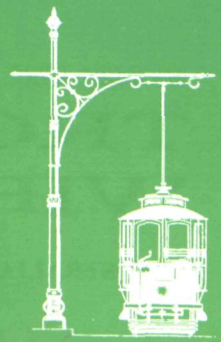


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MELBOURNE'S TWO BATMAN AVENUE TRAMWAYS

TROLLEY WIRE

AUSTRALIA'S TRAMWAY MUSEUM
MAGAZINE

AUGUST 1999

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The new Batman Avenue tramway is open. Victorian Premier, Jeff Kennett (right) stands with Transport Minister Robin Cooper and the actual ribbon cutter, young enthusiast Michael Jozis on Sunday, 6 June 1999.

Steven Altham

We apologise for the lateness of this
issue, caused by the recent Australia
Post problems in New South Wales.

Front Cover:

Melbourne A class 2040 raises the dust in Batman Avenue on the sunlit autumn afternoon of 10 May 1999. Batman Avenue has been closed to tramway traffic and will eventually revert to access lanes and parkland. Dale Budd

Back Page Top:

The Sydney Tramway Museum's paint research has finally caught up with its tram painting program. The brown colour on N class 728 has been corrected to reflect the latest information on the early Sydney colours. It is tan.

Bob Merchant

Back Page Bottom:

Two of Melbourne's ubiquitous W2 class cars stand at the Batman Avenue terminus on 6 October 1969. 589 at left is operating a Prahran service and 605 is running to Elgar Road, Wattle Park.

Bill McNiven

MELBOURNE'S TWO BATMAN AVENUE TRAMWAYS 1916 AND 1999

By Ross Willson

A. THE NEW LINE

The Federation Square Project

Federation Square is an extensive re-development of the area formerly occupied by the railway station at Princes Bridge, through suburban railway lines and large nests of railway sidings collectively known as Jolimont Yard and the Jolimont electric car workshops. It involves the provision of a new Riverside Parkland which will extend from Melbourne Park (formerly Flinders Park) to Federation Square, together with the Jolimont Residential Project.

The 1999 Deviation

Introduction

While the Batman Avenue line was the first electric tramway to reach the city area, the sole reason that it ended on its fringes was the presence of a cable tramway in Swanston Street and St Kilda Road. Thus it has taken from 1916 to 1999 to provide passengers on the Wattle Park line with a through service to Melbourne's central business district. In addition to the clear object of conferring benefits on passengers travelling on Route 70 (Princes Bridge-Wattle Park) by providing much improved access to the city, the *raison d'être* of the new line is to provide public transport access to the new sporting venues provided in the context of the redevelopment of the Jolimont rail yards site

The proposal to construct the new line was announced by the Minister for Planning and Local Government in a media statement on 30 June 1997. The section along Batman Avenue and Swan Street from St Kilda Road to the junction with the new line has been replaced by a deviation between Flinders Street and Swan Street. The new line follows an extension of Exhibition Street across the railway line and former railway yards at Jolimont and thence runs parallel to the railway in a tramway reserve adjacent to Melbourne Park.

The work involved the elimination of the former sidings in Jolimont Yard and the closure of Jolimont Workshops so reducing the number of railway tracks

from 53 to 12. This was made possible by providing storage and maintenance facilities for electric trains at suburban locations. It also included the demolition of the Gas and Fuel Corporation buildings in Flinders Street and of Flinders Street 'B' railway signal box.

The former Batman Avenue will be razed to provide additional park lands.

In order to provide storage for trams serving the nearby sporting facilities, a third road between the Down and Up lines has been provided along the eastern section where it parallels the railway. It leaves the Up line at the Richmond end and is connected by a 'Y' junction to the Down and Up lines at the Melbourne end. This third road is capable of accommodating ten trams of the B2 class.

The project also involved the provision of a new substation, which is located near Wellington Parade at the southern portal of the railway tunnels on the Clifton Hill line. This facility was completed during March 1999.

Opening of the New Line

At 12:13am on the morning of Saturday, 29 May 1999, B2 class train No. 2132, preceded by No. 2061, operating on Route 70 to Wattle Park left the terminus in Batman Avenue, Melbourne, so bringing to an end the operation of electric trams in Batman Avenue and portion of Swan Street.

During the period from 29 May to 6 June, private buses operated by Sita provided a service along Swan Street and Batman Avenue, from Punt Road to the terminus near Swanston Street.

The existing line in Swan Street was linked to the new line on the weekend of 29-30 May. A new junction had been provided at the intersection of Flinders Street and the new Batman Avenue on 28 November 1998.

The ex-Sydney scrubber car (No. 11 W), constructed as a passenger car in 1908, operated over the new line on 28 May. It was initially unable to negotiate the curve from Flinders Street. Following the grinding away of concrete a second attempt was successful and No. 11W

travelled on the inbound track to the first crossover just beyond the first stop at the national Tennis centre and returned along the outbound track. It returned on 31 May. On 1 June, A1 class No. 239 was taken over the new line. On 2 June No. 240 of the same class operated to enable drivers to learn the new route. The first articulated tram to be so employed was No. 2093, which was operated on 3 June.

On Sunday, 6 June 1999, the Premier of Victoria opened the new line and regular services commenced on the morning of Monday, 7 June when Route 70 trams operated along Flinders Street to the crossover short of Spencer Street. However, in order to avoid unnecessary congestion at this location, the practice is for trams to continue along Spencer Street to the terminus opened in 1994 beyond La Trobe Street, near Jeffcott Street.

The permanent terminus for Route 70 trams will be in Flinders Street west of Spencer Street, making use of track which will form part of the new line through the Docklands development (as described in 'Here and There', elsewhere in this issue of *Trolley Wire*).

B. THE FORMER LINE

The Royal Commission

On 17 November 1910, the Governor of Victoria appointed a Royal Commission to inquire into and report upon the Railway and Tramway Systems of Melbourne and Suburbs. It consisted of a Chairman and six members, one of whom was Mr David Dureau, a company director, who had served as the Mayor of Hawthorn during 1910 and 1911. He was subsequently appointed as Chairman of the Hawthorn Tramways Trust, which met for the first time at the Town Hall, Melbourne, on 19 June 1914.

On 24 November 1910, the Chairman of the Victorian Railways Commissioners testified before the Commission. He was presented with a detailed questionnaire, paragraph II(b) of which referred to a proposal 'to convert and continue the Riversdale Road tramway along Swan Street, Richmond; thence directly into Melbourne, along the road immediately north of the Friendly Societies' Gardens; and thence to St Kilda Road (Prince's Bridge).' Paragraph II(c) asked: "Would it, in your opinion, be preferable to ultimately serve the Burwood district by an extension of the railway." Sir Thomas Tait, who had informed the Government in September of his resignation and that he would be leaving Victoria on the Orient Line's *s.s. Otranto* on 30 November declined to respond specifically to these questions.

However, in direct testimony he was asked: "Supposing it can be shown that tramways running along Riversdale Road and Swan Street, and other tramways running down High Street, Kew, to connect with the Victoria Street trams, can very considerably relieve the traffic from Auburn, Glenferrie, and Hawthorn stations, would the quadruplication of the line still be necessary?" He replied affirmatively, but went on to say that: "I doubt very much that the construction of such tramways as you refer to will relieve the congestion at the busy hours of the morning and evening when the periodical ticket-holders are travelling to and from their work, for I think that for distances up to 3 miles, and, perhaps less, in some cases, we will still continue to hold the periodical ticket traveller. The strain on our present lines is during these hours, and it is during those hours that we most require relief."

These remarks are quoted at length in view of the continuing controversy involving apprehended competition between railways and tramways within the inner suburbs. His successor took a relaxed and reasonable view about competition between the two forms of transport. Tait's successor took the generous view that competition would be of mutual advantage.

On 12 April 1911, the Mayor of Richmond testified to the Commission about a proposal to construct a tramway along Swan Street. The Mayor indicated that there had been concern about competing so directly with the railway between Richmond and Flinders Street. It should be noted that at that time Richmond station was located on the Hawthorn side of Punt Road. The Mayor stated that the Swan Street proposal has been discussed "... but it was thought it would be inadvisable to endeavour to have a line along Swan Street, because of its running parallel to the present railway line".

The Commission's report is dated 12 September 1911.

The Inquiry conducted by the Parliamentary Standing Committee on Railways

A deputation urging the construction of a tramway from Melbourne to Burwood waited upon the Premier on 4 September 1912. On 3 October 1912, the Premier informed the Legislative Assembly that he had requested the Parliamentary Standing Committee on Railways (hereafter 'the Committee') to inquire into the question of constructing several tramways in the suburbs of Melbourne. In its report dated 6 December 1912, the Committee referred to a proposal to construct a double track standard gauge electric

Nomenclature

It was expected that the extension of Exhibition Street would have either retained that name or had bestowed on it a distinctive new name. However, on 6 June 1999 the Premier of Victoria announced that the new thoroughfare would be known as Batman Avenue in order to retain its obvious significant historical association with John Batman (1801-1839), thereby "preserving the name of one of Melbourne's pioneers."

The former terminus was located near the intersection of Batman Avenue with St Kilda Road. The first Schedule to the *Melbourne to Burwood Tramways Act 1914* describes the inner section of the line as: '... thence westerly along Wallen Road across a bridge over the Yarra Yarra River to Swan Street ... to Punt Road; thence westerly along Yarra Bank Road to Saint Kilda Road.' By the time the tramway was opened in 1916, Yarra Bank Road had become Batman Avenue.

Municipalities

This article contains many references to individual municipalities. In 1994, the system of local government throughout Victoria was reconstituted. Consequently the City of Richmond was incorporated in a new City of Yarra while the Cities of Hawthorn and Camberwell were incorporated in a new City of Boroondara. The *City of Melbourne Act 1993* created a new City of Melbourne, with altered boundaries.

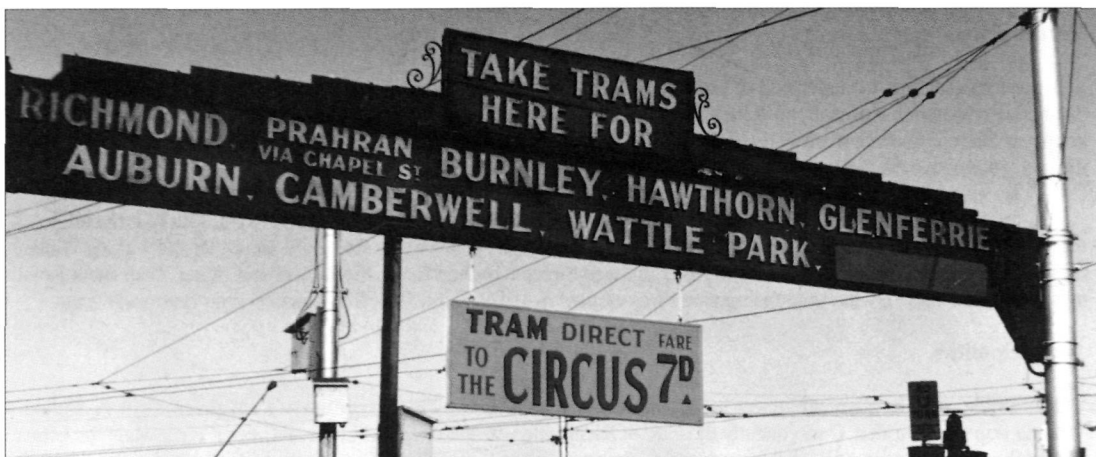
tramway from Princes Bridge along Yarra Bank Road, Swan Street, Wallen Road and Riversdale Road to Burke Road, and a single track line beyond traversing Camberwell and Norwood Roads to Boundary Road.

This view of the terminus shows W2 class 503 departing for Burwood on 13 February 1965. This was the last day that Burwood trams ran from Batman Avenue terminus. The two services represented by the trams in this picture no longer operated along Batman Avenue at the time of closure in 1999. Dale Budd

Testimony to the Committee supported the route along Swan Street West and Yarra Bank Road because it '... would be a convenience to persons visiting the Botanical Gardens, and also those attending Henley and other regattas on the Yarra River between Prince's and Alexandra bridges'. The tramway was also supported by the owners of the recreation facilities at Flinders Park and the principals of Scotch College and Melbourne High School, whose pupils were required to attend recreation grounds in Yarra Park.

The Committee also recommended that the line should be constructed by a Trust representing the Melbourne, Richmond, Hawthorn and Camberwell councils.





The Premier submitted the report to the Legislative Assembly on 20 December 1912.

The sign at Batman Avenue terminus on 11 April 1965, shortly after the Burwood service had been diverted into Flinders Street.

Dale Budd

The Melbourne to Hawthorn Railway

It is necessary to outline briefly the history of the railway from Melbourne to Burnley. It was opened from Princes Bridge to Punt Road on 8 February 1859 and to Cremorne (on the Brighton line) on 12 December 1859 from when the temporary station at Punt Road was replaced by a new station on the other side of Punt Road, identified as 'Swan Street'. The railway was extended from Swan Street, with an intermediate station at Church Street, to a platform (beyond Burnley) known as PicNic on 24 September 1860 and thence on to Hawthorn on 13 April 1861. These trains were extended from Princes Bridge to Flinders Street on 18 December 1865. On 1 January 1867 the stations named Swan Street and Church Street became 'Richmond' and 'East Richmond' respectively. Burnley Street station was opened on 1 May 1880.

A platform was opened between Princes Bridge and Punt Road on 2 March 1859 for use by visitors to the Cricket Ground and Botanic Gardens. It was apparently closed in 1862. If nothing else, this demonstrates the fact that, while a railway can afford a quick journey over the 1.5 miles between Melbourne and Richmond, street transport has the great advantage of affording access to the sporting and recreational facilities between Punt Road and Princes Bridge.

Electric operation commenced between Flinders Street and Richmond with the inauguration of electric traction on 29 May 1919. The line beyond Richmond was electrified to Box Hill on 30 November 1922.

In 1958, a large new station building was constructed on the northern side of Swan Street on the Melbourne side of Punt Road thus taking the site of Richmond station back to the site of the temporary terminus of 1859. The first stage of this major project was opened on 30 November 1958.

Competition with the Victorian Railways

An element of controversy was introduced into the Committee's proceedings when the Victorian Railways objected because the tramway would reduce the income from the stations at Burnley and Richmond. The VR considered that 25% of the passengers holding daily tickets and 5% of those with periodical tickets would be attracted to the tramway. In the case of the important station at Swan Street, Richmond, it was judged that a penny fare from Richmond station to Princes Bridge would secure 50% of the traffic between Richmond and Flinders Street.

The Railways contended that '... the local requirements in Swan Street did not in themselves justify a tramway...' which, because the railway would be able to accommodate the traffic offering until it could be electrified, when its capacity would be enhanced, '... is not justified as portion of a sound transportation scheme, and it would rob the railways of a considerable sum'.

Historical Significance of the New Line

The new deviation represents the first example of a new tram line (whether operated by horse, cable or electric traction) laid in a new street in central Melbourne. This is subject to the qualification that the Spencer Street Bridge spanning the Yarra was opened for vehicular traffic on 12 February 1930. The MMTB, which had already paid £33,333 of £50,000 towards compensating the Melbourne Harbour Trust, had tramlines laid on the new thoroughfare. In its report of 18 March 1930, the Parliamentary Standing Committee on Railways commented that the MMTB should have obtained prior approval, but recognised the exceptional circumstances of the case because the new bridge structure had to accommodate the track and that '... a re-opening of the road surface for track construction purposes would involve materially more cost and less expedition....' However, the Committee stipulated that construction work should not begin until the financial situation improved.

The new tramway along Spencer Street and Clarendon Street, from Flinders Street to City Road, South Melbourne, was authorised by an Order in Council made on 5 May 1936 and trams commenced running over this section on 25 July 1937 when the South Melbourne cable line was converted to electric traction.

In a wider context, the 1999 deviation is the first example that comes to mind of a new tram line in Australia constructed in a new thoroughfare, within a central business district, since the provision by the Brisbane City Council of a new line in Barry Parade (from Leichhardt Street to St. Paul's Terrace) which was opened on 4 August 1927.

However, the Committee unanimously recommended that the tramway through Hawthorn and Camberwell '... will not affect the suburban railway system to an extent

that will be injurious to the latter'. The Committee recognised that the tramway would affect the suburban railways but that such loss of revenue '... will not ... be so large as to justify withholding authority to construct the tramway; and, moreover, the electrification of the suburban railways will lessen the effect of the electric tramway competition'.

