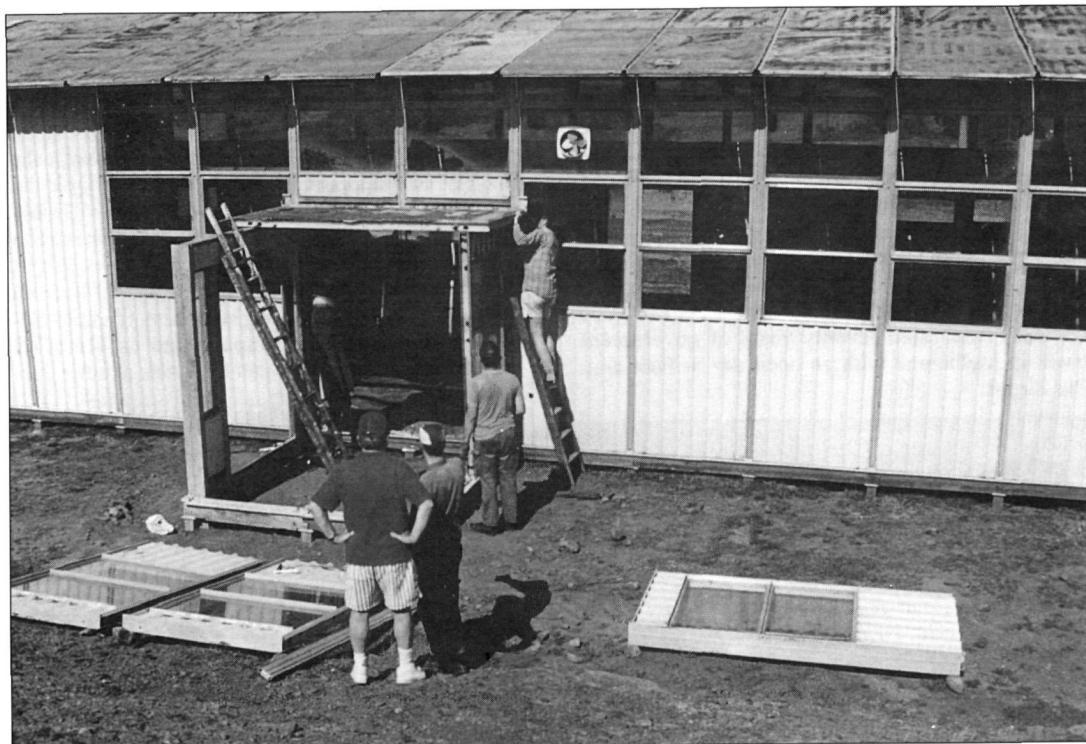
improvement to the natural lighting of the shed has been worthwhile.

Over recent months, a concerted effort has been made to tidy up certain parts of the museum site and consolidate a number of items so that they are stored together. This work has made the museum site more presentable to the public.

Cable Cars

Cable car 290 was relocated on Sunday 8 January from the bus shed to the cable car shed. It was the second car to be placed in the shed on track after 410. Since then dummy 436, trailer 586 and horse tram 256 have been placed on temporary track. Graham Jordan and his team are to be commended on the standard of the track. This was demonstrated by the ease with which 290 was rolled into the shed.

For the first time, we are able to display our cable tram collection in the one shed. A general clean up and relocation of material stored in the shed now allows us to open the front part of this shed properly



The display hall porch under construction on 12 February 1995.

DAVID WHITE

A view of the display hall on 26 February 1995 with the newly completed entrance porch on the right.

ROD ADKINS



to the public.

Buses and Motor Vehicles

The Society has been involved in three public events over the past few months utilising our bus fleet to increase public awareness of the TMSV and our museum site at Bylands.

Footscray Depot Open Day:

On Sunday 18 March 1995, the PTC Met Bus Division celebrated seventy years of government buses in Melbourne with an open day at Footscray Bus Depot.



Keith Kings' Studebaker Austerity bus No. 165 at Bylands on 8 January 1995. It stands beside our new kiosk sign with service cars W1 class 427 and W5 class 795 in the background.

