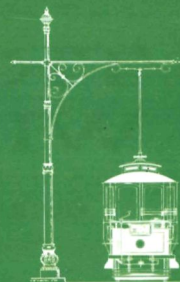


TROLLEY WIRE

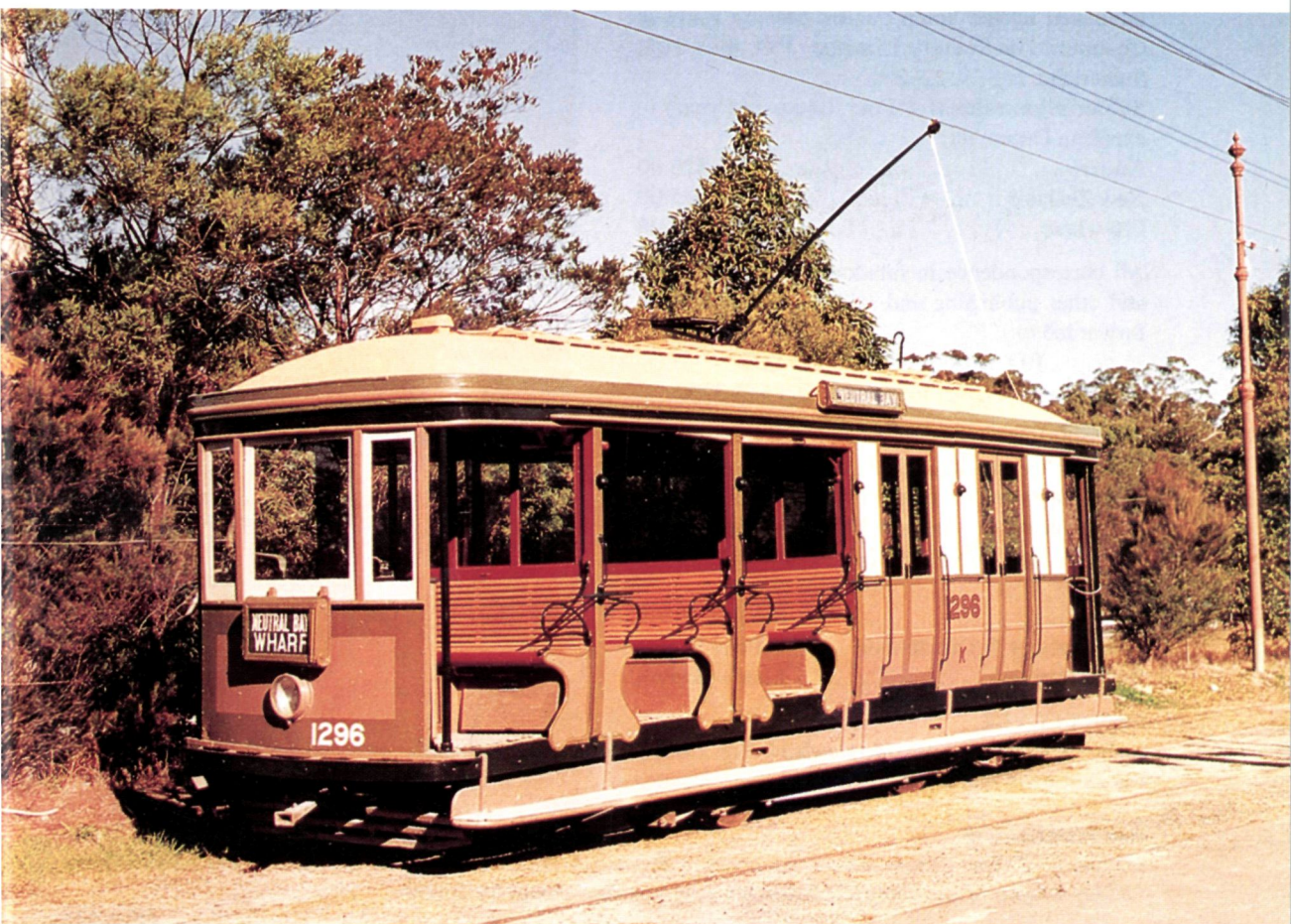


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THE ADELADE TRAMWAY - PART 2

TROLLEY WIRE

AUSTRALIA'S TRAMWAY MUSEUM
MAGAZINE

NOVEMBER 1995

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FRONT COVER:

Sydney K class car 1296 (Meadowbank Mfg, 1913) poses for its portrait after its repaint at the Sydney Tramway Museum on 14 August 1995.

BOB MERCHANT

BACK PAGE TOP:

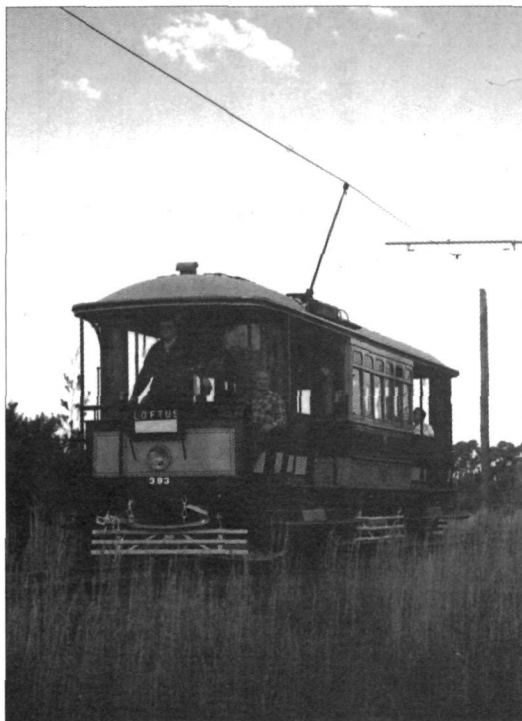
Melbourne Z class cars in advertising livery at Brunswick Depot in May 1995. At left, car 197 advertises the holiday delights of Mildura while 220, right, advertises payphones for Telstra.

RAY MARSH

BACK PAGE BOTTOM:

Light rail vehicle 913 runs through the town centre of St Etienne, France on 27 August 1995. Headways are 3 minutes on weekdays and 9 minutes on Sundays. Unusually, cars operate with a trolley pole, not the expected pantograph.

JOHN HUMBLEY



Sydney F class 393 rolls along the Royal National Park line on a specially authorised trial run on 9 September 1995. Car 393 was being prepared for a Ministerial visit but wet weather on the appointed day prevented its use.