Car 876 inbound at the intersection of Swan Street and Batman Avenue on 13 February 1965, the last day that Burwood trams ran along Batman Avenue. The destination sign has already been set for the outward trip. Dale Budd



Four members of the Committee had voted on 5 December 1912 against a motion proposed by the Chairman and the member of the Legislative Council for Bendigo that the Committee should recommend against the construction of the line between Princes Bridge and Power Street, Hawthorn 'because it will run along its entire length parallel with the Melbourne to Hawthorn railway, and be an unnecessary competitor with that line causing a loss of railway revenue'.

The Hawthorn Tramways Trust

In conformity with the recommendation of the Railways Committee in 1912, on 27 November 1913 the Premier moved the Melbourne to Burwood Tramways Bill which sought to establish a Hawthorn Tramways Trust (hereafter 'the HTT'). The Bill passed the Legislative Assembly on that day and the Legislative Council on 3 and 4 February 1914. The *Melbourne to Burwood Tramways Act 1914* (No. 2488), which received the Royal Assent on 17 February 1914, created a body corporate by the name of the Hawthorn Tramways Trust which consisted of two members elected by each of the Cities of Melbourne, Richmond and Hawthorn and the Town of Camberwell, and a ninth member, the Chairman. The Chairman was elected at a joint sitting of all the constituent councils.

Except for Richmond, the Councils were already represented on the Prahran and Malvern Tramways Trust.

The 1914 Report

In their report of 11 May 1914 to the Councils prospectively involved with the scheme, Messrs McCarty, Underwood & Co., Consulting Electrical Engineers of 31 Queen Street, Melbourne, stated that:

'This will be the first through Electric Tramway Line that will come almost to the centre of the City, and we have little doubt that it will show a much higher rate or [*sic*] return per head of population along its route than any other electric line now in existence in or about Melbourne.

'Princes Bridge is a good position for the terminus of the proposed line, as it is as near the centre of the City of Melbourne as either of the Flinders Street Railway Stations [Princes Bridge was a separate station]. In the future, if the cable tramway system is electrified, this line can easily be connected with the completed system and taken to such a point in the City of Melbourne as the operating authorities think fit. ...

'The present terminus at Princes Bridge will give excellent facilities for the patrons of the line to visit the various picture shows and other places of amusement at Princes Bridge, and this traffic should give good results from a revenue point of view'.

The report also noted that: 'The first section of the line has many attractions which must be taken into account in estimating the revenue to be derived from the line. The tramway, passing as it does along the northern bank of the River Yarra for a considerable distance from Princes Bridge, offers passengers an opportunity of viewing the river and the opposite bank from the very best vantage point. This may seem a very small matter, but it is one the public will appreciate'.

The report itemised the attractions of this section as: access to the Botanical Gardens, Richmond Park, Friendly Society Sports Grounds and the Melbourne and Richmond Cricket Grounds.

A further point in its favour was a low consumption of electric current because of the easy grades and few stopping places.

The report recommended that the terminus at Princes Bridge '... should be made close to the footpath on the north side of Yarra Bank Road, and as close to Princes Bridge as possible'.

The 1915 Order in Council

On 6 September 1915, the Executive Council made an Order to give effect to the amendments of the *Tramways Act 1890* effected by the Trust's Act of 1914 so overcoming the statutory prohibition against the construction of tramways in specified municipalities. The Act of 1890 conferred what amounted to a statutory monopoly in favour of the cable tramways. It thus declared that the HTT '... shall be and is hereby authorized to construct a tramway in the municipalities of Melbourne, Richmond, Hawthorn and Camberwell.'

Competition with the Railways - A Continuing Saga

In 1911 the Royal Commission had reported that:

'In Melbourne there has been wasteful competition between railways and tramways, resulting in some localities being served by duplicate travelling facilities, almost adjoining one another, whilst other localities have no communication with the city or other suburbs



This line of trams in Batman Avenue is waiting to enter the terminus in the mid 1950s. Such a line up of trams at the terminus was unknown in recent years.

Noel Reed

whatsoever. Between some localities and the city low competitive fares are charged, and in other localities the fares, particularly the railway fares, are relatively much higher, and the profits thereby resulting are used to make up the loss on those lines that suffer from competition.'

A related issue is that the monopolistic railway authorities chose to ignore greater convenience provided by trams.

In particular, the Order of 6 September 1915 specified penny fares for travel from Princes Bridge to Richmond station and from the Melbourne Cricket Ground entrance on Swan Street to Burnley and Swan Streets.

In their annual report for 1915/16 the Railway Commissioners drew attention to the effect of tramway competition on railway revenue and claimed that the trams between Princes Bridge and Burwood had been responsible for a loss of £20,000 in railway revenue. They admitted that: 'Between Hawthorn and the terminus at Burwood this tramway serves residents of a district who live comparatively remote from a railway.' However, they went on to say: '... but we consider that the competition which has been created by the provision of the tramway in close proximity to, and parallel with the railway line between Burnley and Prince's Bridge and which is resulting in a large loss of

railway revenue, was not justified by circumstances, inasmuch as it benefits a comparatively small number of people whilst the State as a whole has to bear the loss which the railways are sustaining.'

In their report for 1916/17, reference was made to sentiments contained in the Twenty-Seventh General Report dated 12 June 1917 of the Parliamentary Standing Committee on Railways, which urged that: 'As the Order in Council passed is not in conformity with the evidence on which the Committee recommended the tramway, the fares between Prince's Bridge and Richmond not being uniform with those charged on the railway, the Committee is of the opinion that Parliament should at an early date exercise its power to revise such tramway fares.' The single and return fares for travel between Flinders Street and Richmond were 2d and 3d second class and 50% more for first class.

What the Railways did not say was that retaliatory railway fares had been apparently introduced in 1892. The notification of altered railway fares gazetted on 2 May 1892 made it clear that the increased fares did not apply to travel between Melbourne and Port Melbourne, Balaclava, South Yarra, Hawthorn, Coburg, Collingwood, Fitzroy and Northcote South. The inference is inescapable that areas bounded by these stations were exempted from the increase in consequence of competition from both cable and horse tramways.

The Opening of the First Stage of the Burwood Tramway

The line from Princes Bridge to Hawthorn Depot (at Wallen Road and Power Street) was opened for traffic on 6 April 1916. An official trial had taken place the previous day. The foundation stone of the new depot had been laid on 7 September 1915. The ceremonies of cutting the ribbons were performed by the Mayoresses of Melbourne, Richmond and Hawthorn at Princes Bridge, Punt Road and Wallen Road Bridge respectively. With due regard to protocol, the first tram was driven by the Mayoress of Melbourne and the second by the wife of the Chairman of the Trust. The ceremony commenced at 3:00pm and the ordinary service commenced at its conclusion. The first tram left at 3:20pm.

Services Operated from Princes Bridge

The tramways constructed by the HTT were opened as follows:

6/4/1916	Princes Bridge to Hawthorn Depot
7/5/1916	Hawthorn Depot to Auburn Road
3/5/1916	Auburn Road to Bowen Street
10/6/1916	Bowen Street to Burwood
21/6/1916	Hawthorn Depot to Richmond cable tram terminus
25/10/1916	Burke Road to Wattle Valley Road

9/11/1916	Wattle Valley Road to Highfield Road
23/12/1916	Highfield Road to Boundary (now Warrigal) Road

The extension from Warrigal Road to Wattle Park (Elgar Road) was opened on 1 July 1928. The through distance from Princes Bridge was 8.041 miles.

The distances involved were:

Princes Bridge to Burwood	7.724 miles
Burke Road to Warrigal Road	2.285 miles
Bridge Road to Riversdale Road	1.164 miles

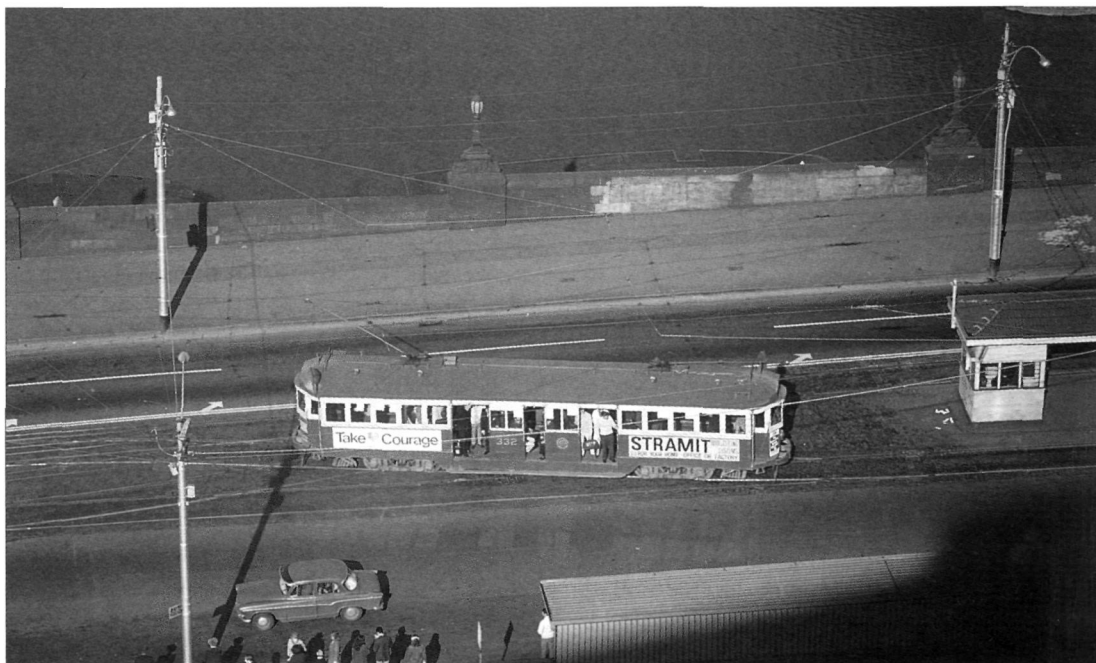
Of this total, double track comprised 6.827 miles and single track 4.347 miles. As opened in 1916, double track extended from Princes Bridge to Bowen Street.

The Track Scandal

F.A. McCarty was appointed as Consulting Engineer and Manager in the HTT's early days. His services were dispensed with in March 1918. The former

W2 class 332 arriving at Batman Avenue terminus photographed from one of the now demolished Gas and Fuel Corporation office towers on 14 June 1969.

Dale Budd



Engineer and Manager of the Melbourne, Brunswick and Coburg Tramways Trust took up the duties of Engineer and Manager of the HTT on 5 June 1918. In its annual report for the year ended 30 September 1918, the HTT stated that: "The track soon after traffic operations began commenced to show defects in various sections owing to the presence of water in the trenches, as advised by the then Engineer and Manager."

Underground drains were then put in on his recommendation, but these drains did not prove effective.

Faced with this situation, the HTT obtained the services of an officer of the Prahran and Malvern Tramways Trust who reported his opinion that the complete reconstruction of the track from Burke Road to Princes Bridge was necessary. The first section from the River Yarra to Church Street, Richmond, was to be put in hand during November 1918.

The reconstruction involved the provision of a deep subsoil drain between the tracks and that each track of the permanent way should be supported by a concrete raft eight feet wide on which the sleepers would be packed to correct levels with screenings.

In the context of this imbroglio, it is curious that on 15 July 1915 McCarty, as Vice President of the Victorian Section of the Electrical Association of Australia had presented a paper to the Association on 'Electric Tramway Construction.'

Traffic Congestion Board, 1919

In its report of 17 June 1919, the Traffic Board drew attention to the development of metropolitan tramways and its effect on congestion. It was noted that the HTT line '... is the only one which terminates near the heart of the city, and at a point where a large proportion of its passengers add to the crowds passing through the most congested intersection'. This comment highlights the inherent difficulty of terminating tram services at the top of Batman Avenue. While not far on the map from the central business district a traveller seeking to reach Flinders Street station or the commercial centre along Swanston Street was confronted by heavy vehicular traffic in Swanston Street and beyond in Flinders Street.

Acquisition of the Hawthorn Undertaking by the MMTB

Following a marathon debate, Parliament agreed to the Melbourne and Metropolitan Tramways Bill 1918, which constituted the Melbourne and Metropolitan Tramways Board (hereafter 'the MMTB'). Established

on 2 July 1919, the Board met for the first time on 1 November of that year. Pursuant to a proclamation made under the Act on 6 January 1920, it acquired the HTT and the other municipal tramway undertakings on 2 February 1920.

The Electrification of the Cable Tramway in Swanston Street and St Kilda Road

A cable tramway was opened from Princes Bridge to South Yarra, Prahran, Windsor and Balaclava on 26 October 1888, and the line was extended across Flinders Street to Swanston Street on 23 February 1890. Cable trams ceased operation along Swanston Street between Lonsdale Street and Princes Bridge on 27 December 1925. The section from Princes Bridge to Domain Road was closed on 12 January 1926. The electric trams which had operated from St Kilda Beach (Beaconsfield Parade) to the City via South Melbourne since 31 October 1925 had terminated in City Road. On 4 January 1926 this line was extended from Sturt Street to Princes Bridge in St Kilda Road. Electric trams were introduced along Swanston Street and St Kilda Road, from Lonsdale Street to Princes Bridge on 24 January 1926 and from Princes Bridge to Park Street on 28 March 1926. The MMTB was preoccupied with reducing congestion by limiting the number of trams in the city area. Consequently no connection was provided at that time with the tramway in Batman Avenue.

The Princes Bridge Terminus, 1927

The HTT provided a waiting room on the railway side of Batman Avenue.

An Order in Council of 27 June 1922 sanctioned the construction of a safety zone. It specifically approved of the MMTB's altering the tracks at Princes Bridge '... from 10 feet centres to 20 feet centres for a distance of 219 feet from a point 10 feet east of the building line of St Kilda Road, and thence for a distance of 257 feet 2 inches converging from 20 feet centres to 10 feet centres, and also constructing a safety zone, 60 feet in length, 10 feet in width and 5 inches above the road surface with an umbrella roof....'

An article by David Menzies published in the January-February 1973 issue of the New Zealand journal *Tramway Topics* quotes the date of opening of the waiting room in Batman Avenue as 12 July 1927. A signal box, which controlled the scissors crossover located in front of the waiting room, was provided at this or some later time. It is not known when the signalling equipment was removed.

The new terminal may have been provided in conjunction with the introduction (on 16 September 1927) of a tourist tram service using Y class tram No. 469. This service initially operated from Princes Bridge to St Kilda Beach via Batman Avenue, Swan Street, Chapel Street, Carlisle Street, Esplanade returning by way of Fitzroy Street, Wellington Street, Danderiong Road, Glenferrie Road, Cotham Road, Burke Road, Malvern Road and St Kilda Road back to the City. If the waiting room was erected in 1927, the MMTB's architect, Mr Alan G Monsborough, probably designed it.

When there were three services (to Burwood, Wattle Park and Prahran) operating out of Batman Avenue, an illuminated sign operated by the signalman was provided to indicate to intending passengers which would be the next tram to leave. Two trams could be accommodated on either line beyond the waiting room.

The Princes Bridge Connection, 1930

In a letter of 4 September 1929, the Secretary to the MMTB advised the Town Clerk of the Melbourne City Council about a proposal to provide a single track connection between the Up line in Swanston Street and the Up line in Batman Avenue. It was made clear that the object of providing the curve was to eliminate dead mileage. It would be used for the transfer of trams to the Preston Workshops and for special cars operating to

Wattle Park for tourist and picnic services. It would not be used at peak hours, except in case of an emergency.

The Council on 12 October 1929 informed the Board that it did not favour the proposal. The latter told the former that it would be constructed under paragraph 53(e) (the reference should have been to paragraph 59(e), rather than paragraph 53(e) which related to the Act of 1918) of the *Melbourne and Metropolitan Tramways Act 1928*. The Council sought the deferral of the proposal until Swanston Street had been widened. This delaying tactic was rejected by the Board on the ground that '... the installation of the junction would be indefinitely postponed if the Board were to defer to your Council's wishes'.