DAVID WHITE

This event had been rescheduled from an earlier date. The Society's two AEC Regal Mk VI buses 759 and 776 ran shuttles between the depot and Footscray railway station. Later in the day, AEC Regal Mk III 537 and AEC Regal Mk IV 624 gave rides up over Westgate bridge and back to Footscray for people who attended the open day.

The Society wishes to thank the following people: John Wilson, Greg Dower and Albrt Giancola from Met Bus for their hard work; and Graeme Bennett, Graeme Farrar, Rod Atkins, Richard Lamprell, Andy Hall and Keith Kings from the TMSV for their efforts in making the day a success. The people attending the open day were shown the complexities of operating a modern bus depot and there was no

shortage of riders on the 'bus wash' specials.

AOMC British and European Day

The Society has been a member of the Association of Motoring Clubs for several years now. With the Society now operating several buses, we took the opportunity to participate in the AOCM's British and European Day on 2 April at Flemington Racecourse. The Society's AEC Regal buses Mk III 537, Mk IV 624, Mk VI 759 and Volvo 850 were on display during the day, along with numerous privately-owned private bus company and ex-M&MTB buses. Despite overcast weather, it was another successful day for the Society.

Chevrolet Car Club of Victoria Swap Meet

On the weekend of 29-30 April, the Chevrolet Car Club of Victoria held an 'all makes' swap meet at the Melbourne Market in Footscray. The Society was asked to bring an historical bus and promote the Society over the two days. This was ably done by Graeme Bennett and Graeme Farrar who took our AEC Regal Mk VI 759 to the meet.

City Tram Parade

On Thursday 20 April, a huge tram parade to mark 70 years since the electrification of the Swanston Street routes was held in Swanston Walk in Melbourne. It was organised by the Ministry of Public Transport through the Minister, Alan Brown and involved a large number of historic and modern trams. Each tram in the parade was preceded by a child holding a banner describing the tram. The TMSV's horse tram 256 led the procession, followed by Hawthorn Tramways Trust no. 8, which is also owned by the TMSV. The Society's other



The TMSV's Volvo 850 at the Avalon Airshow with a Russian passenger airliner in the background.

GRAEME BENNETT



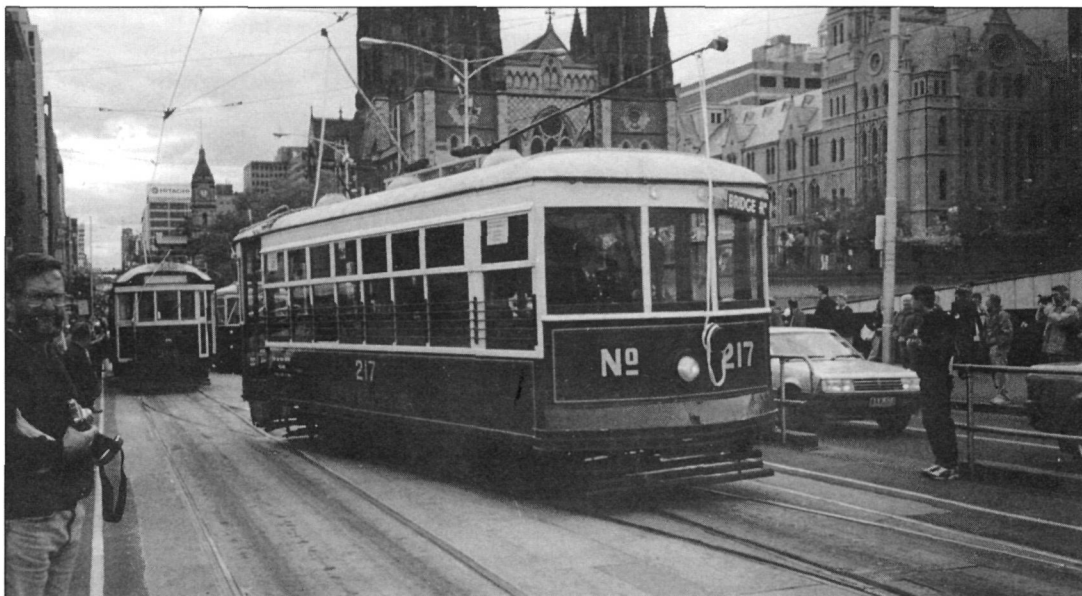
Attendance at the AOMC British & European Day at Flemington Racecourse on 2 April 1995 was attended by the Society's AEC Regal Mk III 537, Volvo 850 and AEC Regal Mk VI 759.