BOB MERCHANT

THE PORT ADELAIDE TRAMWAYS 1879-1935

By Colin Seymour

Proposed Extensions

Within a year of the electric tramway opening, the Port Adelaide City Council was requesting tramway extensions to Birkenhead, Mellor Park (Ethelton) and Alberton Oval. In June 1919, the MTT declined to build a siding to Alberton Oval (home of the Port Adelaide Football Club) from the Albert Park line "due to insufficient cars".¹ In April 1920 a deputation from the Council approached Mr Goodman to push for an extension south along Carlisle Street from Hart Street to Mellor Park.² Mr Goodman stated that the proposed extension would be about a mile in length, and "at present prices would cost about £24,000. The Trust was anxious to extend the system, but the present heavy cost of material had to be considered."

In 1918, the Hindmarsh Corporation approached the Government to request that some scheme be adopted for the better utilisation of the plantation reserves on the Port Road.³ (The wide plantation was originally conceived as a canal linking Adelaide with its port before the onset of the railways.) Designs were then prepared by the Department of Town Planning for a median strip which included provision of a separate right of way 29ft 6in. wide to connect the Port Adelaide and City systems.

However, the MTT's proposal to call tenders for construction of the line was debated at a public meeting at West Hindmarsh in February 1920.⁴ The committee wanted the route to be from via Grange Road, Crittenden and Findon Roads to the Port Road at Woodville because it was "the shortest practicable distance. In addition, it would go through new country providing travelling facilities for 3000 to 4000 persons". The following month a deputation of residents from West Hindmarsh, Welland, Underdale and Findon waited on the Commissioner of Public Works⁵ and pointed out that a tramway along the Port Road would be in close proximity to the Port

Adelaide Railway, and that the tramways were never intended to compete with the railways. In August 1920, the Government stated that it would not consent to trams running in the Port Road plantations even though the respective councils had agreed to reserve a 20ft strip in the middle of the plantations for tramway use.⁶

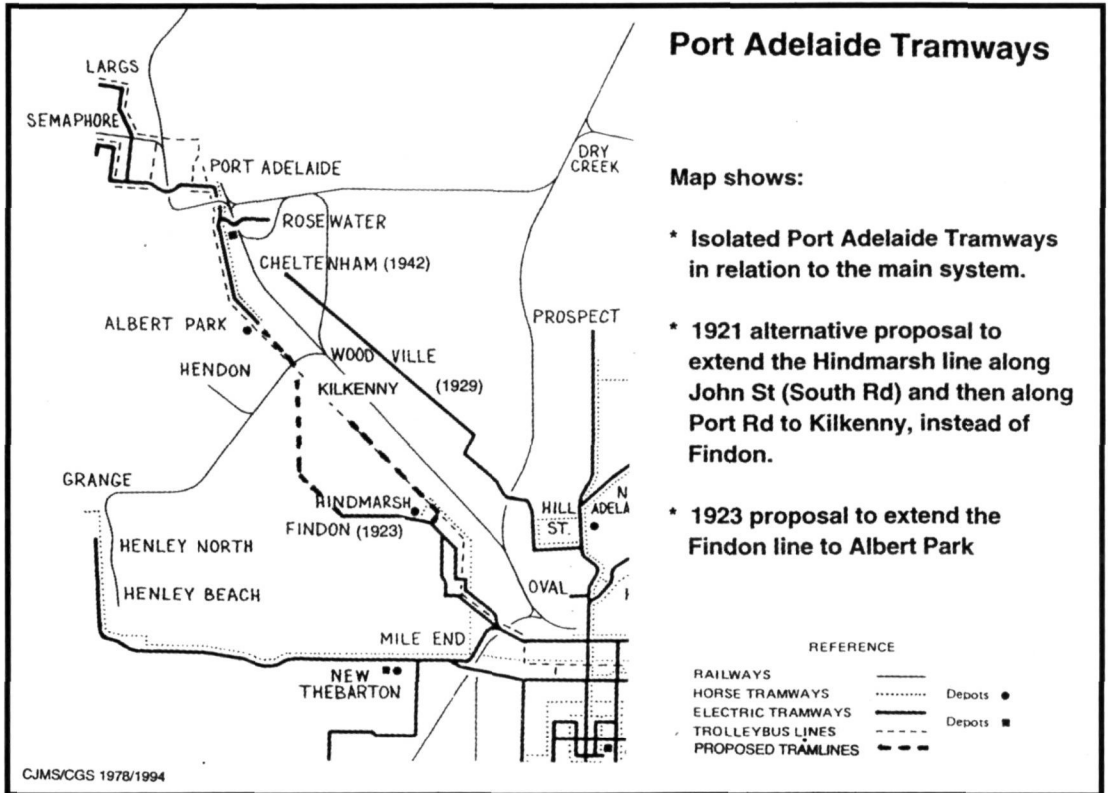
In August 1921 the Government stated that the MTT was "desirous of extending 'the Hindmarsh tramline' in the near future".⁷ Two proposals had been put forward:

1. From Hindmarsh along Knox Street and Grange road to Crittenden Road, Findon;
2. From Hindmarsh along John Street (South Road) to Port Road, then along Port Road to Kilkenny Road, Kilkenny.

The Findon route was eventually adopted and was opened on 15 April 1923. The *Register* reported on 17 April 1923 that the new Findon extension "is the first step towards linking up Grange and Henley Beach, which would make a circular route, and is also leading towards the present Albert Park terminus, which if connected would give a continuous line from Adelaide to Port Adelaide." Findon replaced Hindmarsh as the rolling stock transfer point for trams to and from the Port Adelaide system.

On 12 November 1923 the *News* reported that: "Although the Port Tramways showed a loss of £8878 for the 12 months ended 31/7/23, negotiations are understood to be in progress to bridge the gap between Albert Park and The City. The distance between the Albert Park and Findon termini is about 2 miles and their linking will produce profitable results for the Trust."

Although bogie trams were never used at Port Adelaide, D type tram 169 is believed to have been taken to the Port system for experimental purposes about 1925 - possibly in connection with this proposal.



In 1924 the Railway Commissioner, Mr W.A. Webb, suggested that the two Glenelg railway lines and the Port Adelaide railway should be given to the MTT for electrification. The two Glenelg lines were sold to the MTT following the Railway Transfer Act of 1927. Plans published at this time envisaged a comprehensive transport scheme involving an MTT takeover of all suburban rail passenger transport in Adelaide. However, no more railway lines were purchased and only the South Terrace line to Glenelg was converted to electric traction, although some preparatory work was carried out on the North Terrace line.