Presumably at the instigation of the MMTB, the matter was ventilated by an item in *The Argus* of 2 November 1929 which stressed that "At a capital cost of a few hundred pounds the Board would be able to effect considerable economies".

A view of Batman Avenue terminus and adjoining rail tracks taken on 23 March 1995 from one of the now demolished Gas and Fuel Corporation office towers. The deck for Federation Square has now covered the rail tracks at this location.

Dale Budd



On 30 May 1930 the Board's Chief Engineer advised the Council that the work of installing the junction would commence on the night of 9 June 1930.

Track Renewal in 1959

The line from Swanston Street to Punt Road was relaid in concrete in 1959. Work commenced on 13 January and on 15 April the staff were transferred to remove the cable line in Johnston Street, Collingwood, which had been closed in 1939. Work resumed after 30 June, once this work was completed, and the Batman Avenue work was completed on 30 September 1959.

Operation of Services to the University

As from 1 April 1960, a limited number of journeys operated from Burwood and Wattle Park to the University using the connection at Princes Bridge during the morning peak period. These journeys ceased following the introduction of Z class cars at Camberwell Depot, because of the then policy of segregating these cars to routes operated by specified depots. These cars were progressively introduced on the Burwood line from 1 August 1978 and on the Wattle Park line from 13 November 1978.

The Princes Bridge Connection, 1987

On 12-13 December 1987, a new double track connection was laid at the intersection of St Kilda Road and Batman Avenue. It was used for special services provided in connection with the opening of the National Tennis Centre in Batman Avenue. The Centre was opened on 11 January 1988. However, nothing was done to extend the Wattle Park service from Princes Bridge into the City proper.

With the provision of additional crossovers, trams could now shunt at four locations: west of Punt Road, Olympic Park-Swan Street, National Tennis Centre and State Swimming Centre.

Reconstruction of Batman Avenue Terminus

On 20 September 1994, the Minister for Transport opened a rehabilitated shelter at the Batman Avenue terminus. The benches were altered from a facing to a transverse arrangement. The waiting room was removed to the Tramway Museum of Victoria's site at Bylands on 15-16 June 1999.

Destination Identification

The HTT lines were identified as follows:

Destination	Route letters	Coloured lights
Burwood	B	1 red and 1 blue
Riversdale Extension	R	1 red and 1 yellow
Bowen Street	C	2 blue
Auburn Road	A	2 red
Bridge Road	P	2 yellow
Depot, Power Street	D	2 green
Richmond	E	1 red and 1 green
Burnley	H	1 yellow and 1 green

By 1923 route numbers were introduced by the Board as noted below - they continued the numbering scheme which had been introduced by the Prahran and Malvern Tramways Trust in *circa*-1915. The PMTT routes were numbered 1-16.

- 17 Princes Bridge to Wattle Park
- 18 Princes Bridge to Burwood
- 19 Princes Bridge to Bowen Street
- 20 Princes Bridge to Burke Road
- 21 Hawthorn Depot (Power Street) to Richmond (Bridge Road)

The Prahran Service

On 8 July 1924, a new service was introduced between Princes Bridge and Toorak Road over the existing lines along Batman Avenue and Swan Street, and over a new tramway traversing Church and Chapel Streets. It was subsequently extended along the route of the Prahran cable tramway, which had closed on 28 August 1926, from Chapel Street to Windsor Station on 31 October 1926, and thence as a new electric extension to Brighton Road on 19 December 1926. The through distance was 4.961 miles.

Route Numbers

The scheme introduced by the PMTT and its 1923 extension fell into disuse. A new route numbering system was introduced in 1928 and extended to the Batman Avenue services on 9 December 1934 as follows:

- 70 Princes Bridge to Wattle Park (Elgar Road)
- 71 Princes Bridge to Wattle Park (Warrigal Road)
- 72 Princes Bridge to Riversdale Road
- 74 Princes Bridge to Burwood
- 75 Princes Bridge to Hartwell

- 76 Princes Bridge to Camberwell Junction
- 77 Princes Bridge to Prahran
- 80 Princes Bridge to Burnley

All-night services

An hourly all night service was introduced on 12 March 1921 between Princes Bridge and Camberwell Junction. Increased fares were applicable to travel on these trams. The service operated for the last time on the night and morning of 30 September-1 October 1921.

From 14 February 1937 a comprehensive network of all night services was introduced. However, such services were not extended to the Batman Avenue routes until 27 July 1941 when all night trams were operated to Burwood and Wattle Park.

One-man buses replaced these services from 17 February 1957. Route 4 operated from North Coburg to City, Glen Iris, Camberwell Junction and Wattle Park. Beyond St Kilda Road, they followed Toorak Road, Orrong Road, High Street, Lower Malvern Road, Burke Road, and Riversdale Road to Elgar Road. Route 10 operated from Burwood to Princes Bridge via the tramline. These bus services were withdrawn on 17 November 1968.

From 28 February 1997 all night trams returned to Melbourne. These trams operated from Melbourne University to North Fitzroy along Swanston Street, St Kilda Road, Batman Avenue, Church Street, Chapel Street, Carlisle Street, Fitzroy Street, light rail reserve, Whiteman Street, Clarendon Street, Spencer Street, Collins Street, Macarthur Street, Gisborne Street, Victoria Parade and Brunswick Street to Fergie Street.

This service, operated by A class trams, ran each Saturday and Sunday night for five weekends. It resumed on 1 November 1997, running each weekend until the end of March 1998. The service was not subsequently resumed, owing to industrial and operational issues including a rear-end incident attributed to driver fatigue.

Tram Stop Numbering

The Burwood and Wattle Park lines were the first routes on which stopping place numbers were introduced, on 16 January 1951. This followed the practice adopted by the MMTB's Chairman (Brigadier R.J.H. Risson, CBE, DSO, ED, as he then was) when he was with the Brisbane tramways.

As at September 1973, the stopping places between Princes Bridge and Punt Road were located and numbered as follows:

- 1 Princes Bridge
- 2 Olympic Pool
- 3 Victorian Railways Workshops
- 4 Yarra Park
- 4A Athletics and Swimming Pool
- 5 Olympic Park Old Scotch College Oval
- 6 Pathways to Melbourne Cricket Ground and Anderson Street
- 7 Punt Road Richmond Cricket Ground

Stopping places on the new line are provided at the new Batman Avenue bridge, Melbourne Park and Swan Street. A further stop will be provided at the Melbourne Cricket Ground later in 1999 following the completion of a new footbridge.

The numbers of the stopping places are:

- 1A Spencer Street
- 1 William Street
- 2 Market Street
- 3 Queen Street
- 4 Elizabeth Street
- 5 Swanston Street
- 6 Russell Street
- 7 Exhibition Street
- 7A Exhibition Bridge
- 7B Melbourne Park -Tennis Centre
- 7C Melbourne Cricket Ground
- 7D Richmond Station West
- 7E Punt Road
- 8 Opposite Cremorne Street
- 9 Lennox Street

Fare Sections

When opened, the first fare section extended from Princes Bridge to Richmond station with an overlapping fare section from the Melbourne Cricket Ground entrance on Swan Street to Burnley and Swan Streets. The Order of 6 September 1915 specified penny fares for travel over both these sections.

Thereafter the boundaries of the first two fare sections became:

- 1/3/1921 Princes Bridge-Richmond Railway Viaduct -Park Grove
- 1/5/1926 Princes Bridge-Lennox Street, Richmond
- 1/5/1926 Richmond Railway Viaduct-Park Grove
- 30/11/1955 Princes Bridge-Punt Road-Burnley Street

Since 7 June 1999, the Wattle Park line has been divided into eight fare sections (Nos. 4-11) of which the first extends from Spencer Street to Swanston Street and the second ends at Punt Road, Richmond. Until that date, the first fare section extended from Princes Bridge to Punt Road.

Withdrawal of Services Operating From Batman Avenue Terminus

The Burwood service was diverted to reach the City via Power Street, Burwood Road, Bridge Road, Wellington Parade, Flinders Street and Spencer Street from 14 February 1965. This enabled the withdrawal of the service (Route 27) from City (Lonsdale Street) to Hawthorn (Depot). Hawthorn Depot was concurrently closed as a traffic depot. Responsibility for the Burwood and Wattle Park services was transferred to Camberwell Depot.

On Sundays, from 15 November 1959, one-man buses replaced trams on Route 77 from the City to Prahran. From 19 November 1961 this bus service was extended to East Malvern (Darling Road) via Chapel Street and Balaclava Road. From 3 November 1986 the tram service from Mondays to Saturdays, which had been operated by Glenhuntly Depot since 14 February 1965, was withdrawn without direct replacement, although the remaining service to Wattle Park (Route 70) was slightly strengthened. The bus service continued to run to East Malvern via Prahran until the restoration of trams on Route 3 to East Malvern (Darling Road) on Sundays as from 8 August 1993.

The progressive introduction from 1976 onwards of various travel cards permitting transfer by passengers from one vehicle to another without additional charge conferred significant benefits upon the travelling public and greatly encouraged patronage. However, the cards militated against services that paralleled other routes. In this case, Route 70 and Routes 78 and 79 from North Richmond to Prahran and to St Kilda Beach respectively, covered the streets traversed by Route 77.

Acknowledgments

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THE TROLLEYBUS SYSTEM OF PERTH, WESTERN AUSTRALIA (1933-1969)

Australia's First Trolleybus System

By R. Francis

An era of Australian transport history came to an end 30 years ago when, on 29 August 1969, trolleybuses operated by Perth's Metropolitan Transport Trust were phased out. Trolleybuses had served the people of Perth for 36 years. The reason for their replacement, according to the Government of the day, was the high cost of maintenance and of extending the system to new areas. Inspection of preserved trolleybuses shows that the vehicles potentially had years of service life left when they were retired.

Beginnings

The Western Australian Government Tramways received their first trolleybuses on 10 June 1933. One complete Leyland with Park Royal body and two crated chassis were unloaded from the *s.s. Limerick* at Fremantle. The two chassis and certain parts were sent to the Western Australian Government Railways' Midland Junction Workshops where bodies similar to the imported one were built. These first three buses had coaxial trolley bases for the booms (poles) the only application of this type in Australia.

August 1933 saw all the overhead lines in place from Trafalgar Road, East Perth to West Leederville Railway Station, and driver training began with one bus. As the other two became available they too were

used for training. This first route of the Perth trolleybus system was opened on 1 October 1933. A diary kept by Motor Inspector Phil Glover records the event of the official opening of the trolleybus service:

'At 2.25 p.m. there was an official opening at West Leederville by the Minister for Railways, Mr Willcocks. During the afternoon we were not able to cope with the loading and the people were joyriding. Many expressed their appreciation of this new form of travel.'

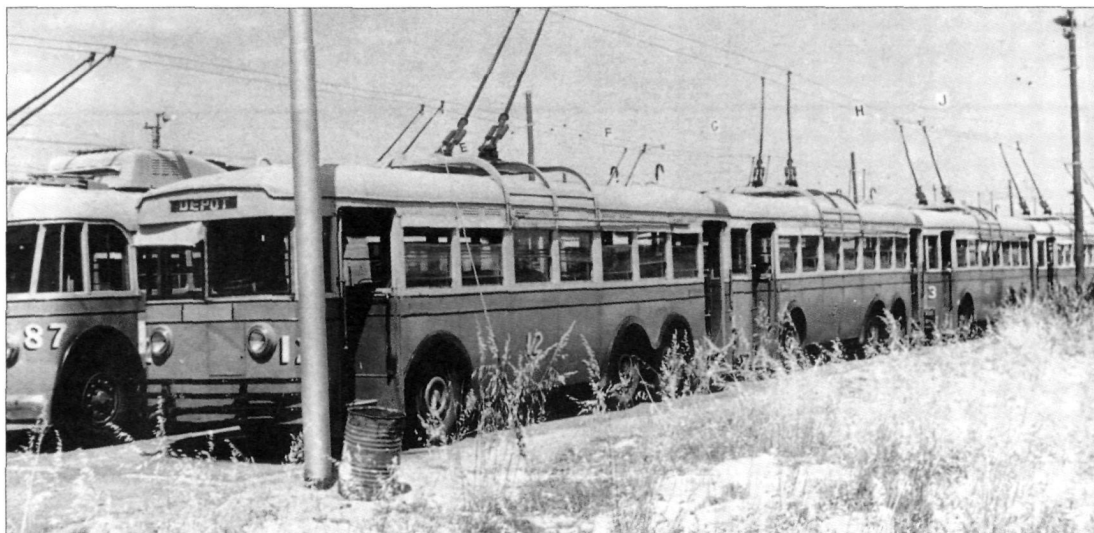
The trolleybuses were housed at the Tramways' Car barn in Hay Street, East Perth. Connection between here and Wellington Street was made via the tramlines in Hay and Hill Streets, using one trolley pole on the tramway overhead line and completing the negative return through a skate on the tram rail.

The early days of service were plagued with teething troubles and often the ingenuity of the crews was all that

Trolleybuses 2 and 3 pass at the corner of Wellington and Milligan Streets, Perth. The coaxial trolley booms are clearly visible in this early view.

MTT photo from R. Francis collection





These trolleybuses are parked in the Hay Street yard at the Causeway, East Perth. R. Francis collection

kept the new trolleybuses on the road. One of the many problems encountered was the continual de-wiring of the trolley poles whenever the buses ran over rough sections of road. This problem lasted until the trolley wheels on the poles were replaced with sliding slippers.

Although a trolleybus line was in existence between Payneham and Paradise in South Australia from 18 April 1932, it was experimental only. Thus Perth can claim the distinction of being the first city in Australia to install a permanent trolleybus system.

Expansion

On 27 February 1938, an extension was opened from West Leederville to Reserve Street, Wembley. The loop at West Leederville closed on this day, but remained in place until April 1939. This was followed by a new branch line to Lissadell Street, Floreat Park, which opened on 23 April 1939. A turning circle was erected in Wellington Street, opposite the Perth Railway Station, for short workings. This was opened to service also on 23 April 1939. This group of trolleybus routes replaced tramways to East Perth, West Perth and Wembley and remained unchanged until 1949.

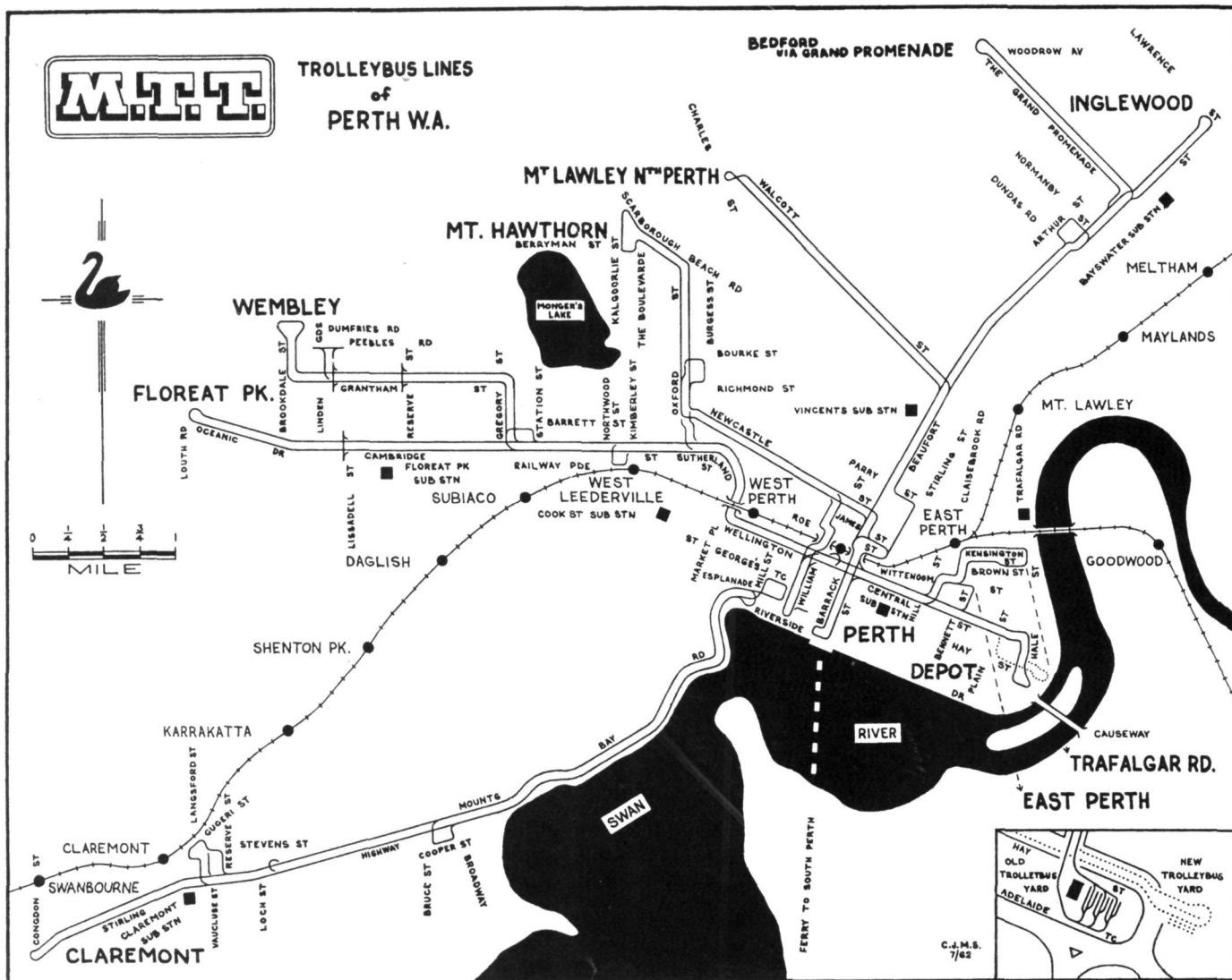
The tramway from Perth City to Claremont was the next to be replaced by trolleybuses. This occurred on

12 June 1938, with the introduction of a trolleybus service around Mounts Bay Road and along Stirling Highway, past the former Claremont tram terminus to Claremont Fire Station at Congdon Road. Turning loops were located in Claremont (at Loch Street) and Nedlands (using Broadway, Cooper and Bruce Streets). The only extension to this service was a line off Stirling Highway at Vaucluse Street to Ashton Avenue Subway, which was opened in October 1950, replacing the Loch Street loop. This serviced the Friday night Speedway and Claremont Showgrounds.