ROD ADKINS

The Society's buses at the Footscray Bus Depot open day on 19 March 1995. Left to right are Volvo 850, and AEC Regals 759, 624, 537 and 776.

ROD ADKINS





Melbourne-based trams, T class 180, S class 164 and X class Birney 217 (brought back to Melbourne from its stint in Bendigo) were also in the parade. Trams from the PTC historic fleet, such as open crossbench V214 carrying the Met band, were also in the parade.

The organisers were astounded by the huge success of the event. A vast crowd of 20,000 people jammed Swanston Walk to see the cavalcade pass. Footage of the parade also appeared on all television news ser-

The TMSV's X class Birney 217 uses the crossover in Swanston Street opposite Flinders Street station after the tram parade on 20 April 1995.

JEFF STOCCO

vices. It just goes to show that Melbourne really does love its trams!

We would like to thank the Ministry and the PTC for their organisation and for inviting us to participate.

PARRAMATTA

Steam Tram and Railway Preservation Society
PO Box 108 Kogarah NSW 2217

From Cliff Currell, Bruce Irwin and Craig Connelly

Relocation

The review of the Plan of Management for Parramatta Park is now due for completion in September 1995. The consultants business plan for the park was presented at the April meeting of the Parramatta Park Advisory Committee. This document, although full of conflicting statements, did finally state that there is no room in the park for the tramway, and that it should be relocated.

Our negotiations with the Rail Transport Museum regarding relocation to Colo Vale are on hold pending settlement of the arrangements with the State Rail Authority by which the RTM will operate on the Picton-Mittagong loop line.

The Museum's Board is also looking at another option for relocation to the Bankstown area. A museum complex is to be established, and we may be able to become part of this complex. We have attended one meeting in regard to this option and are awaiting a reply to our submission. However, negotiations are still at an early stage.

Steam Motor 103A

The new wooden cab for steam motor 103A is all but finished and looking superb in American Oak. The chap building it is certainly a craftsman. It almost seems a shame to have to paint it. The cab will be dismantled into big bits and then stored at the RTM. The RTM are confident they can begin the mechanical reconditioning of 103A within a few months, once their DoT grants responsibilities are finished.

The Society has expended \$14,683 from its funds

WHITEMAN PARK

Perth Electric Tramway Society

PO Box 257, Mount Lawley, WA 6050

From Michael Stukely

Operations

Good levels of patronage were recorded at Easter, the school holidays and Anzac Day. Commercial group tours are now visiting the park on a regular basis. Weekday operations (Wednesday-Friday) are bringing some good returns in ticket sales also. Three 30-second advertisements covering a range of activities in the Park were shown regularly by television station TVW7 between 11 June and 5 July, and have resulted in a noticeable rise in midweek traffic.

Ticketed traffic for the first quarter of 1995 was well up on the same quarter of 1994, and is the highest for the corresponding period since operation began over nine years ago.

On Mothers Day - traditionally a busy day in the park - the crowd was less than half the 1994 level. This was largely due to the AFL match being played the same day between the West Coast Eagles and the Fremantle Dockers, which attracted a sellout crowd at Subiaco Oval and was telecast live. Unfortunately these two teams will meet again at Subiaco on Fathers Day!