However, the more direct route along the Port Road was still the MTT's preferred option. It is believed that following the successful opening of the Glenelg line in December 1929, Mr Goodman proposed a similar interurban tramline using the plantation in the middle of the Port Road, but strong opposition to the proposal came from the South Australian Railways. In June 1933, local councils stated that firm plans to beautify the Port Road could not be prepared because of the uncertainty of the tramway.⁸ By October 1933 the Government informed the Port Adelaide,

Woodville, Hindmarsh and Thebarton councils "that no obstacle would be placed in their way by the Tramways Trust".⁹

Meanwhile, to the other side of the Port Road, a long extension from Croydon to Kilkenny was opened on 14 July 1929. A tramway link between Kilkenny and Rosewater was also no doubt considered. (The replacement bus service for the Rosewater route in 1935 was actually extended to the Kilkenny tram terminus via Addison Road, Cheltenham in 1939.)

Proposals for a tramline to Birkenhead were again raised in the early 1930s during a Public Works enquiry into a new bridge across the Port River at Birkenhead. General manager, William Goodman stated that a single track line across the bridge would be sufficient, but that the Trust could not bind itself to contribute towards the cost.¹⁰

Private Bus Competition

Isolation from the main system placed the tramway at a considerable disadvantage. Private busmen soon



A1 car 48 waits for departure time at Semaphore terminus in the 1920s. An F class tank locomotive stands beside the water tank at the railway station.

CB Thomas Collection



capitalised on the lack of direct street transport to Adelaide. In 1922 the first private motorbus service operated along Port Road. By October 1924, there were 82 unlicensed motorbuses running in Adelaide; 30 of them were running on the Port Road in peak hours.

So severe was the competition, that the MTT started running its own bus service from the City to Largs via Port Adelaide and Semaphore on 5 April 1926

using its new Mack buses. Not only did it compete against the private operators, but also against its own Port Adelaide tram services! Cunning methods were used to curtail the private operators. Some MTT drivers used the Jervois Bridge to advantage. After it opened, traffic was held up for about ten minutes, and passengers would accumulate at the stops. Trust buses would wait on the Port Adelaide side of the bridge and set off to collect the waiting city-bound passengers when the bridge began to close. By the



time the private buses crossed the bridge, the passengers were gone.

The problem was eventually solved in 1928 by the MTT taking over the private buses (see Trolley Wire, June 1985). MTT buses left the City for Port Adelaide every 2-1/2 minutes, and to Largs every five minutes, requiring a fleet of 31 buses. After a time, the Port Adelaide buses were withdrawn, and all services were provided by the remaining Largs buses. But the MTT was still competing against its own Port Adelaide trams.

Service Alterations

By this time the Great Depression had begun to set in, and the effects were soon felt by the MTT. From 1 February 1930, the direct bus services to Port

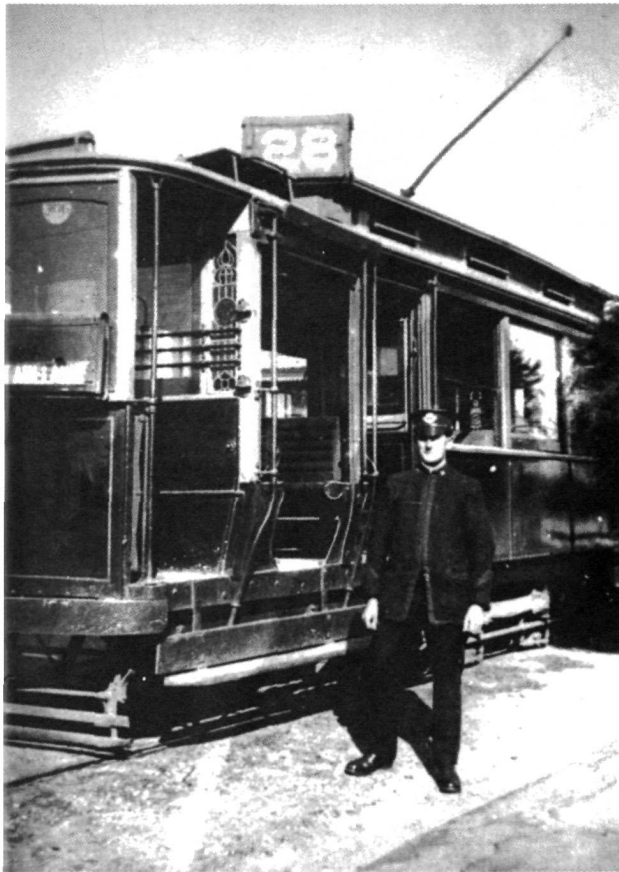
One of the private buses used to compete against the trams in the 1920s north of the railway overbridge (looking south) in Commercial Road, Port Adelaide.

STA

An MTT Mack bus on the City to Semaphore and Largs service at Semaphore in 1926. This service was introduced to compete against the private buses but also competed against the trams! possibly a private bus can just be seen on the other side of the road to the left of the photo.

STA





A2 car No. 41 displaying route "28 - Port Adelaide. Note the disc bearing run number 306 in the window above the destination box. The supplementary board above the larger entrance way probably has "Birkenhead" on the other side. STA

Adelaide ceased. Passengers were required to transfer to the trams at Albert Park.¹¹ The track had been duplicated from the Junction Road turnout to the Wilson Street Loop on 26 January 1930, enabling an improved tram service to operate. A ten minute bus service using Garford double deck buses operated between the City and Albert Park, where passengers were required to transfer to the trams to continue their journeys to Port Adelaide, Semaphore or Largs. A new bus service was also introduced between the Black Diamond Corner and Birkenhead, requiring a further transfer for passengers from the City. Buses from the City would show SEMAPHORE or LARGS as appropriate, with a supplementary BIRKENHEAD

sign shown when required. Albert Park trams connecting with the buses displayed CITY. Interestingly, despite the increased service on the Albert Park line, motormen and conductors were instructed to ensure that the facing point leading to the Rosewater route at Grand Junction Road was to be left set for the curve instead of the straight line to Albert Park as previously occurred.¹²

The new timetables introduced provided average weekday frequencies of ten minutes to Albert Park and Semaphore, and twenty minutes to Largs and Rosewater. Albert Park cars ran to either Semaphore or Largs, Largs cars ran to Rosewater, while Semaphore cars alternated to Albert Park and Rosewater. No short workings were required. MTT Employees Working Timetables issued for the altered services reveal the following rolling stock requirements:

- Weekday am peak - 10 cars including 4 Birneys;
- Weekday pm peak - 13 cars including 4 Birneys;
- Weekday off peak and evenings - 9 cars including 3 Birneys;
- Saturday - 12 cars including 4 Birneys;
- Sunday - 9 cars including 3 Birneys;
- The Friday PM peak required an extra car, while 12 cars were in evening service;
- Birneys were used extensively on public holiday workings.