The only minor turning loop was installed in 1954 around a small park at the foot of Mill Street, Perth. It was used to short-work trolleybuses because St Georges Terrace was closed to traffic during the visit of Queen Elizabeth II that year.

It is interesting to note that the Claremont route was never physically connected to any of the other three groups of trolleybus routes, yet all four groups shared the one depot. When the Claremont route was first opened, trolleybuses proceeded from the Car barn along Hay Street, Barrack Street and The Esplanade to William Street, where they turned north towards St. Georges Terrace. This was accomplished by placing one trolley pole on the tramway overhead wire and placing a skate in one of the grooved rails. In William Street, both poles were placed on the dual trolleybus wires and the vehicle was ready for traffic.

When returning trolleybuses to the Car barn, it was the procedure to put one pole on the tram overhead in William Street and, with the skate in the tramline, proceed up to Wellington Street. Here both poles were



Map courtesy Chris Steele

placed on the trolleybus overhead and the bus driven to Hill Street, thence, with one pole on the tramway overhead wire and the skate on the grooved rail, proceed to Hay Street and back to Car barn. This changed on 13 May 1953, when the trolleybus overhead was extended up Wellington Street and via Bay Street to the Car barn. This date was the last time that skates were used behind trolleybuses returning to the Car barn.

June 1950 saw a loop from the Wellington Street line erected around Wellington Square, to relieve traffic using the railway station turning loop, which was still used until 1957. Some East Perth runs now terminated at Wellington Square rather than going empty to Trafalgar Road Terminus.

The next major tramway replacement was the Mount Hawthorn line, where trolleybus services commenced on 22 July 1951. The new trolleybus route started at Wellington Square, East Perth, and followed the Wembley line as far as the intersection of Cambridge and Oxford Streets, Leederville. It then ran down Oxford Street to Scarborough Beach Road and terminated at Kalgoorlie Street, Mount Hawthorn. There was a spur line (loop) at Bourke Street,

Trolleybus 2 swings from Northwood Street into Cambridge Street before the opening of the Wembley extension in 1938.

MTT photo from R. Francis collection

Leederville, for short working. At this stage trams were still running down Newcastle Street to Oxford Street.

The East Perth Power House rotary converters were by now being overtaxed in supplying D.C. power, so the Tramways installed a new substation at Vincent Street, Mt Lawley. Second-hand mercury arc rectifiers and high speed circuit breakers obtained from the Fremantle Tramways were used. This was commissioned in August 1954. A new sub-station equipped with mercury arc rectifiers was added at Selby Street and Salvardo Road, Wembley. This came on line in September 1955, to service the increased demand for power in the Wembley area.

On 30 November 1954, the Wembley route was extended from Reserve Street to Linden Gardens, while the Floreat Park route was extended from Lissadell Street to Louth Road.

On 6 December 1954, trolleybuses replaced trams in Newcastle Street. The Mount Hawthorn service was now diverted to follow this old tram route to the foot of William Street where a turning circle was provided at The Esplanade, and the connection between Cambridge and Oxford Streets was closed. With the opening of this section of William Street to trolleybuses, connections were put in at the intersection of William and Wellington Streets to enable access to and from the Car barn via Wellington Street. It was still necessary for Claremont trolleybuses to change onto the Mount Hawthorn lines to return to the Car barn.





Trolleybus 28 stands at the Floreat Park terminus. This bus was built by the WAGR in 1942.

R. Francis collection

A final extension to the Wembley service from Linden Gardens to Dumfries Road occurred on 15 December 1957.

The closure of Perth's last tramlines on 19 July 1958 was accompanied by major expansion of the trolleybus system. Trolleybuses replaced trams on the Inglewood and Mount Lawley routes and a new line was constructed to Bedford, which had not previously been served by electric traction. These services opened on Monday, 21 July 1958.

The Inglewood route was extended up Beaufort Street beyond Grand Promenade to Lawrence Street, where a turning circle was provided. Short workings terminated in Dundas Road, turning on a loop via Arthur and Normanby Streets.

The Mount Lawley tramline was replaced down Walcott Street and the route extended past the old tram terminus and into Charles Street, where there was a turning loop via Hilda Street.

The new Bedford route turned from Beaufort Street into Grand Promenade, to a turning circle at Woodrow Avenue.

Closures

Another event of great significance to the trolleybus system was the opening of the Narrows Bridge, between South Perth and Mounts Bay Road, Perth. Although Mounts Bay Road itself was affected little by

the bridge, government policy was to abandon the Claremont trolleybus route following a major reorganisation of routes and the formation of the Metropolitan Passenger Transport Trust. The Claremont trolleybus line closed on 3 August 1959.

It is believed that the management of the MTT, which resulted from a merger of many Perth omnibus companies, was not keen to operate trolleybuses, vehicles with which they were basically unfamiliar. The author interviewed a former senior Tramways official, then on the MTT Board, on the reasons for the closure of the Claremont route. He stated the Tramways Board's preference was to remove the Perth end of the Claremont line from Mounts Bay Road and re-route it over the old Subiaco tramline to Broadway.

Because the city terminus of the Mount Hawthorn service at the foot of William Street was in the way of the approaches to the Narrows Bridge, the whole William Street section of this route was closed on



The crew of trolleybus 41 poses with their charge, the last trolleybus from Mount Hawthorn, on 17 March 1963.

R. Francis collection

3 August 1959. Instead, the line was extended along Newcastle Street to join the Inglewood line at Beaufort Street. The City bound line was connected with the James Street loop to gain access to Barrack Street, and thence to the Jetty terminus.

Because two-man crews were required to run the trolleybuses, the MTT reduced their operating hours to Monday to Friday, 7:00am to 7:00pm, and Saturdays, 7:00am to 12 noon, with no Sunday or Public Holiday service.

Saturday, 17 March 1963 saw Inspector Biggs give the final departure instruction to the crew of trolleybus No.41 (Messrs G. Gutrich and L. Stewart) to depart for the last run to Mount Hawthorn. The author accompanied the crew on its trip out to Kalgoorlie Street terminus and back to Barrack Street Jetty, then returning to the Causeway parking yard. Diesel buses replaced the trolleybuses that afternoon.

Kensington Street, East Perth was closed to trolleybus services on 13 December 1964, and the East Perth service ran only from Wellington Square.

All trolleybus services to Mount Lawley, Inglewood and Bedford were closed from 20 December 1968. With the conversion of Barrack Street to one-way traffic (northbound), the Trust's view was that it would be too expensive to re-line William Street for incoming (southbound) trolleybuses. However, a senior staff member claimed that there was enough equipment on hand to do the job.

Regular trolleybus services ceased in Perth, which by then had Australia's last surviving trolleybus system, on Friday evening, 29 August 1969, with the closure of both the Wembley and Floreat routes. On Saturday, 30 August 1969, the WA Division of the Australian Railway Historical Society hired trolleybuses 887 and 847 for a final journey over the system before it became but a memory.

...To be concluded

HERE AND THERE

NEWS ITEMS OF INTEREST FROM ALL OVER

Trams for Melbourne's Docklands

The Victorian Transport Minister, Mr Robin Cooper, announced that construction would start almost immediately on 2.3 kilometres of track linking the city and the Docklands.

The Government is to provide \$1 million for the project, with two Docklands developer consortiums - Transfield-Powercor and Concrete Constructions - paying the rest of the \$17.3 million cost.

The line, to be operated by Yarra Trams, will run along Flinders Street west of Spencer Street past the World Trade Centre, north along Footscray Road (to be renamed Docklands Esplanade) to Victoria Harbour near the Colonial Stadium, now under construction. The new line will return to the city across a new bridge to La Trobe Street, now being built. The first stage of the route, from the extension of La Trobe Street to an interim terminus at Victoria Harbour, is to be finished in time for the opening of the stadium next February. Route 48 is to be extended from Flinders Street along the new line and back into the CBD along La Trobe Street to the Victoria Parade terminus in East

Melbourne. Holding sidings at Victoria Harbour will cater for ten trams, enabling Yarra Trams to move about 10,000 people an hour from the Stadium,

The double track crossing with a double track north to east curve for the new Flinders Street/Spencer Street intersection was being assembled on railway land behind the viaduct in July. A view of the trackwork in its temporary location could be seen from trains passing over the viaduct.

Yarra Trams Franchise

Victoria's Transport Minister announced on 18 June 1999 that the Metrolink consortium led by Transfield had been selected for the 12-year concession to run Melbourne's Yarra Trams network. Metrolink gets 201 trams, but will order 31 state-of-the-art low floor trams as part of a \$150 million investment package that includes building a \$9 million 2km extension of Route 109 from the existing Mont Albert terminus at Union Road to Box Hill by June 2002. The modernisation of 147 trams in the Yarra Trams fleet and upgrading more than 200 tram stops is also included in the investment

package. The tram service frequency is to be increased to every ten minutes on Mondays to Fridays between 7:30am and 6:30pm.

Yarra Trams would retain its name but the company is considering changing the livery of trams from the green and cream/yellow. Reintroducing the selling of daily tickets on the trams is also being considered.

State support will diminish from \$38.6 million in the first year to zero for the last two years of the franchise. Metrolink is not connected with the French company of similar name that now runs Perth's buses and Sydney's light rail and monorail.

Swanston Trams Franchise

British bus operator National Express Group won the 12-year franchise to run Melbourne's Swanston Trams network. Swanston Trams runs 275 trams in the city and suburbs and will be introducing 59 new state-of-the-art low floor, easy-access trams worth \$175 million. The new trams will be delivered progressively from late 2002 and all are to be in service from September 2004. The company plans a \$7.2 million investment in refurbishment of existing rolling stock to provide higher standards of passenger comfort and a \$6 million investment in improved passenger information including real-time information displays and/or passenger announcements at 250 tram stops. The company is also to introduce extra services representing over 100,000 tram kilometres a year. National Express is expected to take over operation of Swanston Trams at the end of August 1999.

The group also won the 15-year franchise to operate V/Line Passenger (the country passenger rail network) and Bayside Trains (one of the two suburban rail systems). NEG recently bought Melbourne's National Bus Company, which also owns Westbus in Sydney's western suburbs, making it the largest privately owned public transport operator in Australia.

Batman Avenue Closure

The last passenger trams to leave the Batman Avenue terminus were B2 class cars 2061 and 2132. Car 2132 left the terminus at 12:13 am on Saturday morning, 29 May 1999 bound for Wattle Park. It was preceded by 2061, provided as a spare car in case of overcrowding on the last car. Scrubber car 11W arrived at the Batman Avenue terminus later, having been seen scrubbing the new line earlier in the evening. It was the last tram to travel along Batman Avenue.

New Diversion Line Opened

A new bridge, which crosses the former Jolimont railway yards (tracks reduced from 53 to 12), and the new diversion tramway were officially opened by the Victorian Premier, Jeff Kennett at noon on Sunday, 6 June 1999 in front of suitably emblazoned B2 class 2036. A young enthusiast, Michael Jozis, cut the ribbon at the invitation of the Premier. Michael was interviewing Transport Minister Robin Cooper for a Victorian rail news magazine when the Premier arrived and the Transport Minister introduced Michael to the Premier. The new bridge and road is to be named Batman Avenue, preserving the name of the former treelined avenue. After the speeches, the Premier called for the young tram enthusiast he had met earlier and handed him the scissors. After two cuts the new diversion line was declared open,

Car 2036 departed on the up line with official guests to the tennis centre. The official guests inspected various aspects of the route, the new bridge and progress on the Federation Square project as they walked back to Flinders Street. Car 2036 returned on the up line to the end of the new bridge and was parked opposite a marquee where a free sausage sizzle was provided.

Special advertising was applied to B2 class 2036 for the occasion.
Ray Marsh





Tramway enthusiast Michael Jozis cuts the ribbon as Victorian Premier Jeff Kennett looks on. It took two cuts, and the Premier declared the new line open.

Steven Altham

Car 2036 runs 'bang road' on a shuttle service along the new Batman Avenue line on Sunday, 6 June 1999.

Ray Marsh



The first public departure was at 12:22pm using car 2019, which ran a shuttle service to Swan Street on the down line every 15 minutes until 2:50pm, the last run carrying passengers to Punt Road.

Route 70 now runs from Spencer Street along Flinders Street to Exhibition Street where a right hand turn is made, crossing the bridge and joining new trackage set in concrete. This new trackage runs between the Flinders Street to Richmond railway lines and various sporting venues before joining the old route at Swan Street. In all there is 1.3km of new track, a storage siding capable of holding ten B2 class trams, four new tram stops, and a new substation.

Brisbane

The mall in Queen Street is currently being substantially upgraded, including extensive repaving. As a result of removal of the previous pavement, tram rails were visible in Queen Street between Albert and Edward Streets. This was observed on 15 May.

Brisbane Light Rail - Project Status

In the Queensland Parliament on 9 June 1999, the Transport Minister, the Hon. S.D. Bredhauer, informed the House of progress on the Brisbane light rail project. An extract from Hansard containing the Ministerial Statement follows:

"The Brisbane light rail project is an important initiative to encourage increased public transport usage



B2 class 2132, the last tram is ready to leave the Batman Avenue terminus on Saturday, 29 May 1999. B2 class 2061, which had been operating special services to the Tennis Centre, can just be seen on the northern track. Its departure preceded that of 2132.

Keith Kings

The Batman Avenue terminus structure was removed on 16 June 1999 to allow the extension of Federation Square across this section of the roadway. The structure was dismantled in sections, loaded onto trucks and removed to TMSV's museum site at Bylands later the same day.

Keith Kings



in south-east Queensland. Also, it will contribute to increased job growth in both the short and long term. Expressions of interest to develop Brisbane light rail were called from the private sector on 24 February 1999 and closed on 19 April 1999. The response to the expressions of interest was high, with seven proposals received from six different groups.

"The six groups which submitted proposals were as follows: City Trax, City Transit, Brisbane Light Rail, Brisbane Integrated Transport Consortium, CiVis Transport Consortiuiin, and Farnow Pty Ltd. I am pleased to announce that four groups have now been short-listed for the project. These are City Trax, City

Transit, Brisbane Light Rail and Brisbane Integrated Transport Consortium. Those on the short list include some of the most prominent construction, engineering, transport and financial corporations at a state, national and international level.