Rolling Stock

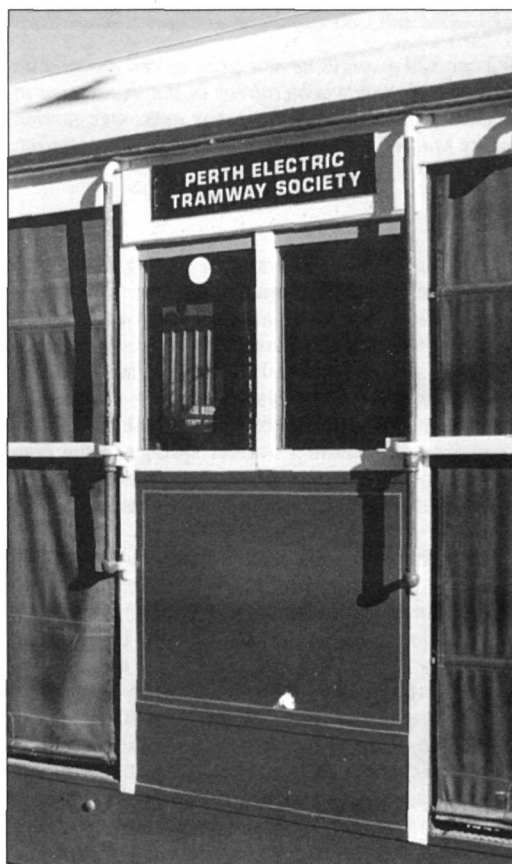
Council appointed Scott Parker to the position of Rolling Stock Maintenance (Mechanical) Supervisor for 1994-95. This area of tram maintenance has been efficiently scheduled and kept up to date by Scott, with guidance as necessary from Noel Blackmore. It is very pleasing to see one of our younger members taking on such a role - this transfer of skills and knowledge is vital to the future of museums such as

on 103A. The expenditure has included two new replica headlamps and timber for the new cabin. Much of this expenditure will be offset by the Department of Transport grant of \$35,000 towards the project.

We have some very fine metal badges featuring a full frontal view of 103A. They are in enamel and present very well. Send your order and cheque to PO Box 3179, Parramatta NSW 2124. \$10 will cover purchase, packing and postage within Australia.

The Society's name now appears in the side destination boxes of our W2 and W4 class cars. The perspex signs show up clearly in daylight as well as when illuminated at night.

MICHAEL STUKELY





W2 car 329 displays its new perspex end destination sign off-side rear vision mirror in the depot yard at Whiteman park. Fitting these new items was carried out by Matin Grant.

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Fremantle 29 has also been fitted with the new "The Whiteman Tram" perspex signs.

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ours.

PETS have for some years been using Poly-packs in the axleboxes of our operational cars. following a favourable evaluation of a sample Poly-pack by the Melbourne Tramcar Preservation Association at Haddon, we have recently supplied that Museum with a quantity of the packs. During the routine electrical maintenance of operational cars, Noel blackmore is installing heavier springs in the controllers to make each notch more "positive", thus reducing the incidence of contact tip blisters.

The extra rear vision mirrors have now been fitted to all W cars and painted by Martin Grant, our Rolling Stock Maintenance (Car Bodies) Supervisor. Favourable reports have been received from motormen. New leather pull-up tabs for the saloon windows of the W cars have been made and fitted. Martin has also fitted new perspex signs - "The Whiteman Tram" - in the end destination boxes to replace the outdated "Entrance/Central Stn/Mussel Pool" signs. The new signs have white (translucent) lettering on a black background and show up clearly in daylight as well as when illuminated at night.

Additional signs in similar style - "Perth Electric Tramway Society" - are being fitted in the side destination boxes on the W2 and W4 cars, and will be attached to appropriate windows in SW2 class 426 and W5 class 766.

Bill Gilbert has made a set of attractive wooden display cases with clear perspex fronts, which will be fitted to the backs of the cab doors in the W cars to display our small but recently improved range of souvenirs. These will be available from conductors. this is expected to provide a much needed boost to sales, as we do not yet have a permanent sales outlet at the museum.

Relaying of the damaged no. 2 end cab floor of W4 class 674 was completed in early July. The changeover of axlebox wedge-plates on 674 has been completed, and a further quantity of wedge-plates has been rebuilt and returned to stock for fitting as required.

Identical Twins?

Identical twins often report "sharing" feelings and

the effects of sickness or injury. Perhaps this also happens with trams....

The Ballarat Tramway Preservation Society reported that during the Begonia Festival, their W4 class 671 had snagged a pole in the overhead and ripped the trolley base out "by the roots" (TW May 95). Just over two weeks earlier on 23 February, our own W4 class 674, while passing through the Stockmans North-to-West curve, also managed to snag a pole in the overhead - and also ripped the trolley base out by the roots! This also damaged the choke coil and cabling on the roof. In over nine years of operations at Whiteman Park this is the first time such an incident has occurred...an interesting coincidence.