It appears that the A1 and A2 type trams with their two 33hp motors were unable to cope with the new timetable requirements. Within six months, ten of the "Desert Gold" C type trams (Nos 181-190) with their two 50hp motors were transferred from the main system to provide a faster service. These trams entered service at Port Adelaide from 10 August 1930. The new Working Timetables issued reveal the following rolling stock service requirements:

- Weekday am peak - 9 cars (5 Cs and 4 Birneys);
- Weekday pm peak - 12 cars (7 Cs, 4 Birneys and 2 As);
- Weekday off peak and evening - 9 cars (including 3 Birneys);
- Saturday - 12 cars (6 Cs, 4 Birneys and 2 As);
- Sunday - 7 cars (4 Cs and 3 Birneys).

Note that the "improvements" actually resulted in less cars being used in service each day. One off peak run number each day servicing the Rosewater route



A newspaper photo of Birney 303 following a collision with a motor truck on the Rosewater route, 25 September 1928. unfortunately, this was not the only major collision for 303. it was later scrapped from service as Bendigo No. 27 following a major collision in 1956.

Register 26/9/28





An A1 type tram stands beside the Semaphore railway buffer stops, circa 1925. CB Thomas collection

Front cover of Port Adelaide tramway employee Working Time Tables issued from 3 February 1930.

For the Use of Employees Only

[No. 1]

MUNICIPAL TRAMWAYS TRUST, ADELAIDE

WORKING TIME TABLES

LARGS, SEMAPHORE, BIRKENHEAD, ROSEWATER,
ALBERT PARK AND CITY

WEEK DAYS (Monday to Friday inc.)

AS FROM 3/2/30.

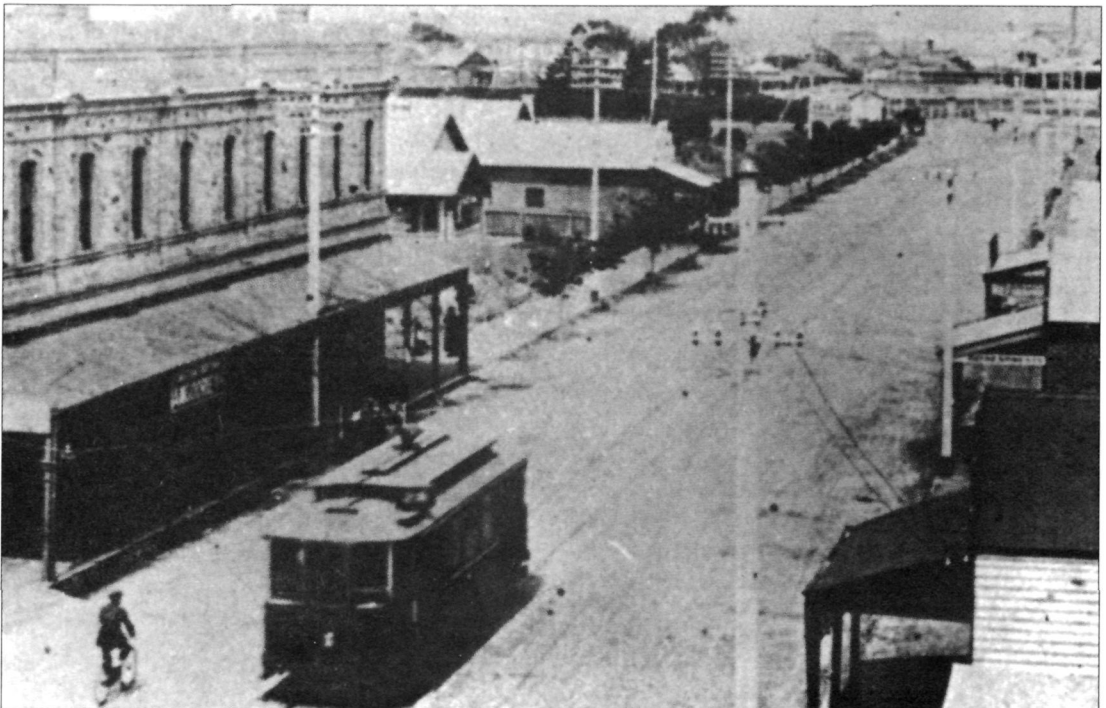


An A2 type tram heads towards Port Adelaide along Commercial Road. The Exywalkin store, a prominent Port Adelaide landmark, can be seen to the left of the tram, circa 1920.

STA

An A2 type tram travelling east along jetty Road, Largs Bay after leaving the Largs terminus.

SA Archives





A2 "tank" tramcar No. 42 in St Vincent Street, Port Adelaide en route to Albert Park in 1922. This tram has been reconstructed to its original toastrack style by the AETM.

SA Archives

used a C type car. These services had been handled exclusively by the Birneys since 1925. Working Timetable references to A type cars did not distinguish between A, A1 or A2 type cars. Like the previous timetable, the Friday pm peak required an extra car, while 12 cars remained in evening service.

The 1930s

Some unusual aspects of Port Adelaide tramway operations in the early 1930s are mentioned in MTT Special Instructions:

"Commencing 1st February 1930 conductors on cars ex Semaphore and Largs will at times be handed envelopes containing press copy from the Register office at Port Adelaide." At Albert Park the envelopes were transferred to the connecting buses for placing in a receptacle provided at the North Terrace bus terminus.¹³ Press copy for "The Advertiser" was also handled in a similar way.

In September 1930, motormen and conductors were instructed that permission had been granted for "Officers and men" of the Netherlands fleet to travel free on cars whilst in Adelaide. "The Officers and men of this fleet must conform to the regulations of the service in the same manner as paying passengers, and not more than six men must be permitted to board a car at the one time."¹⁴

Exeter Signal Cabin Replaced

On 20 August 1931 the Exeter Signal Cabin, which controlled trams on the Largs line crossing the Semaphore railway, was transferred to the Exeter Railway Station and replaced by a system of coloured light signals operated from the railway station.¹⁵ The new system was expected to save the South Australian Railways £600 a year, as the Exeter station master now operated the signals instead of the two men previously employed at the box.¹⁶ Tramway conductors were instructed to leave their trams at the intersection and walk ahead to the corner to ensure that the railway line was clear. The Railways Weekly Notice 34/31 of 20 August 1931 stated:

"The signal cabin at Exeter Tramway Crossing was thrown out of use, together with the interlocking and

the following signals:

- Down Tramway Starting;
- Up Tramway Starting.