"The short-listed group includes the most prominent suppliers of light rail vehicles from Germany, France and Italy. These can provide state-of-the-art expertise, allied with local vehicle manufacturers. Two of the world's top 10 banks, Deutsche Bank and ABN AMRO, have expressed interest in providing finance to bidders for the project. The strength of the companies involved in bidding for the project demonstrates how

well it has been received by the private sector. All of the short-listed groups are headed by local firms, which should maximise the employment creation benefit to Queensland.

"The planning estimate for the project cost is \$235m, which would result in approximately 300 jobs being created during the construction phase and approximately 80 permanent jobs during operation of the light rail project. It is planned to call for detailed proposals from those on the short list in mid July 1999. Construction of the project is intended to start in mid 2000. With the continuing cooperation of the Commonwealth and \$65m from the Commonwealth's Centenary of Federation Fund, stage 1 of the project should be operational by the end of 2001 and stage 2 should be operational by the end of 2002."

The Brisbane *Courier Mail* reported that each consortium had its own style of low-floor vehicle. Brisbane Light Rail proposes a vehicle from the Adtranz Incentro range to be built at Walkers in Maryborough, Queensland. The City Transit consortium proposes a type in production in Germany and both Siemens and Goninan are members of this consortium. The other consortium approached by *The Courier Mail* declined to provide details on their proposed vehicles.

Brisbane Light Rail - Heritage Trams

During a recent meeting between Queensland Transport, Northpoint TAFE and the Brisbane Tramway Museum Society, several issues were raised regarding the possible use of heritage trams on the new light rail system. It was agreed by all parties that a number of technical and legal issues would have to be resolved before any use of heritage trams would be possible on the Brisbane light rail system.

These issues include but are not limited to:

- Track gauge - the heritage trams are standard gauge (1435mm) and the proposed new light rail system is to be narrow gauge (1067mm) to allow for future integration with Queensland Rail's 25kV AC suburban railway network.
- Traction voltage - the proposed new light rail system is to be 750 Volts DC, not 600 Volts DC.
- Current collection - the proposed new light rail system is to use pantographs, not trolley poles.
- Access to the light rail system as a third party operator.
- Legal and insurance issues.

Metro Light Rail, Sydney

All seven cars have now been fitted with sanding equipment. One car, 2106 is being fitted with experimental flange lubricators.

Ticket machines have been placed out of use and conductors now work all trams through to Wentworth Park. The last day of ticket machine use was Friday, 4 June 1999.

Transition at Hackney

South Australia's powerful Heritage Act has seen to it that the remaining structures on the site of the former Hackney Depot have been retained, nearly a decade and a half after their controversial listing.

A strategic review of the so-called Botanic, Wine and Rose Development late in 1997 will see a completely new Wine Centre constructed near the corner of Botanic and Hackney Roads as the second stage.

An earlier proposal to demolish the two rear segments of the running shed has been countermanded, and this area will eventually become a public interpretive gallery. The contiguous accommodation block along the southern side is also being rehabilitated for technical and scientific offices, together with laboratories. The whole edifice of the old tram barn is to become known as the Plant Biodiversity Centre.

Centenary of Federation Grants

The following grants have been announced under the Federation Community Projects Program. This Program allocated \$200,000 to each Federal electorate from the Centenary of Federation Fund.

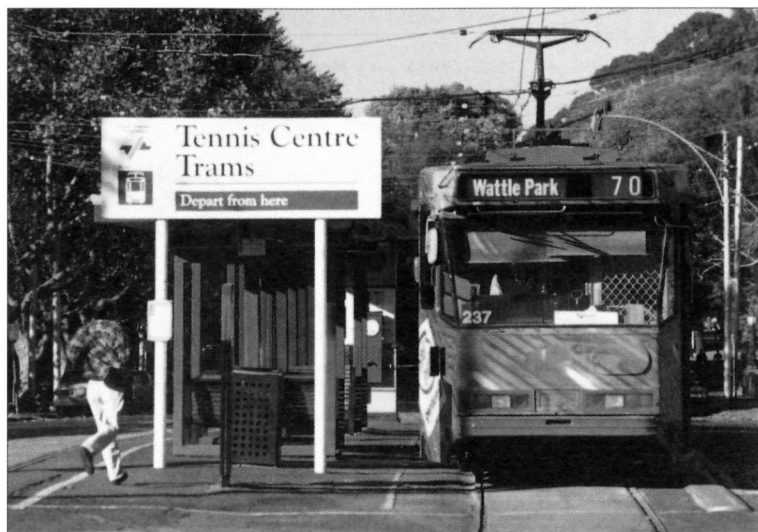
The Launceston Tramway Museum Society is to receive \$60,000 for 'motorisation of bogie drop-centre tram 29, currently under restoration.'

The Toronto Coffee Pot Tramway and Museum Society is to receive \$57,000 for the Toronto Coffee Pot Tramway. The Coffee Pot was described in the February 1995 issue of *Trolley Wire*.

The Sydney Tramway Museum is to receive \$21,764 for re-equipping Sydney C class tramcar 29 built in 1898, for operation.

The Steam Tram and Railway Preservation Co-op Society Ltd is to receive \$24,000 for restoration of a 1901 railway carriage.

Portland Cable Trams Inc. is to receive \$21,043 for



An intending passenger hurries towards A1 class 237, about to depart for Wattle Park on 10 May 1999. The tram is painted to advertise Pentium processors.

Dale Budd

the 'historic tourist cable tram project' at Portland, Victoria. An account of the Portland project was detailed in the February 1996 issue of *Trolley Wire*.

News from ElecRail

The ElecRail Division of Steamrail Victoria commemorated the 80th anniversary of Australian railway electrification with a special train on 29 May 1999; the first six-car Tait set to operate since the sliding door stock was withdrawn from service in November 1983. The train visited Glen Waverley in the morning to pad out the itinerary. During the lunch break at Flinders Street all currently available stock of commemorative coffee mugs and a new video, 'Suburban Salute - a Tribute to the Swing Door, Tait and Harris Electrics' sold out.

During the afternoon the special visited the Newmarket-Flemington Racecourse branch where the first 1500 Volt tests were conducted on 6 October 1918. Public electric services commenced from Flinders Street to Essendon and Sandringham on 28 May 1919. Subject to constraints by current regular train timetables, the original opening special schedule was followed as closely as possible. Unfortunately, history took second priority causing the trip to be truncated at Brighton Beach due to lack of access to the single platform at Sandringham.

The restored train comprised 327M and 341T in medium red livery, and the four-car Victorian 150th Anniversary Tait set 317M, 208T, 230D (one of the first Tait cars built in 1910) and 381M, all in the 1936-1958 darker rose red and moonstone grey livery. These



ElecRail's six-car restored Tait train at Brighton Beach station on 29 May 1999. The tour commemorated the 80th anniversary of electrification of railway in Australia.

Colin Pike

cars had returned to Melbourne after having been stored at the Seymour Rail Heritage Centre since 1991. Vintage electric multiple-unit specials are attracting almost as much lineside interest as steam trips.

LOFTUS

South Pacific Electric Railway Co-op Society
PO Box 103, Sutherland, NSW 1499

Current Projects

W2 class 411 is now in the workshop for fitting-out as an operational restaurant car for the Christchurch Tramway. It is to be delivered in the latter part of 1999. The Museum is fortunate to have entered into an arrangement with the Bendigo Trust which is supplying their engineer, John Bullen, for the project. He will be working with our Tom Buckley on the main electrical and mechanical parts of the car. Our usual volunteer workshop team led by Brian Hague is involved, with Geoff Spaulding and Joe Kirchberger, providing their professional expertise to the project.

Car 411 will have a full kitchen and a toilet. Qantas is assisting the project by providing the toilet module from a 747-400 which is being upgraded and reconfigured. This aircraft-style unit will add to the quality of 411's conversion.

The Powerhouse Museum is celebrating its centenary at the end of the year. Our Museum has been active in regular meetings with them to assist with their plans to publicise the event. Their transport exhibit is currently closed for renovation, which will see C class car 11 included in their transport display. Steam motor No.1 and tramway hearse 124s, which had been on display since the Museum opened in 1988, have returned to the Castle Hill storage facility.

Grants

On Tuesday, 6 July 1999, the Museum received a visit from our local Federal MP, Danna Vale, to announce that the Museum was successful in obtaining a grant of \$21,764 under the Federation Community Grants Program. This money will be used to transform C class 29 from a static display item to an operational vehicle.

The bull-nosed brick kerbing from the picnic area pergola to the Railway Square waiting shed has now been completed. This work was deferred in 1988 due to the urgency of other construction work. Allan Marshall is seen replacing sods of lawn removed during the bricklaying work.

Bob Merchant

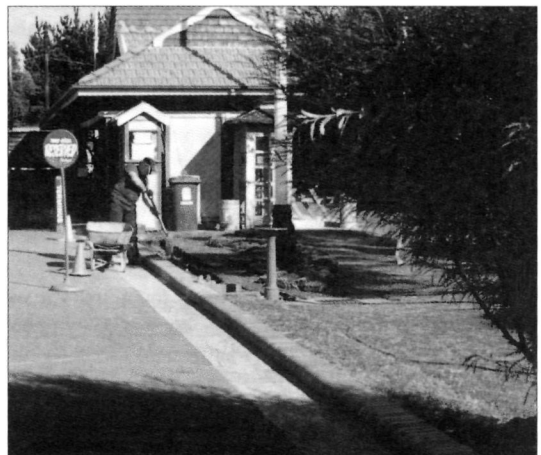
ElecRail's address is PO Box 125, Newport, Victoria 3015. ElecRail can be found on the Internet at <http://www.srv.org.au>

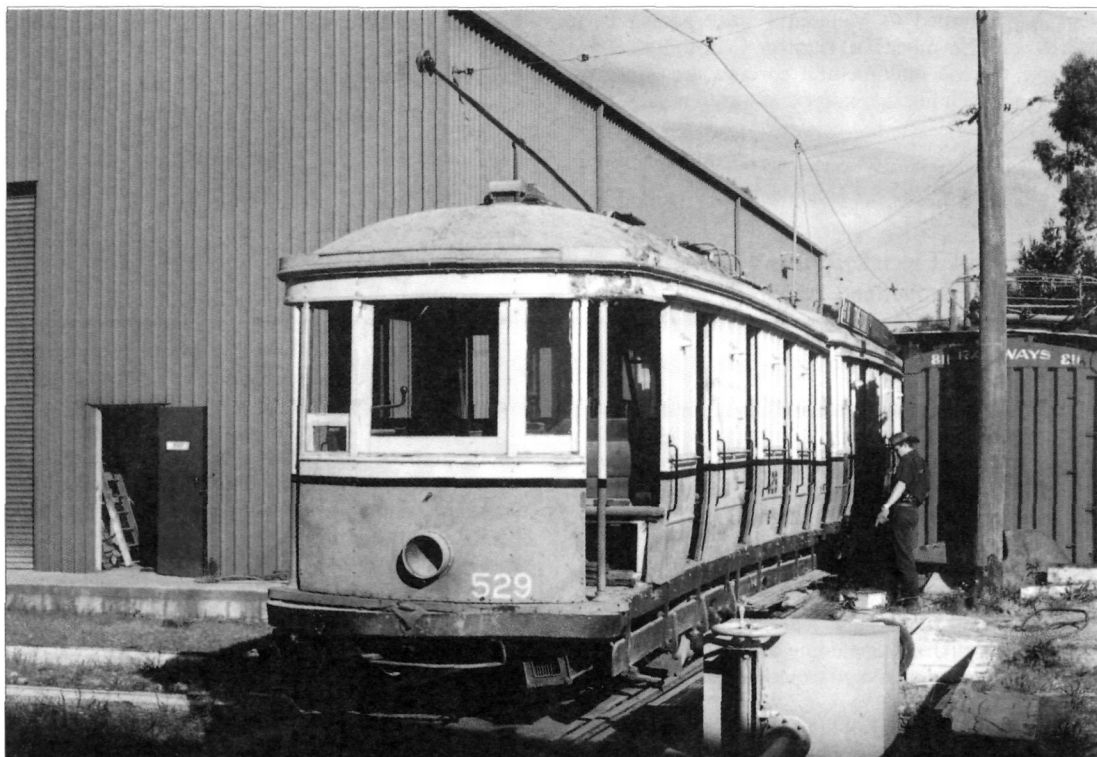
The Museum is already participating in another Federation program providing \$82,000 in total of grant funds to be matched over four years for the upgrading of four corridor car bodies and an L car body, to be rebuilt from an L/P currently stored. These cars are being prepared for possible future fitting of electrical/mechanical equipment to run on any extension of the Sydney Light Rail line.

The Museum participated in a three-way application for a Work-for-the-Dole project in collaboration with the Hunter Plant Operators' Training School and Wallsend Employment and Training Services, two non-profit training organisations, in the Hunter region. Regrettably this application, which involved the restoration of at least two trams at Cessnock, was not included in the program just announced. It has been resubmitted for the January 2000 program

New Acquisitions

In a joint project involving the TMSV, and with support from the City Tram Association, six PCC bogies and motors have been obtained from Brussels. They will shortly be shipped to Bylands. Two of these bogies will be used in a project to restore PCC 980 to operating status at Bylands. The remainder will be added to our bogie pool, pending a possible use for them.





Agreement has been reached with Waverley Council in Sydney's eastern suburbs, to take over two corridor car bodies, R class 1798 and R1 class 1980, which the Council has had in storage for many years. They will be taken to our storage site at Cessnock. The body of R class 1808, which was restored with \$100,000 of bicentennial funding, has also been offered to the Museum,³ although Waverley Council will retain absolute ownership. Once various formalities have been finalised with the Council, it is expected this car will replace W2 class 411 in the workshop at Loftus. Car 1808 will then be evaluated to see whether it is feasible to bring it to operational condition and substitute it for one of the cars currently in our Federation program for corridor car bodies.

On 21 May 1999, Howard Clark attended an auction at Lightning Ridge and against another bidder paid \$3,500 to secure the body of P class car 1501 (which is one of only four still in existence anywhere). It is planned to have this body delivered to Cessnock.

The replica waiting shed at the Powerhouse Museum, removed to make way for C class 11, has been donated to the Sydney Tramway Museum. It was dismantled over three days by our weekday workers and moved to Loftus. It will be re-erected in the display hall.

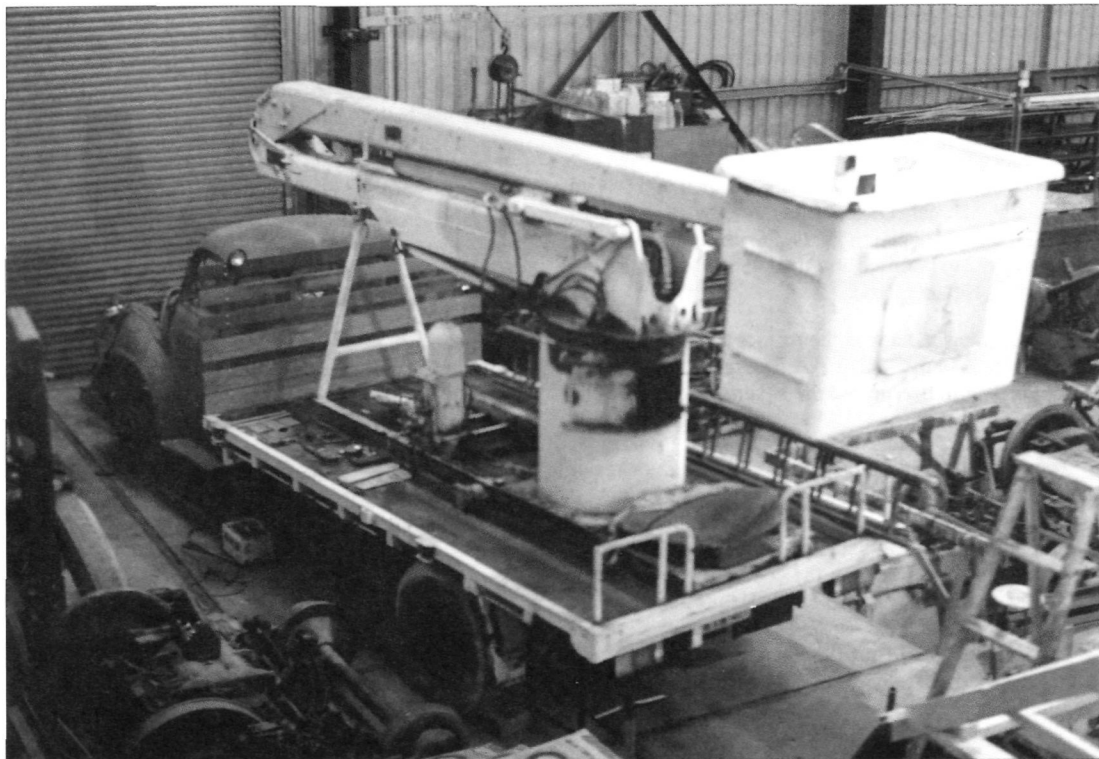
The Sydney E class cars 529-530 made a brief outdoor appearance during reorganisation of the display hall to enable work to continue on the construction of road 8. These cars are operational and have undergone an evaluation for bodywork rehabilitation and some straightening of the underframes.