Fortunately, repairs to 674 were completed, mainly by our "Wednesday Group", in time for her return to service on Classic Car Show Day, 2 April.

Perth E class 67

Small areas of dry rot have been found in a group of saloon window pillars at sill level. Removal of the tongue-and-grooved timber cladding from the exterior of the saloon has begun, to permit a detailed assessment and repairs to the pillars to be carried

The "Southern Block" cleared ready for levelling and paving 23 April 1995, looking east towards the Oketon Geddes Carbarn rear door. The engineering shed is at right.

out. A few pillars in the worst-affected areas have localised dry rot at their bases.

This appears to be very old damage (the car was under cover on the farm from which PETS acquired it), and is believed to be a direct result of water entering around the drop-windows with which the car was fitted when built. No. 67 was converted to lift-windows at some stage, and the sill slots were filled, preventing further water entry. Interestingly, all subsequent Perth tram classes were fitted with lift windows only.

On 18 June, 67 was lifted from the Melbourne no.1 trucks and mounted on steel beams supported on stands. It will now be possible to carry out a detailed inspection and repairs as necessary to the under-floor beams.

Around the Carbarn

A major effort has been put into tidying up our storage areas and improving firebreaks recently. On 23 April, a large amount of stored material including rail, sleepers and poles was relocated from the area south-east of the Lindsay Richardson Carbarn. Several trees were then removed and stacked along with much accumulated rubbish. A large paved area is to be developed here for the storage of rail, sleepers and poles, and will serve also as a very effective fire-break.



A "Payloader" was hired on 26 April for levelling and paving with limestone on the Southern Block (south of the WP Pennenburg Workshop in the rear compound) and the storage area at the rear of the OKeton Geddes Carbarn. This work was supervised by Terry Verney and Ric Francis. The opportunity was also taken to pave the access alongside the rear of the carbarn to the side of the Engineering Shed, and to excavate the top 300mm of soft sand from the alignment of the pit road. Also the newly cleared south-east storage area was levelled. Over the following weeks the heaps of rubbish were gradually liquidated and the approach to our complex now looks a good deal tidier.

On 13 May, 35 tonnes of roadbase were delivered and spread by our bobcat contractor on the Southern Block. During June, oil-treated sleepers were laid out as bearers for the storage lanes of materials for our operating divisions. Transfer of overhead and rollingstock items has been undertaken. The Albion truck was towed in on 24 May. When the relocation of the remaining materials has been completed it will be possible to excavate and level the site of the proposed Storage Shed and the Flammables Store.

Ric and Kath Francis have carried out a major tidy-up of the members' Leisure Garden, which once again looks very attractive.

PVC piping has been purchased and stored for the progressive installation of our new fire protection

system, which will include fire hoses in each major building and, ultimately, overhead sprinkler systems. Terry Verney has dug the trench and laid 40m of the new main trunk.

Approval has been received from park management and the local authority for the construction of the maintenance pit in the Engineering Shed. Sixteen lengths of Brownbuilt sheeting have been purchased; these will be sufficient for the necessary panels of sheetpiling for protection of the pit excavation. The panels are now being constructed.

Ric Francis has arranged for all our patterns to be recorded and photos have been taken. Working on Perth G class 35, Ric has repaired and plated the inner longitudinal sub-floor beam and is preparing the replacement of outer beams. In June the body was placed on Melbourne no.9 trucks to permit fitting of the two stress bars.