“At the same time the new signal cabin at Exeter Station was brought into use, together with the following signals:

- Down Tramway Starting - a one unit colour light signal for tramway use;
- Up Tramway Starting - a one unit colour signal for tramway use.

“Trams will stop at the compulsory stop approaching the railway, and when the Motorman has pressed the push button the cabin indicator will indicate that the tram is ready to cross (dumb-bell arm vertical). Upon receiving this indication the Signalman will reverse the respective tramway starting signal lever. The lever cannot again be placed normal until the signal cabin indicator indicates that the tram has crossed the railway, i.e. until the Motorman has pressed the cancelling push button on the opposite side of the railway and the dumb-bell indicator has returned to the horizontal (normal) position.

“The Signalman must restore the tramway starting levers Nos 3 and/or 5 to their normal position after the passage of each tram. No following tram is permitted to take the signal displayed for the previous tram.

“If either railway or tramway signals cannot be cleared through failure of apparatus, trains must be hand signalled over the intersection in accordance with the rules. Trams must also be hand signalled by the Signalman exhibiting a green flag by day or a green light by night to the motorman, from a position where it may be clearly seen.

THE MUNICIPAL TRAMWAYS TRUST, ADELAIDE.
TO MOTORMEN & CONDUCTORS, PORT ADELAIDE SYSTEM, AND BUS OPERATORS & CONDUCTORS, ALBERT PARK - CITY BUS ROUTE.

LOADING RETURNS - WEDNESDAY, 20TH APRIL, 1932.

MOTORMEN AND CONDUCTORS, PORT ADELAIDE SYSTEM, AND BUS OPERATORS AND CONDUCTORS, CITY-BUS ROUTE, ARE INSTRUCTED THAT DETAILED LOADING RETURNS ARE REQUIRED ON WEDNESDAY NEXT, 20TH APRIL, 1932, AND FOR THIS PURPOSE ALL CONDUCTORS WILL BE REQUIRED TO RE-BOOK TICKETS AT EACH SECTION, AND IN ADDITION MUST COUNT THE NUMBER OF CHILDREN ON EACH SECTION AND ENTER THE NUMBER IN THE SPECIAL COLUMNS PROVIDED ON THE RUNNING JOURNALS WHICH WILL BE SUPPLIED ON THIS DAY.

A SEPARATE RUNNING JOURNAL WILL BE SUPPLIED TO EACH CONDUCTOR TO BE USED SOLELY AS A TIME SHEET FOR THE DAY, ALL TICKET RETURNS BEING MADE ON THE SPECIAL JOURNALS REFERRED TO.

TICKETS ARE TO BE RE-ENTERED AS FOLLOWS:-

TRAMS "DOWN"

AT ALBERT PARK - BOOK ALL TICKETS
 AT WILSON STREET - RE-BOOK 1d., 2d., 3d., & 4d. TKTS.
 AT BLACK DIAMOND CR. - RE-BOOK 1d., 2d., & 3d. TKTS.
 AT HARGREAVE STREET - RE-BOOK 1d., & 2d. TKTS. (LARGE CARS)

TRAMS "UP"

AT LARGE OR SEMAPHORE - BOOK ALL TKTS.
 AT HARGREAVE ST. (LARGE CARS) - RE-BOOK ALL BUT 9d. TKTS.
 AT COMMERCIAL ROAD - RE-BOOK ALL BUT 6d. and 9d. TKTS.
 AT WILSON STREET - RE-BOOK 1d. & 2d. TKTS.

BUSES "DOWN"

AT THE GRESHAM - BOOK ALL COMMENCING NUMBERS
 AT GIBSON STREET - RE-BOOK 1d. to 7d. INCLUSIVE
 AT YORK - RE-BOOK 1d. to 6d. "
 AT WOODVILLE ROAD - RE-BOOK 1d. to 5d. "

BUSES "UP"

AT ALBERT PARK - BOOK ALL COMMENCING NUMBERS
 AT WOODVILLE RD. - RE-BOOK 1d. 2d. 3d. 4d. & 5d. TKTS.
 AT YORK STREET - RE-BOOK 1d. 2d. 3d. & 4d. TKTS.
 AT GIBSON STREET - RE-BOOK 1d. 2d. 3d. & 4d. TKTS.

THE CO-OPERATION OF ALL CONCERNED IS SOUGHT IN ORDER THAT AN ACCURATE RETURN MAY BE COMPILED.

16/4/32
 RPH.

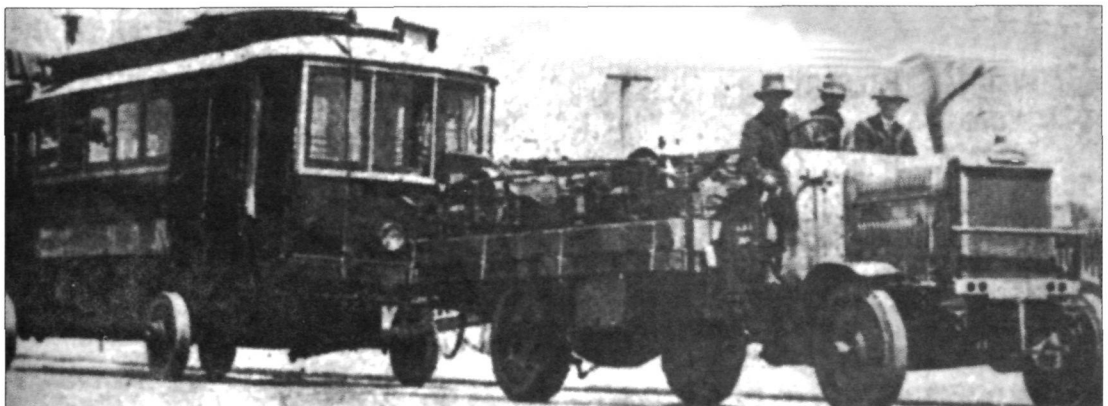
W. A. Brown
 SECRETARY & ASST. MGR.

Tramway Offices,
 Heakney Road,
 ADELAIDE.

MTT circular relating to the Port Adelaide tram and bus passenger survey of 20 April 1932.

An A type car being transferred between the two tramway systems on the jinker attached to a motor lorry. Note the spare 21E truck in the tray of the lorry.

The News 6/12/29



“In every case of temporary signal failure, Tramway Motormen must continue to operate the push keys on each side of the intersection, and the Signalman must see that the track is clear, and that no conflicting movement of train or tram is likely to take place.”