Bob Merchant

Group Visits

Ron Ham took over our group visit bookings in March 1995 and his efforts and expertise in this field go largely unrecorded. Since Ron took over, the number of group bookings has averaged six a month. A total of 84 groups visited the Museum in 1997, the highest number in one year to date. Twelve groups organised visits to the Museum during June 1999.

Ron is a former schoolteacher and relates to primary school children in a manner few can emulate. The praise rolls in after almost every school visit. And the schools are organising repeat visits every year. While Ron escorts the junior groups, Norm Chinn handles most of our pensioner visitor groups. His first-hand tales of the Tramways' halcyon days bring back many memories for our older visitors.



Members Night

On Saturday 5 June, a small number of members gathered at the Museum for a barbecue and fireworks to celebrate Queen Victoria's birthday. However, owing to 'Bob Cowing being sick, the fireworks did not eventuate, but nonetheless an enjoyable time was had by all. Ray Boddenberg entertained members describing how bus drivers get even with recalcitrant passengers. Allan Marshall showed video clips from various television shows that have used the Museum as a theme or backdrop. The diversity of members' interests was demonstrated with the showing of a video on the construction of the harbour bridge. Tram rides were provided later in the evening with the festivities concluding about 11:00pm.

Munich 2666 and 2656 underwent a trial as coupled cars (back-to-back) on 19 June 1999. Here they are seen passing Berlin 3007 on their journey towards the northern terminus.

Tony Cody

The Dodge cherry-picker is in the workshop for overhaul. The decking and backboard have been renewed and work is progressing on the wheels and steering. The workshop's side shutter is down to keep out the cold winter southerly winds. Bob Merchant



Restoration Activities

RI class 1951 has been transferred out of the workshops and is currently awaiting painting of the exterior, O/P class 1089 now resides in the paintshop and is being painted by Norm Chinn and John Matts.

L/P class 154 has had its bogies cleaned and placed back under the car. On Saturday 24 July this car and W2 411 swapped places in the workshop. This will allow the W2 to be lifted and its bogies checked before dispatch to New Zealand.

Also in the workshop is the former tramway starter's cabin from Manly. This is being rebuilt and when completed will be located in a suitable part of the Museum.

Tom Tramby and Chris Olsen are working on our latest truck, a Dodge. This ex-Sydney County Council vehicle was acquired a few months ago and is fitted with a cherry picker hoist. The purchase price for the complete unit was less than the cost of a cherry picker so it was indeed a bargain. Brian Hague renewed the timber decking with assistance from our weekday workforce and Ken Butt obtained new hydraulic oil. Chris insisted that the original owner's light green should be applied to the vehicle and a match has been achieved ready for repainting the vehicle. The cherry picker will be very useful when it comes to doing overhead work, painting high structures, light and overhead poles, tree pruning and sundry other tasks.

Works Report

Mike Giddey has completed construction of the cable slot for the extension of the road 8 trackwork in the display hall. Further concrete has been donated and used in the extension leading to 15 road.

The roof of the toilet block in the workshop building has been poured. The walls are now being rendered and the floors concreted. When this work is complete, finishing off of the ablutions facilities will take place.

The 20ft container storage shed adjacent to the rear entrance of the workshop has been sold. Once stored material has been removed, the shed will be taken from site. This will allow the completion of the roadway kerb and guttering in this area.

Tony Cody has completed painting the compactus and is now busy sorting, cataloguing and storing archival material.

The Museum's Leyland Tiger half-cab 1275, with members Dennis O'Brien driving and Phil Parker conducting, took part in Heritage Week activities in the Ryde area, running a service from Top Ryde Post Office to West Ryde Station, with stops at two historic buildings along the route.

Courtesy The Weekly Times



BALLARAT

Ballarat Tramway Museum
PO Box 632, Ballarat, Victoria 3353

From Dave Macartney

Car News

The wheels from No.28 have been returned from the AETM in Adelaide, where they were reprofiled on the wheel lathe. New bearing brasses have been cast, and the axle box guides built up, so work on the reassembly of the 21E truck can proceed. Work on the body of the car has been ongoing, with much stripping of internal timber, and a repaint of the roof now that the worst of the canvas edges have been replaced. At last the car has reached the stage where some visible progress is being made, with completion expected in time for the summer season. The thought of No.28 on decent

wheels, with a straight body, in new red and yellow paint is driving the team.

The Ballarat Tramway Museum held a social outing on 5 June, which included an inspection of Southbank and Hawthorn Depots in Melbourne. John Phillips' restored AEC Mk III 'bob-tail' NO. 592 provided the transport. The party is seen here with Mike Ryan (far left), Hawthorn redevelopment project manager from the Department of Infrastructure, outside Hawthorn Depot.

Darren Hutchesson



The former bicycle shed from the old SEC tram depot on 16 April 1999, before being transferred from its storage place at Ballarat East to Bungaree for conversion as additional sleeping accommodation.
Carolyn Dean

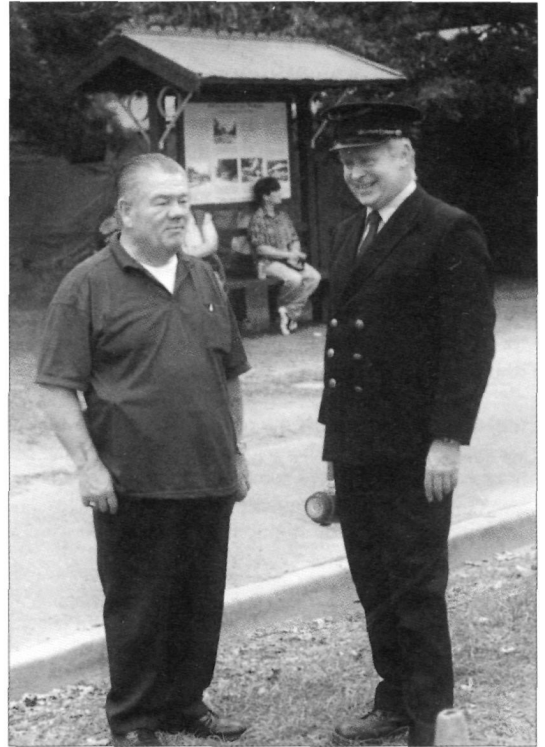


Bungaree Addition

The ex-SEC depot bicycle shed, which has been languishing out at Ballarat East for a quarter of a century, has been transferred to Bungaree for conversion to a bungalow. Accommodation at the Bungaree house is severely taxed at Begonia Festival times, and this will ease the pressure. The original roof was in poor condition, and was replaced with iron recycled from an internal wall at the depot. In the event, removal of the old roof was unnecessary, as the wind obligingly did the job the night before the work party! The installation of the new iron took place on a day of high winds, snow, sleet, rain and all the other ingredients of winter at Bungaree.

Archives

The archive collection has recently been boosted with the acquisition of a collection of colour slides taken by Mr N.J. Simon. These date back to the early sixties, and comprise over 100 slides of the Ballarat tramway system, an even larger quantity on Bendigo, and some around Melbourne. As well, there were some early books produced by Traction Publications, including no less than three copies of the original 1954



Motorman Frost and Conductor Ewers pose at Carlton Street with one of the new tram ride signs on 13 February 1999. Four of these signs are now in use.
Alistair Reither

Museum President, Richard Gilbert in full Tramway Inspector's uniform, gives some advice to a member of the public on 6 March 1999.
Carolyn Dean



edition of *Destination City*. These items were acquired as part of a larger collection by the Victorian Division of the Australian Railway Historical Society's archives

section, and forwarded to Ballarat as being the most appropriate repository. Another advantage of being an Accredited Museum!

FERNY GROVE

Brisbane Tramway Museum Society
PO Box 94, Ferny Hills, Queensland 4055

From John Lambert

Brisbane Light Rail/Northpoint TAFE Annex/Tramway Workshops

The 'Here and There' section of the May issue of *Trolley Wire* mentioned that \$2.5 million is to be spent on a TAFE Annex at the museum. Queensland's

Transport Minister, the Hon Stephen Bredhauer MLA, made the announcement of this project in State Parliament on 14 April, one day after the 30th anniversary of the closure of the Brisbane tramway system. The report in *Trolley Wire* was an edited extract from Hansard on 14 April. Our local MLA, Mr Geoff Wilson, together with Queensland Transport, Northpoint TAFE, Brisbane City Council and the Museum have enthusiastically endorsed the project for the TAFE Annex.

Phoenix car 554 and drop-centre 341 on 13 April 1999, the occasion of the 30th anniversary of the running of Brisbane's last tram. The roadway beside the tram tracks is to be raised and sealed with asphalt. The tracks around 554 are to be sealed also.

Brian Webber

Northpoint TAFE is located at Bracken Ridge, which is a northern Brisbane suburb and this training facility to be constructed at Ferny Grove is to be an outpost of Northpoint TAFE, hence the term 'TAFE Annex'.



TAFE Annex Project Details

The existing museum workshop building is to be demolished in late 1999/early 2000 and replaced with a totally new building, two and one half times the size of the present building. The new workshop is to be a purpose built, joint owned (BTMS / TAFE) and joint use, two-section structure, 38 metres long, 33 metres long, and 9 metres high. The building is to contain four tracks divided into two similar bays with the bodyshop / paintshop roads on the northern side and mechanical / electrical roads on the southern side. The two main tram entry doors on the front of the building are both to be 9 metres wide and 4 metres high.

Included within the new building will be:

- The Northpoint TAFE teaching classroom, which is to be a registered campus. Two gantry cranes (3 tonne SWL and 1 tonne SWL).
- Service pit 20 metres long, 2.5 metres wide and 1.7 metres deep.
- Tram spray paint room 18 metres long, 8 metres wide and 8 metres high.
- Secure storage and general storage areas.
- Mezzanine floor workshop and storage area.
- Toilets and showers (male, female, disabled).
- Staff meal room and office.
- General workshop areas.
- Compressed air system.
- Full electronic security system.
- Full fit-out of all tools, associated plant and specialised equipment.

The existing workshop's three-track layout is to be demolished and rebuilt to cater for the four tracks into the new workshop, plus a bogie storage track. The bogie storage track is not part of this project, and has not been included in costing for the project. However, provision is being made for its construction at some time in the future. Bill Kingsley is assisting staff from Project Services (Queensland Government) with the design and layout of the new trackwork.

Additional civil works at the Museum as part of this project include:

- The provision of a sewer line to the BCC sewer system as the Museum presently uses a septic system.
- Reconstruction and sealing of the 'museum street' and all internal driveways with asphalt and kerbing, etc.

- Construction of concrete footpaths and walkways.
- Construction of a totally new six-bay staff car park near the museum staff building and new workshops.
- Construction of a loading ramp to enable roll on/roll off transfer of trams without the use of cranes. Total reconstruction of the museum entrance off Tramway Street.
- Improved stormwater drainage around the site.
- Improved security arrangements at the site.
- Upgrading of the water reticulation and fire hydrant systems throughout the site.
- Site landscaping and beautification.

Northpoint TAFE is managing the entire \$2.5 million project, which comprises the construction of the new workshops building and associated civil works, plus the restoration of eight trains to a full service condition. The majority of the eight trams to be restored will have class I overhauls (O1) performed on them.

As an integral component of this project, Northpoint TAFE is developing a totally new training course titled 'Light Rail Technology'. During the two-year duration of the restoration project, 56 trainees will receive pre-vocational training in many aspects of Light Rail. It is planned to have four groups of 14 apprentices trained (over this two year period), in four by six-month 'training blocks'. It is intended that the building will be operational at the end of June 2000, with the first intake of apprentices set for the following month of July.

Any enquiries regarding this exciting project should be directed to the project team, which consists of Peter Hyde and John Lambert. John is handling all technical details for the project in conjunction with staff from Northpoint TAFE, Queensland Transport, the Brisbane City Council and Project Services.

Museum Infrastructure

During late April, Mick Topp and John Lambert completed the transfer of all of the electrical and substation control cables to the new conduit track between the substation and museum staff building. On Saturday 29 May, an additional workday was held when Wayne Chaseling, Glen Aspinall and John Lambert installed over 300 metres of 20 pair communications cable, in preparation for the transfer of all telephone and security system services into this conduit track. When these final services have been transferred, it will be possible for the workshops building to be demolished without affecting the



Drop-centre 386 stands in front of the soon to be demolished workshops. Tram movements on the workshop track are made using a 60 metre wandering lead. Baby Dreadnought 99 can be seen inside the workshops behind 386. Class leader four-motor car 400 can be seen at left in the doorway of road 4 in depot 2.

Mick Topp

electrical, telephone and security system services between other buildings within the Museum. Peter Turner-Jones and John Lambert have also effected repairs to one of the plastic hauling pits, which was slightly damaged and misaligned during backfilling of the trench.

The Telecom Commander T210 telephone system continues to expand throughout the museum with the installation of additional telephone stations. At present the Museum operates two totally separate (internal and external) telephone systems. However, with the demolition of the workshops, the main equipment (LM Ericsson ARD 526) for the internal phones will require relocation. It is planned that the Commander system will be installed into all buildings throughout the Museum after which the internal phone system will be decommissioned. The Commander T210 offers superior facilities and will combine all the features of the two separate systems into one unit. As well as permitting internal calls between stations, it will enable external incoming calls to be transferred within the Museum, thereby relieving the necessity for staff to walk distances to pick up the phone, etc. It is most annoying when a person is at one end of the Museum and they are informed that they are wanted on the phone at the opposite end of the Museum. This will soon be a thing of the past. Zone and global paging can also be performed with the Commander system.

The 'First Saturday' of the month workday is presently being utilised to empty the existing workshop building in preparation for its impending demolition. Non-service trams are being shunted from the depots to the workshop and are being progressively filled with items being relocated, after which each full tram is returned to the depot. On Saturday, 3 July, Wayne Chaseling, Mick Topp, Glen Aspinall, Bevan Burnes, Bob Deskins, John Lambert, Denis Crump and Peter Hyde managed to fill two entire trams with parts and equipment from the workshop. Readers will be interested to know that FM 400 (the class leader built in 1938) has now become computerised and is fitted with Windows 98, well, it has over 98 tram windows of all shapes and sizes stacked in it! Quantities of rubbish were removed from the workshop and stacked in preparation for removal. This rubbish pile will undoubtedly grow as the task of emptying the workshop progresses over the coming months. Bus parts found during the clean up have been placed in a separate area in preparation for storage with all the other bus parts located inside several of the bus fleet.

Museum Bus Fleet

The Museum has offered the entire diesel bus fleet to the Queensland Bus and Coach Society for future preservation as our museum does not have the resources to preserve and maintain buses. The offer was made on the condition that the buses would be given to the QB&CS at no cost. However the Society would be responsible for removing them from the museum site. The QB&CS have recently held meetings with the Brisbane City Council regarding assistance in this matter and hopefully they will be able to obtain a site on which the buses can be stored. The Museum is

hoping that the hand-over of the bus fleet and its removal from site can be completed prior to the commencement of the TAFE Annex.

After the TAFE works are completed, the site will look very impressive and the last thing that we want to show to visitors and potential future sponsors affiliated with TAFE is 22 rusting and vandalised buses,

If the QB&CS is unable to accept the bus fleet, then the Museum will have to investigate other alternatives regarding the future of the fleet. One option may be to place the fleet with several groups or possibly individual persons for future preservation. Another option might be that the Museum would have to keep some buses on site for future preservation, with the remainder being disposed of as scrap to Simsmetal. The target date for resolving the future of the bus fleet is totally dependent on the construction timetables presently being formulated by Project Services and Northpoint TAFE. A decision will have to be made by the end of September or October on the future of the buses in order to allow enough time for the decision to be implemented before construction of the TAFE Annex starts.