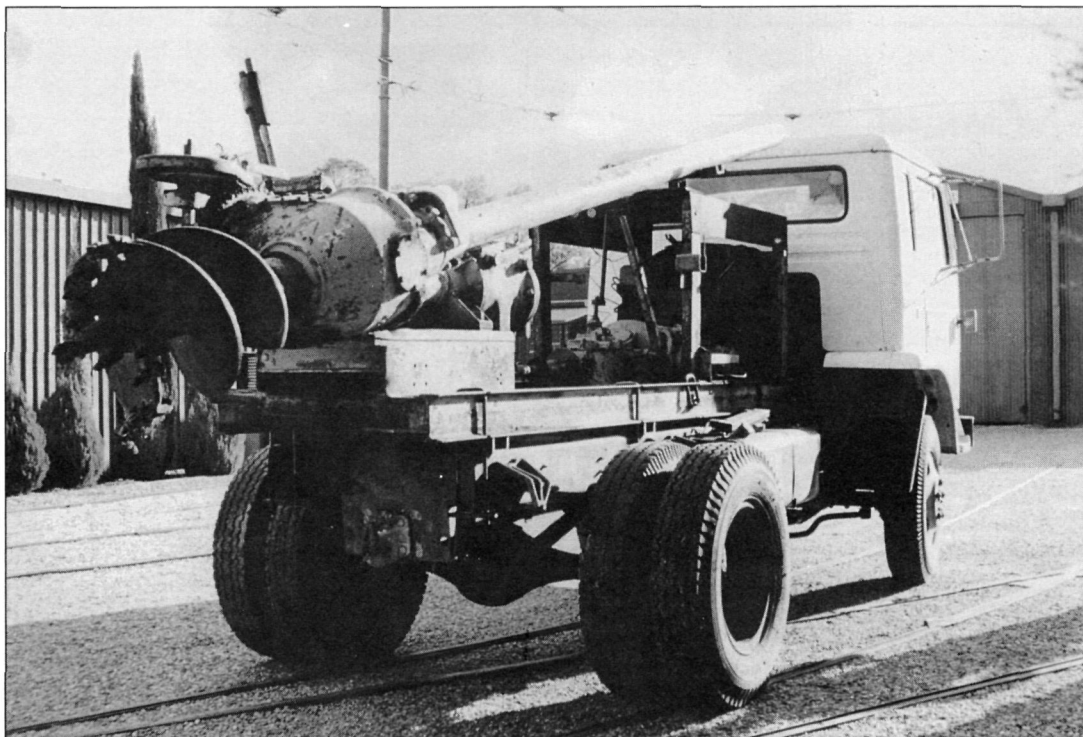
Acquisitions

Another valuable addition has been made to the motor vehicle fleet with the purchase of a CAP LM6 tandem drive, 6-tonne lift mobile crane with full circle slewing. This is expected to be in steady demand for shifting the variety of heavy items we work with.

Our latest acquisition is the 6-tonne lift mobile crane which is proving to be very useful.

TERRY VERNEY





The Museum's pole auger attached to the ACCO truck chassis, out for its first test drive on the carbarn fan, 28 May 1995.

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A recent note appealing for memorabilia, photos and information on Western Australian trams in the free "Can You Help" column in *The West Australian* newspaper produced a surprising number of responses. As a result, some very interesting information has come to light, and we received offers of anything from early documents and photos to tram bodies. Two complete seats of the type used in Perth H class 62 and I class 63 have been donated - previously we had only one seat of this type, which was incomplete. Ray Webster and Michael Stukely are still busy following up the leads!

Track and Overhead

A Hadfields short points box has been rebuilt - equipment kindly loaned by Dennis Bell of The Bendigo Trust was used to make the necessary patterns, and castings were made. The mechanism was fitted and the unit installed on the ex-Kalgoorlie

points on the carbarn fan, with excellent results.

Further track maintenance work has been carried out on Horse Swamp Curve, Bennett Brook Curve, the grade between Stockmans Crossing and Village, the approach to the carbarn fan, and several sets of points. Another track camp was held on 22 and 24 April and attended by Lindsay Richardson, Terry Verney, Trevor Dennhardt and Martin Grant. Work was concentrated around rail joints in the Village road crossing area.

In April, realignment work and repairs to the overhead were done at Stockmans Triangle. The pole auger has been fitted to the ACCO truck chassis. It was taken for a test drive on 28 May, and a test hole was successfully drilled to 2.5m depth on 18 June. The new mobile crane was tested in June when it was used to remove a steel caisson from a concrete pole on Swamp straight. Two redundant wooden poles were also removed and transported back to the carbarn precinct.

Three new cast brass overhead frogs have been received from the manufacturers. These will be installed on Stockmans Loop and in the triangle area.



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