Reduced Services

The use of the C type trams, although an improvement, did not alleviate the problems of the Port Adelaide tramways. There was still no physical connection with the City. Following a survey in April

1932,¹⁷ tram services were reduced from 7 June 1932. The appearance of Working Timetables on roneoed sheets seems to indicate the pending demise of the tramway. Average weekday service frequencies were increased to 15 minutes on the Albert Park and Semaphore routes, and to 30 minutes on the Largs route. The Rosewater route actually received an improved frequency of 15 minutes. Weekday rolling stock requirements were:

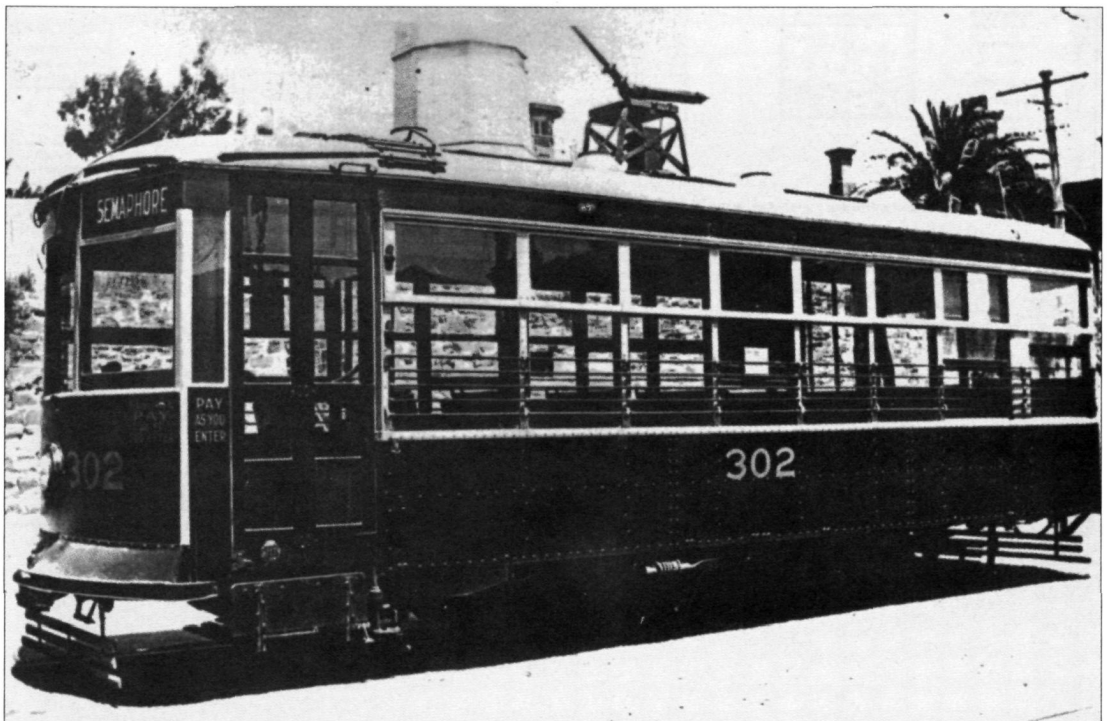
- °Am peak - 7 cars (4 Cs and 3 Birneys);
- °Off peak - 7 cars (4 Cs and 3 Birneys);
- °Pm peak - 8 cars (5 Cs and 3 Birneys);
- °Evening - 6 cars (4 Cs and 2 Birneys).

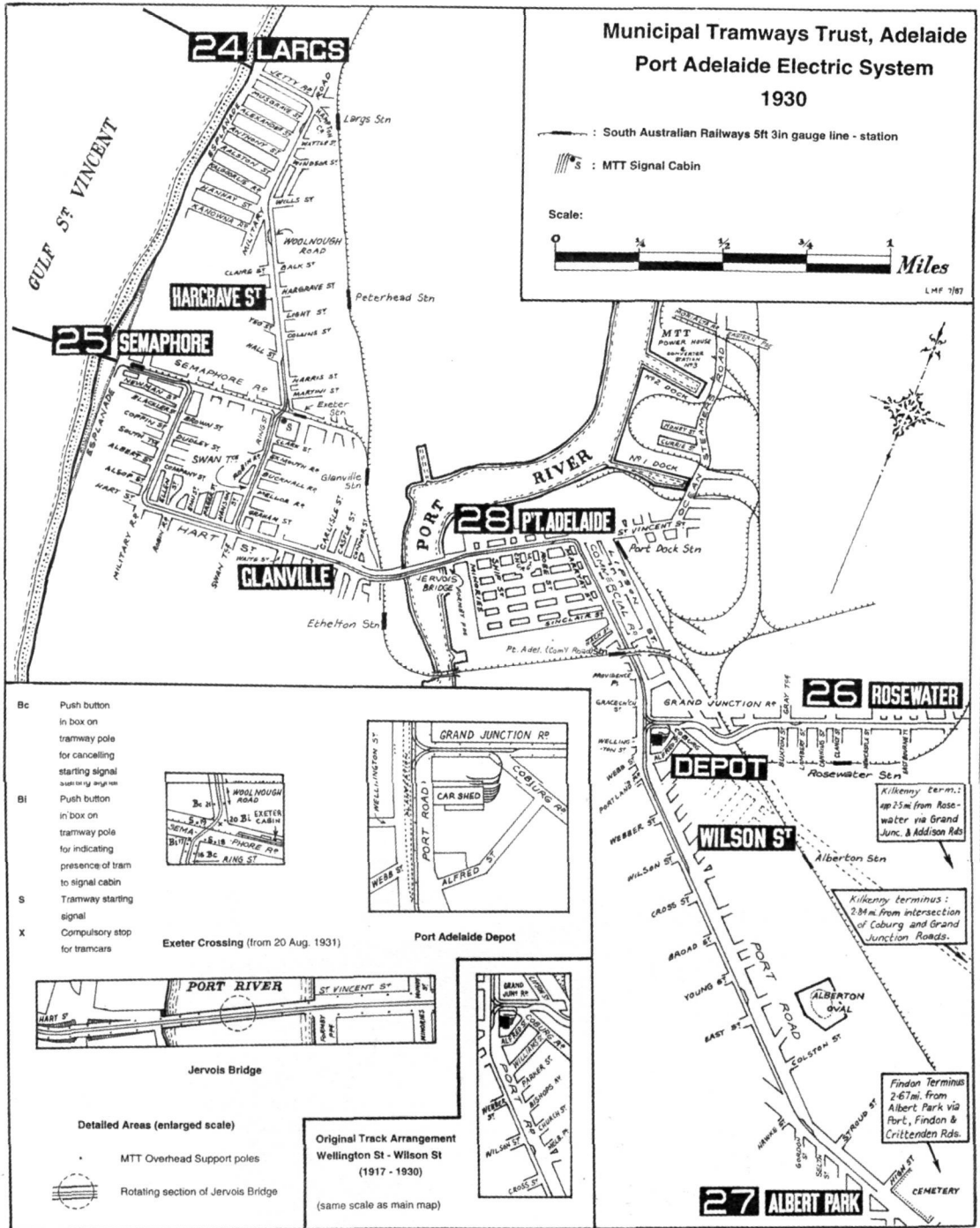
The off peak compliment of 3 Birneys was restored to the Rosewater route.