Museum Grounds

Denis Crump continues to keep the site tidy and presentable to the visiting public. Another project presently under way is the establishment of the new garden bed between the workshops track fan and the

depot curve. Replacement yellow wood trees and mulch have also been ordered from the Brisbane City Council to replace those damaged in storms earlier this year.

Track Extension

The proposal for a tramline extension to Ferny Grove Railway Station, and possibly a continuation to The Australian Woolshed, is still active but has been placed on hold for the time being, given the massive resource demands of the new workshops project.

Track Failures (An Ongoing Problem!)

The Brisbane City Council is rehabilitating the roadway sub-grade along Ann Street in Fortitude Valley between Commercial Road and Kemp Place (Storey Bridge). The Council contacted the Museum wishing to know if we would like any rail that may be removed/recovered during this project.

The Council has been advised that the Museum would be interested in any pointwork, crossings, or special work that may be removed. The roadway is being opened each night during an '8-hour window', and approximately 40 to 50 metres of road are being opened during each 8-hour period. The track in this section of Ann Street consists of every possible type of construction used during the entire life of the Brisbane tramway system and its reconstruction is causing 'interesting headaches' for the Council's Road and Traffic engineers.

ST KILDA

Australian Electric Transport Museum

GPO Box 2012, Adelaide, South Australia 5001

From Colin Seymour

Refurbishment of H 360

The refurbishment of H type 360 to circa 1929 appearance for use on the Glenelg line for the 70th anniversary of the line (and its trams) in December 1999 is progressing well. Recent work carried out includes scraping, sanding and revarnishing hopper windows, bulkheads and interior panelling in the No.2 end and the motorman's bulkheads at both ends, dismantling cab fronts, replacement of timber and

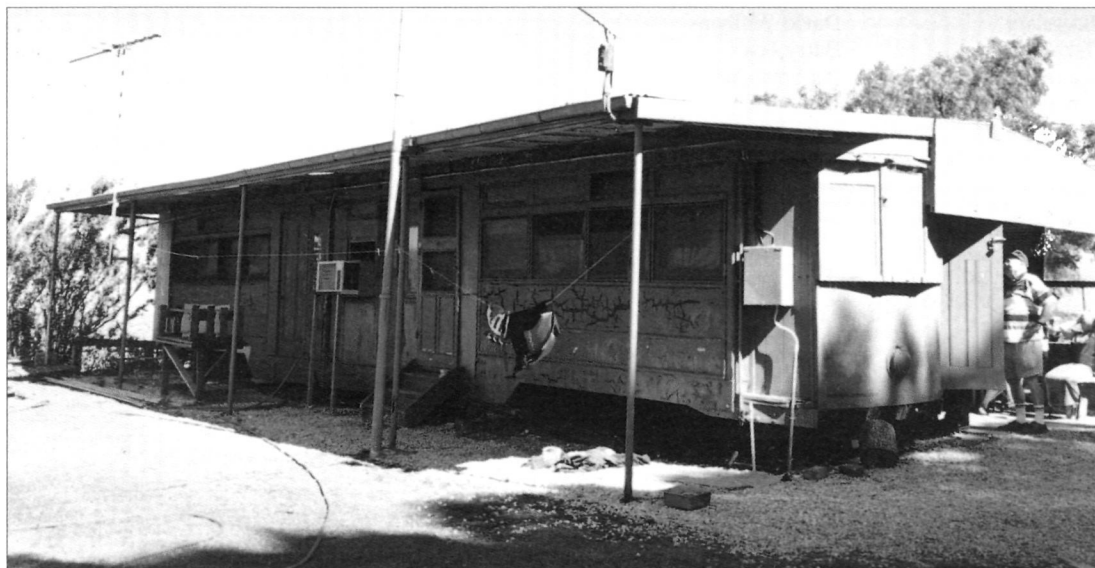
reassembly of cab fronts, undercoating of both motorman's bulkheads and rewiring of buzzer circuits.

Most of the exterior has been scraped of old paint. The exterior panels were removed, the timber framework tightened up, rotted timber replaced and new panels fitted. A contractor is constructing new doors and windows. TransAdelaide is reimbursing the Museum for work completed each month.



Colin Wood replaces timber on the No. 1 end cabin of H 360.
.....Paul Shillabeer

The body of Adelaide F type drop-centre tram 244 in use as a holiday shack on the banks of the Murray River, just north of Murray Bridge. Ian Seymour



Reconstruction of E 118

The newly manufactured crossbench side pillars have been fitted. Roof timbers have been checked and re-screwed where necessary. The clerestory roof has been coated with Durham roof treatment (again generously donated by the manufacturer).

F Type Drop-centre 244

The body of F type 244 arrived on site on 15 April 1999 and resides on Road 6b in the tram storage shed. It was originally planned for the move to be completed on the previous day. However, the crane and the low loader were diverted to a tragic road accident south east of Murray Bridge. It is pleasing that sufficient donations were received from members to cover the cost of 244's transport to the Museum.

In the Workshops

The wheels from Ballarat 28 were dispatched to the Ballarat Tramway Museum on 25 June. The wheels were reduced by just over one inch in diameter.

The wheel press is assembled and is undergoing pressure tests. It is intended to use the pony axle, previously used on the wheel lathe, to test the press. In future, any axles with worn or tapered surfaces can then be sent out for grinding.

A small 'Macson' surface grinder has been purchased and donated to the Museum by Ian Seymour. For the grinder's first job, H 360, currently undergoing refurbishment, had its brake valves ground flat.



Annual General Meeting

The 42nd Annual General Meeting of the AETM was held at the Museum on Saturday, 29 May 1999. The new Executive Committee is:

President	Colin Seymour
Vice President	Ron White
Secretary	David Williams
Treasurer	Barry Fox
General Manager	Ian Seymour
Operations Manager	Bev Smith
Rolling Stock Manager	Kym Smith
Site and Safety Manager	John Pennack

F 244 is loaded onto a low loader from its resting place beside the Murray River. The No. 2 end cabin had previously been removed by the owners and shows the motorman's bulkhead without the access door, which was added to many drop-centre trams during the early 1950s.

Kym Smith

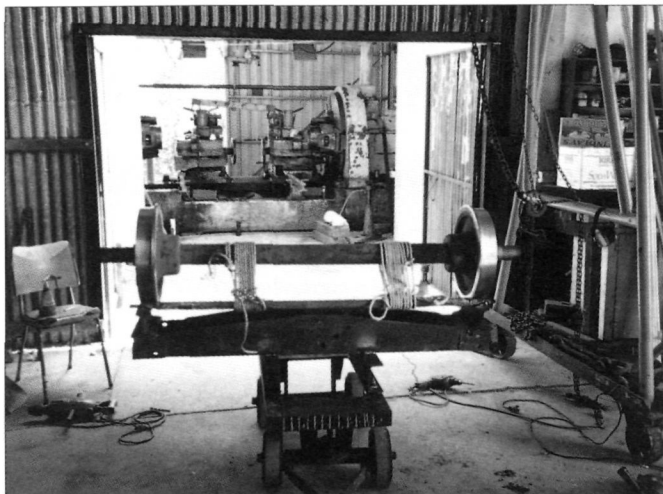
The body of F 244 is loaded and ready to depart for St Kilda in April 1999.

Kym Smith



A small door has been cut into the northern wall of the workshop to enable wheel sets to be manoeuvred through to the Wheel Lathe Shed and placed on the wheel lathe using a gantry and trolley. A pony axle, originally on car 34, arrives back from the Wheel Lathe Shed on a trolley modified with channel and spare tram bogie parts.

Ian Seymour



The newly manufactured side pillars have now been fitted to half-saloon and half-open cross-bench car 118.

Paul Shillabeer

The asbury green interior of the 1950s has been removed from the No. 1 end of H 360 and revarnishing is well in hand. Peter Letheby works on the No. 2 end in May 1999.

Paul Shillabeer



After the meeting, members enjoyed tram rides and a barbecue and were entertained with video and slides of the 1998 COTMA Conference in Christchurch by Peter Letheby and John Radcliffe. Radiators kept the cold out and helped make the evening enjoyable.

BHP Electric Locomotive E1

Members at the meeting voted to approve the transfer of Broken Hill Proprietary electric locomotive E1 to the Port Dock Railway Museum subject to certain terms. The locomotive operated on BHP's Iron Knob and Iron Monarch quarry railways near Whyalla and was donated to the Museum after being withdrawn from service on 12 July 1968. It was immediately placed on a short length of 3ft 6in gauge track on Road 6 (now Road 1) in the then new workshop where it has remained ever since. The move to Port Dock will enable this interesting exhibit to be placed on public display.

Drop-centre 295

We described in the February 1999 issue of *Trolley Wire* the arrival of the model of Adelaide drop-centre tram No. 295. In an amazing coincidence, the AETM received a letter from a Mrs. Paterson of Middlesex, England, seeking information about her uncle, Thomas Stead, who joined the Municipal Tramways Trust as a carpenter in 1914. Mrs Paterson enclosed a copy of a photograph of her uncle and a colleague with a model tram they had made. Sure enough, the model is drop-centre 295.

It appears that the photograph, which was taken in Adelaide, was forwarded by a relative in Adelaide to Mrs Paterson's parents with a letter suggesting that they should go and see the model at the London Exhibition. In asking the Museum if we had any information about either her uncle or the model tram, Mrs Paterson stated, "I appreciate that it is over half a century since my uncle died in 1946, but sometimes museums are a mine of information. In this instance, just a granule of something would be just wonderful".

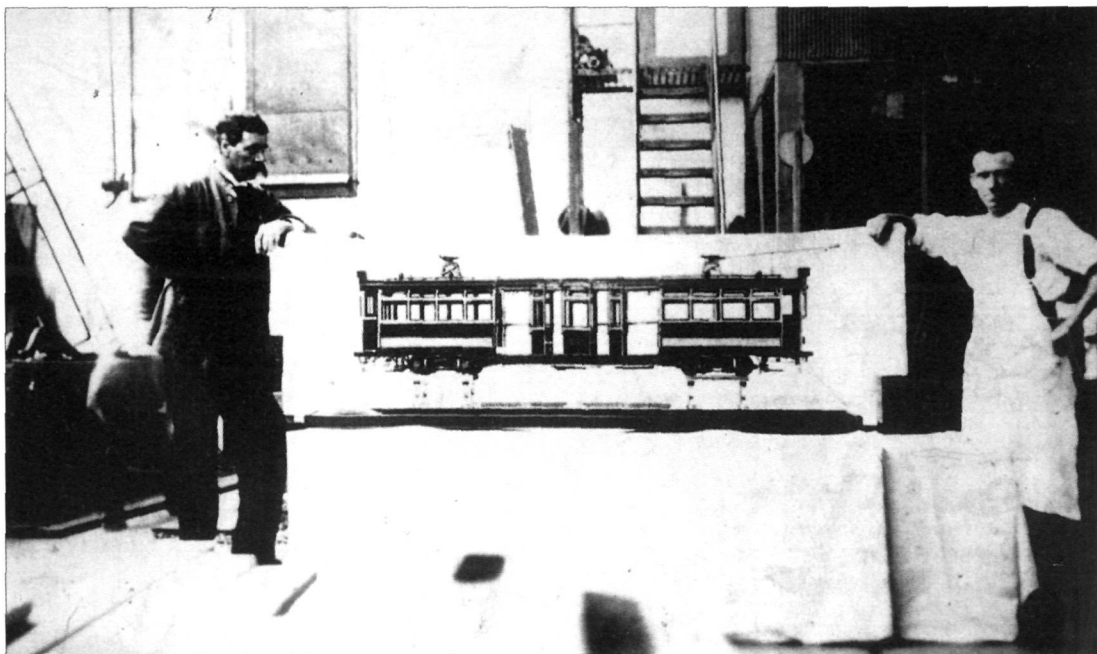
The AETM responded with the news that the model does indeed still exist and that we will search through our archives for any information about Thomas Stead. The *Trolley Wire* article and some colour photographs were also forwarded.

Machine Shop Reunion

A letter was recently received from Brian Blight of Sunbury, Victoria. Brian, a *Trolley Wire* reader,

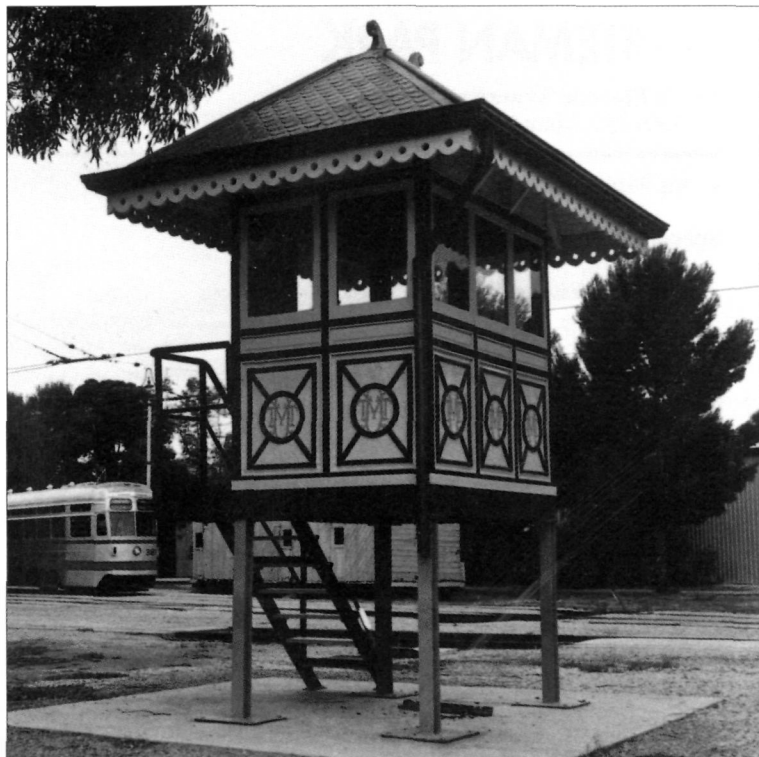
This copy photo shows Thomas Stead and colleague with the model of drop-centre 295 which they built. The photo was probably taken at Hackney Workshops prior to the model being sent for display at the British Empire Exhibition at Wembley in 1924-5. Unfortunately, we don't know which of the two men is Thomas Stead.

AETM Archives



Further painting has taken place on the reconstructed Hanson (now Pulteney) Street signal cabin.

Paul Shillabeer



received a Fitting and Turning apprenticeship at Hackney from 1945 to 1950 before moving to Victoria 32 years ago. Upon receiving advice of the employees' reunion for the 90th anniversary of the electric tram system, Brian contacted former associates from his apprenticeship days now living in Horsham, Victoria and Jantestown, SA. All three attended the celebration at St Kilda on 7 March 1999.

Brian explained in his letter that during his time as an apprentice at Hackney, he worked in the Machine Shop, Tool Room, Wheel Shop and Truck Shop. Brian wrote, "I have been most interested to read about the restoration of H 360, specifically mention in *Trolley Wire* about the overhaul of the pneumatic door operating machinery. These overhauls were traditionally carried out in the Truck Shop by a fitter whose surname was White or Whyte. I remember that he was rather deaf, probably because he also used to overhaul the H type warning hooters, which he used to enjoy testing loud and long, to the annoyance of everyone else in the workshop!

"I have been intrigued by your references to the door operating mechanisms as 'door motors'. You may be interested to know that they were always known as 'door engines'".

Thanks for the advice and the memories, Brian.

Other News

The roof of toastrack 42 has been repaired prior to its relocation to the tram display shed for its winter hibernation.

Painting continues on the reconstructed Hanson (now Pulteney) Street signal cabin.

A cherry picker was hired over the Easter weekend and the overhead for the depot fan was realigned and some surplus fittings removed. The wire height was also lifted over roads 7 and 8. A guy pole was installed near the display gallery to help with the tensioning of the depot fan overhead. Another guy pole was placed near pole 5 to help with tensioning the contact wire over roads 7/8.

Apology

Reference in the May 1999 issue of *Trolley Wire* to Mrs Craig being a grand daughter of Mrs Price, who co-drove tram No. 1 on opening day was incorrect. Mrs Craig is, in fact, the daughter of Sir William Goodman, MTT General Manager from 1908 to 1950. Mrs Craig assisted Transport Minister, Diana Laidlaw to cut the 90th birthday cake for No. 1 on 7 March 1999 (writer's error). Incidentally, AETM member John Morphet is a grandson of Sir William.

WHITEMAN PARK

Perth Electric Tramway Society

PO Box 257, Mount Lawley, Western Australia 6929

From Michael Stukely

Special Projects

Good progress has been made on some of our ongoing projects.

On the maintenance pit, Lindsay Richardson reports that concrete infilling between the outer and inner pit walls was completed in April. Trevor Dennhardt and John Shaw assisted Lindsay in this demanding task. Then on 6 May, Lindsay and John transferred no less than 17 tractor buckets full of sand to backfill the hole remaining around the outer perimeter of the pit walls. Timber buttressing was then installed across the pit by Bill Gilbert to prevent movement during consolidation. On 2 June a compactor and penetrometer were hired and the required compaction of the sand carried out by Lindsay.

Following site preparation for the vehicle port, including the spreading of a limestone hardstand and

topping this with roadbase, the structure was completed in early June. The Society's tractor, Toyota ute and Broomwade compressor are now housed in this new facility which faces the southern boundary of the compound behind the electrical sub-shed. The opportunity was also taken during the site preparation to spread limestone on an extended car parking area and alongside our southern approach road.

Progress on the maintenance pit in the engineering shed on 18 April 1999. Noel Blackmore checks the position of the rail baseplates while Trevor Dennhardt (far left) and Lindsay Richardson continue with the concrete infilling of the pit walls. Michael Stukely





The completed vehicle port on the southern side of the compound now houses the Toyota utility, tractor and compressor; 26 June 1999. The engineering shed roof can be seen behind.

Michael Stukely

Vic Sweetlove works on parts of the dismantled wheel hub of the crane on 13 June 1999.

Michael Stukely



Operations

School holiday patronage levels continued to be high in April, and the trams also proved very popular on the Anzac weekend, Mothers Day and the Foundation Day long weekend in June. The WA Light Railway Preservation Association chartered two trains for their 'Friends of Thomas the Tank Engine' day on 23 May, which was again a success. Since January, Martin Grant has organised an additional attraction for our weekday passengers - a short walk from the tram to

the animal enclosure near Bennett Brook where the resident kangaroos and emus are fed each afternoon. Martin has been maintaining our weekday services (Wednesday to Friday) almost single handedly in recent weeks due to other crew-members not being available.

E Class 66 Restoration

The installation of the new end sub-floor transverse beam at the No.2 end of the saloon in April has allowed the rebuilding of the No.2 end platform to proceed successfully. Further reinforcing of the main body structural components has been carried out, with a large amount of work being put in by Frank Edwards with assistance from Matt Blight, David Brown, David Seeker, Michael Stukely and Roy Winslow. Following preparation of the stress bar support system, the full body weight support function was transferred to the bolsters on 7 June under the supervision of Noel Blackmore. As a result, the car body is fully self-supporting for the first time in many years and adjustments to level and straighten it can now proceed.



At Farmgate Curve on 16 May 1999, John Shaw (left), Trevor Dennhardt and Lindsay Richardson are installing the first group of treated pine sleepers for trial.

Michael Stukely

Repairs to the floor and preparation and painting of seats are continuing. The bolster rub-plates have been repaired.

General

Vic Sweetlove reports that a large amount of work has been required recently on our fleet of motor vehicles, all of which perform essential functions for the Museum. The Albion truck (on which is mounted the cherry picker) required work on the power take-off, for which Noel Blackmore made and fitted a new shaft. Work was also needed on a rear axle and the head gasket. Meanwhile, Kim Heme has been busy wiring up the Albion's lights and roof beacon, and doing body repairs to the tower wagon. A front wheel bearing failed on the crane, and in order to remove the wheel hub, Noel had to manufacture a special tube spanner. This allowed the replacement of the bearing, seal assemblies, etc., and by early July it was being reassembled.

Our indispensable Wednesday team carries out a large part of the work on the operational tram fleet. Regular maintenance of the service trains is carried out by Geoff Morrison, Noel Blackmore and Scott Parker, while Eddie Vagg and his helpers continue with the overhauls of motor / wheel sets and trucks. Geoff has installed air-line fittings in each end of Fremantle 29 to access the air supply for air-operated tools.

Park Management supplied nineteen treated pine

sleepers as a trial. They have been installed by the track team towards the western end of Farmgate Curve. Further sleepers have been replaced at both ends of Stockmans Loop by Kevin Clarke's team. Kevin has also arranged to obtain a canopy roll cage for the tractor. This was quickly fitted and will greatly improve the vehicle's safety as well as offering welcome weather protection for the operator.

Ray Blackmore, Trevor Dennhardt and Scott Parker replaced two wooden span poles on the line to the Lord Street Entrance on 1 May. Further overhead maintenance has been carried out by Noel Blackmore, Duncan McVicar and Geoff Morrison.

Western Power has supplied a small number of GYI guy strain insulators formerly used in Perth City in tramway days. The Society has received very welcome donations of a 10 tonne hydraulic jack and a crescent timber nail puller from Eddie Vagg, and a car battery and two two-way radios from Ray Blackmore. Noel Blackmore has secured for us some ex-WAGT tram resistor banks and other DC equipment from the University of Western Australia's Mechanical Engineering Engine Laboratory.

The Society provided a display and sales desk at the Australian Model Railway Association Exhibition over the long weekend of 5, 6 and 7 June at Claremont Showgrounds. A total of eight members manned the display in half-day shifts and reported a good level of interest, with sales well in excess of those at previous

BENDIGO

The Bendigo Trust

1 Tramways Avenue, Bendigo, Victoria 3550

From Len Millar

Cafe Tram

Bendigo, \$100,000 later, at last has its Cafe Tram! On Friday 14 May, Transport Minister, Robin Cooper, launched the Bendigo Trust's new venture. "I hate to say this, but this beats the trams in Melbourne. It's fantastic," he said. "I have just had a look at the menu for lunch, and boy, am I upset about the fact that I'm not going to eat on this [tram] today."

Well, Minister, you missed out on a treat. Apparently his political duties required him back in Melbourne. The Cafe Tram is now operating, with good loadings, for various morning and afternoon teas, lunches and dinners from Wednesdays through to Sundays. The catered tours last from an hour to two, and with prices in the \$12 to \$39 range, it is viewed by patrons as being excellent value.

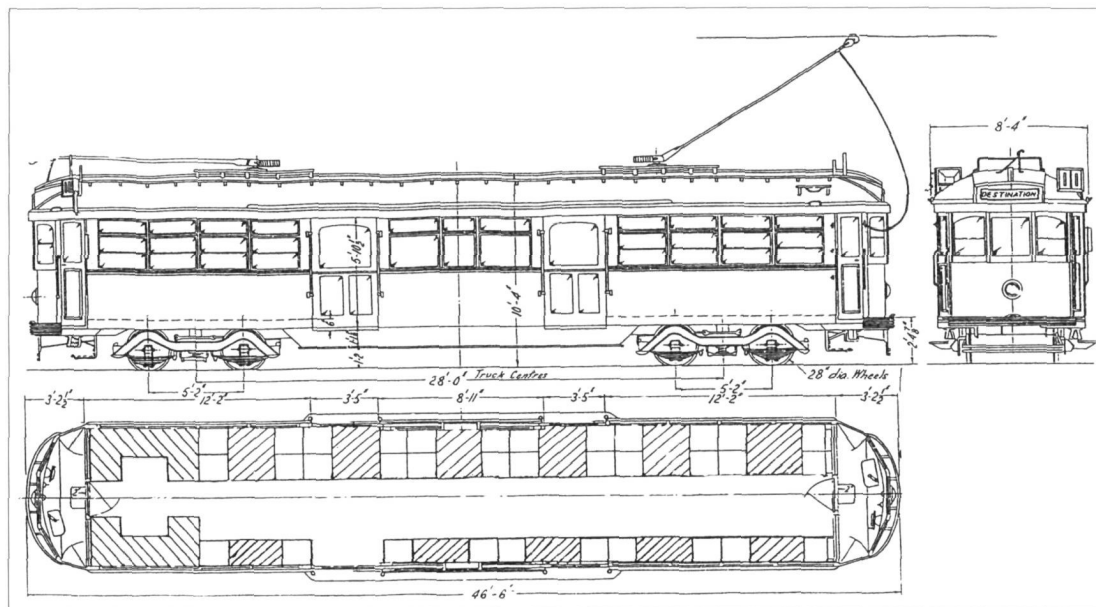
The genesis of the Cafe Tram goes back to a Dennis O'Hoy family treat on one of the Melbourne Restaurant trams in 1991. After some friendly leaning on our good friend, Minister Cooper, W6 class tram 976 was trucked to Bendigo for its new role. 976 had finished its Melbourne days as an illuminated advertising tram (for Express Post), and the roof and dash canopy lighting have remained in use on the Cafe Tram. It looks like a ball of white light as it sedately cruises down the rails in its new role!

Soon after its arrival, we hosted a morning tea for Robin Cooper on 976 in its Melbourne layout, and we

The Cafe Tram (former Melbourne W6 class 976) is seen outside the former Bendigo Post Office on an evening run.

Delwyn Douglas





impressed upon him the very high conversion costs. Mr. Cooper's most expensive cup of coffee accompanied his wonderful gesture to foot the cost of the 600 Volts DC to 240 Volts AC inverter. We were off and running.

We employed a coachbuilder, Chris Ruedin, who quickly set about bringing the architect's plans to fruition. Nine months later, on 14 May, the Cafe Tram was commissioned. We express our gratitude to people and companies that contributed to the project. They include BillKo Pty Ltd (inverter), C&T Carpets, Epsom Palms Caravan World (air conditioners), Peter Hall (painting), Haymes Paints, O'Brien Glass (mirrors), Wilson Upholsterers, PPG Paints (the eye-catching two-pack light grey paint), Laminex Industries, Bendigo Electroplating, Goninan, Campbell Refrigeration (galley fitout), Hume & Iser (timber), PCB Electronics, several PTC officers, architect Don Goldsworthy, and Chris Ruedin who built it!

The accompanying plan (courtesy of the Public Transport Corporation and Graham Jones) and photos may give you a feel for the scale and success of the conversion.

A handsome coloured brochure has been produced, and you are urged to book a table next time you visit us (03 5443 8322). Our drivers are learning to remember returning to the Central Deborah Mine terminus with the single passenger door on the 'right' (actually 'port')

side which sometimes involves some graceful shunting at the McCrae Street / Tramways Avenue triangle. Our drivers are learning too, that a gentle 'one or two series notches, then off is all that it takes to meander along and not spill the soup or champagne! After all, who's in a hurry?

Bendigo's new Cafe Tram and its driver, who is looking as spic and span as his new charge. Delwyn Douglas



Dennis Bell Departs

Our illustrious Tramway Superintendent of 15 years service, Dennis Bell, dropped a bombshell recently. He regretfully handed in his resignation. For pressing family reasons he and his family were returning to South Australia. The effect of the news was considerable, and caused a lot of consternation. How could we manage without that equable temperament? How could we manage without that commitment and passion for the Bendigo Tramways?

As Dennis pointed out, no one is irreplaceable! But Dennis's departure did give us cause for pause. Over the last 15 years, Dennis has efficiently and profitably conducted the Talking Tram Tour business for the Trust, and has been a true ambassador for Bendigo. His management skills and friendly personality engendered a strong sense of loyalty in his volunteer and paid staff - and the Farewell Dinner at the Foundry Arms Hotel in Golden Square on the day he finished was very well attended (approximately 80).

The local media interviewed Dennis and some fine tributes were aired at the farewell. In the Bendigo Trust tradition, Dennis and Merrilyn were presented with a Silly Bag - a big paper bag with lots of inconsequential but funny mementoes of his time 'at the controls'. People sang about him, toasted him and suggested musically that he was a Jolly Good Fellow.

Trust Chairman Dennis O'Hoy took the opportunity to thank Dennis for his excellent service over the years, and wished him (and his family) all the very best for their life in the future. With the smoothness that is Dennis's trademark, he has landed a job driving the Victor Harbor Horse Tram. He extends a welcome to all his many tramway fraternity of friends to call in and say "Hello" in Victor Harbor.

Dennis was presented with an excellent drawing of himself in the familiar navy blue and red uniform, a large suitcase and a magnificently crafted set of half scale tram controls (by the hands and talent of Depot Foreman John Bullen) in gleaming brass, of course!

Following receipt of the resignation, a search was conducted to find a replacement, and a worthy replacement has been found, indeed! Tim Borchers - who has been actively associated with the Bendigo Tramways for 26 years in many capacities - has been appointed to the vacant Superintendent's position. Welcome, Tim, and we wish you well!

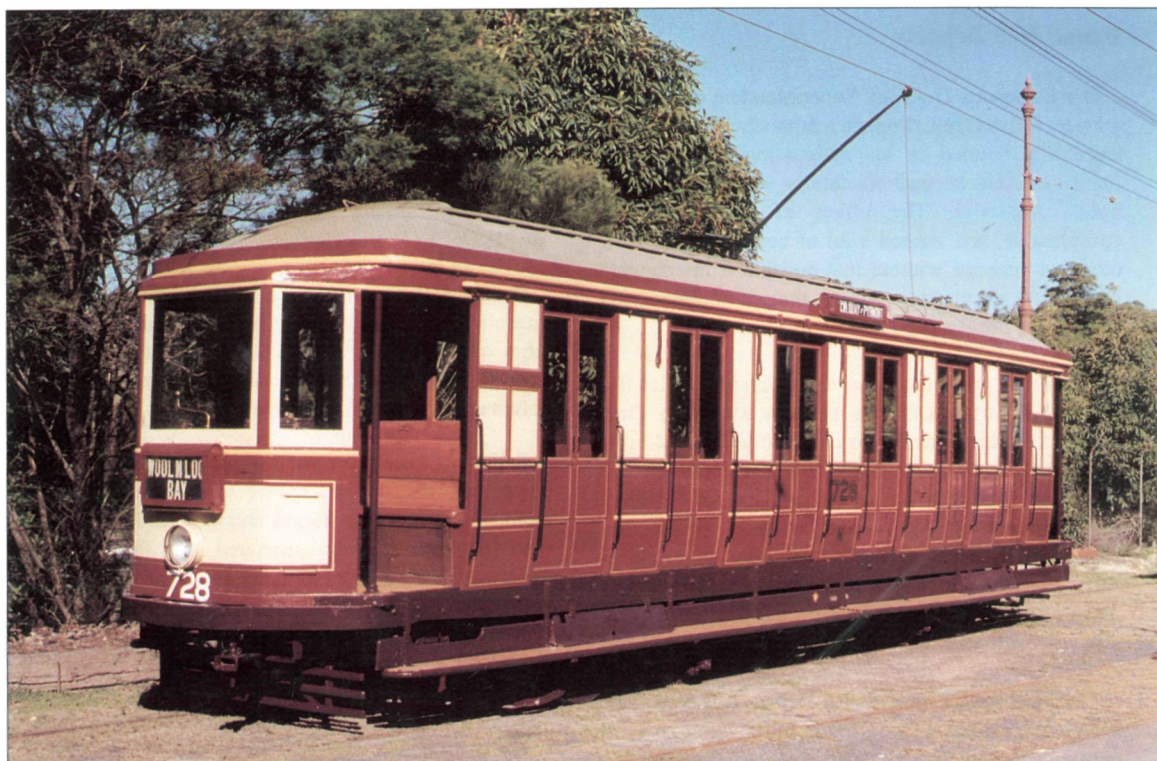
Pastures New?

Depot Foreman, John Bullen, is currently working at the Sydney Tramway Museum assisting in the construction of a Restaurant Tram (W2 class 411) for Christchurch, New Zealand. In his spare time, he may be allowed to help out on other jobs while he's there, if he behaves himself. John's leave of absence from Bendigo is from July to October at this stage.

Dennis Bell is flanked by son Darren and wife Merrilyn as he reads some of the nice comments made about him.

Dennis O'Hoy





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