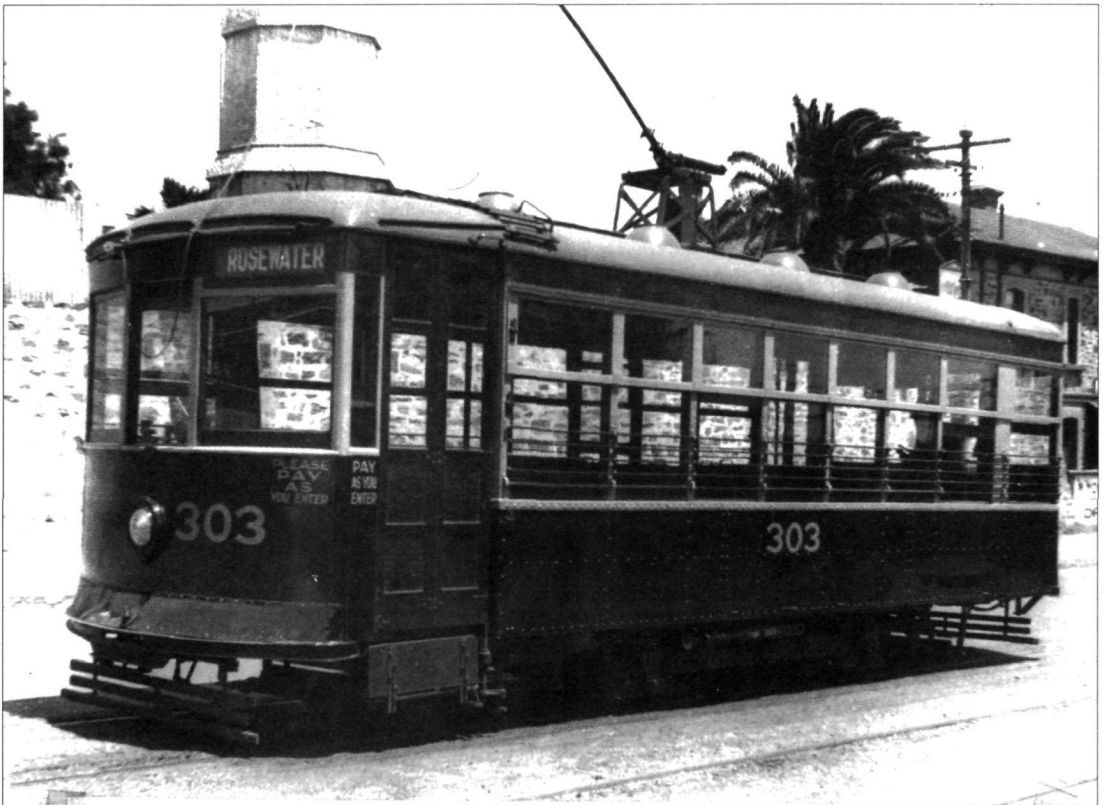
From 4 September 1933, Rosewater passengers were issued with transfer tickets,¹⁸ enabling them to transfer at Junction Road to Albert Park trams and subsequently to City-bound buses. Dual destination signs on the buses displaying SEMAPHORE/BIRKENHEAD or

G type Birney car No. 302 at Semaphore terminus soon after entering service in 1925. Note the GE lightning arrester in a box inside the trolley tower, the drip rail over the door and the second grip handle for climbing onto the roof, the leather-covered chain across the door (as originally on the H typew cars), and the “Birney Safety Car” transfer on the bottom of the door.

MTT







Birney car 303 at the Semaphore terminus circa 1930. Note the spring-loaded tow bar under the centre sill and the “chicken wire” safety glass in the lower door panels.

CB Thomas

LARGS/BIRKENHEAD as required, replaced the supplementary signs from 9 September 1933.¹⁹ On this day a supplementary ROSEWATER sign was added to buses carrying passengers for eventual connection with Rosewater trams at Junction Road.

The Experimental Trolleybus

Although the depression limited development of new tramway services in Adelaide in general, it acted as an incentive to test new techniques for reducing operating costs. One such experiment was a trial trolleybus service - Australia's first.

The bus was actually former Garford double deck motor bus No. 216 suitably converted. Upper deck

seating was removed, and electrical equipment and trolley poles mounted in its place. An electric motor replaced the petrol engine. Repainted green and cream, it became known as “The Green Goddess”.

The experimental service commenced on 18 May 1932 on the outer end of the Paradise tram line on the main Adelaide system, during the off-peak period. The experiment continued until 11 August 1934 when a full tram service resumed. The experiment proved successful.

MTT General Manager Sir William Goodman realised the cost saving of the “trackless trolley”, but more significantly, he saw the opportunity to link Port Adelaide with the City by electric traction as last.

Tramway Closure

On 26 August 1934, only two weeks after the trolleybus experiment had been completed, an attempt was made to improve the Albert Park service by providing buses as well as trams on the route. This

EXPLANATORY NOTES

L Denotes Lay, Up.

B Denotes show Birkenhead Supplementary Sign on Front of Car.

C Denotes Car will connect with Bus from Birkenhead at Port Adelaide.

Note.—All passengers desiring to transfer from the Birkenhead Bus to Tram, or vice versa, must be transferred at Port Adelaide (Black Diamond Corner).

ALBERT PK., ROSEWATER, PT. ADELAIDE, SEMAPHORE & LARGS—WEEK DAYS 1 SATURDAYS EXCEPTED.

Run No.	Type of Car	Dep. Port Depot	Dep. Albert Park	Dep. Rosewater	Dep. Com. Rd.	Arr. Semaphore	Arr. Largs	Run No.	Dep. Largs	Dep. Semaphore	Dep. Com. Rd.	Arr. Rosewater	Arr. Albert Park	Arr. Port Depot
401	A	6 08	—	—	—	—	—	401	—	—	—	—	6 19	—
404	A	6 18	—	—	—	—	—	404	—	—	—	—	6 29	—
411	G	6 24	—	—	—	—	—	411	—	—	—	6 32	—	—
402	A	6 00	—	—	6 05	6 15	—	C402	—	6 16	6 25	—	6 39	—
B405	A	6 00	—	—	6 05	—	6 19	405	6 21	—	6 35	—	6 49	—
412	G	6 39	—	—	—	—	—	412	—	—	—	6 47	—	—
414	G	6 49	—	—	—	—	—	414	—	—	—	6 57	—	—
B403	A	6 20	—	—	6 25	6 35	—	C403	—	6 36	6 45	—	6 59	—
413	G	6 45	—	—	—	—	—	413	—	—	6 55	7 05	—	—
D406	A	6 20	—	—	6 25	—	6 39	406	6 41	—	6 55	—	7 09	—
401	—	—	6 21	—	6 35	—	—	C401	—	6 53	7 05	—	7 19	—
411	—	—	—	6 35	—	—	—	—	—	7 03	7 15	7 25	—	—
B404	—	—	6 21	—	—	—	—	—	—	—	7 15	—	—	—

2 ALBERT PK., ROSEWATER, PT. ADELAIDE, SEMAPHORE & LARGS—WEEK DAYS SATURDAYS EXCEPTED

A.M.	Run No.	Type of Car	Dep. Port Depot	Dep. Albert Park	Dep. Rosewater	Dep. Com. Rd.	Arr. Semaphore	Arr. Largs	Run No.	Dep. Largs	Dep. Semaphore	Dep. Com. Rd.	Arr. Rosewater	Arr. Albert Park	Arr. Port Depot
	401	C	6 08	—	—	—	—	—	401	—	—	—	—	6 19	—
	402	C	6 23	—	—	—	—	—	402	—	—	—	—	6 34	—
	411	C	6 25	—	—	—	—	—	411	—	—	—	6 33	—	—
	412	C	6 32	—	—	—	—	—	412	—	—	—	6 40	—	—
	403	C	6 06	—	—	6 11	6 22	—	C403	—	6 24	6 35	—	6 49	—
	404	C	6 15	—	—	6 20	—	6 34	404	6 36	—	6 50	—	7 04	—
	413	G	6 55	—	—	—	—	—	413	—	—	—	7 03	—	—
	B401	—	—	6 21	—	6 35	6 46	—	C401	—	6 54	7 05	—	7 19	—
	411	—	—	—	6 35	6 45	6 56	—	411	—	6 59	7 10	7 21	—	—
	402	—	—	6 36	—	6 50	—	7 04	402	7 06	—	7 20	—	7 34	—
	412	—	—	—	6 45	6 55	7 06	—	412	—	7 14	7 25	7 35	—	—
	B403	—	—	6 51	—	7 05	7 16	—	C403	—	7 24	7 35	—	7 49	—
	413	—	—	—	7 05	7 15	7 26	—	413	—	7 34	7 45	7 55	—	—
	404	—	—	7 06	—	7 20	—	7 34	404	7 36	—	7 50	—	8 04	—
	411	—	—	—	7 25	7 35	7 46	—	C411	—	7 50	8 05	8 15	—	—
	B401	—	—	7 21	—	7 35	7 46	—	C401	—	7 56	8 05	—	8 19	—
	405	G	7 40	—	—	7 45	7 56	—	—	—	—	—	—	—	—
	402	—	—	7 36	—	7 50	—	8 04	405	—	8 04	8 15	Short Shunt	—	—
	412	—	—	—	7 45	7 55	8 06	—	402	8 06	—	8 20	—	8 34	—
	—	—	—	—	—	—	—	—	412	—	8 12	8 23	8 33	—	—
	B403	—	—	7 51	—	8 05	8 16	—	C403	—	8 24	8 35	—	8 49	—
	413	—	—	—	8 05	8 15	8 26	—	413	—	8 29	8 40	8 50	—	—



*Opposite:
Sections of Port Adelaide tramway working timetables from 3 February 1930 (top) and 11 August 1930 (bottom) illustrating changes brought about by the introduction of C type trams. The MTT did not distinguish between A, A1 and A2 type cars in these timetables.*

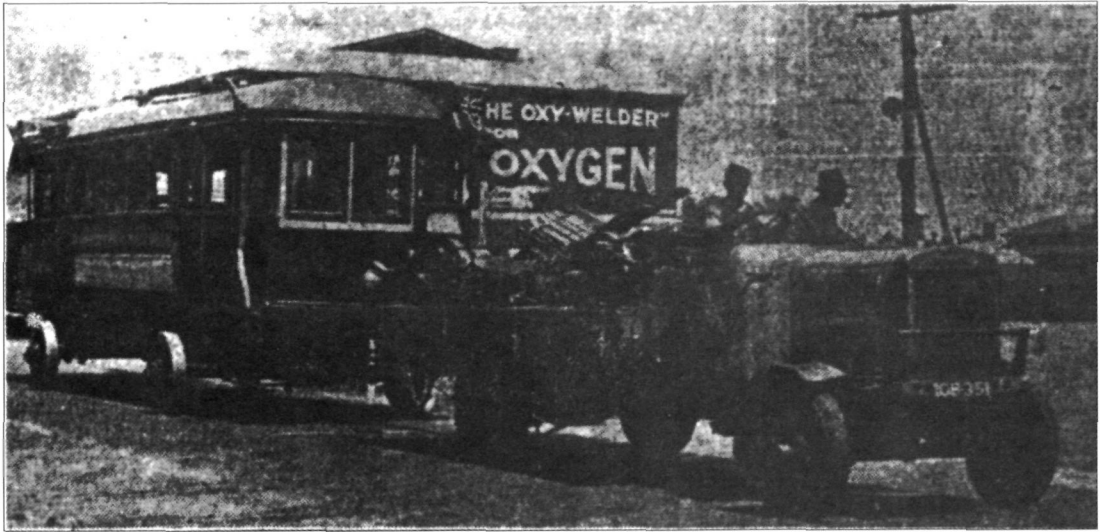
A1 car 50 turns into Semaphore Road from the storage line on the Esplanade at Semaphore terminus in January 1930. STA

The Black Diamond corner was a hive of activity when this photo was taken in 1934. A type tram 71 has just arrived from largs and connected with the City-bound Garford bus at rear. Birney 301 was leaving for Rosewater, while Mack bus No. 77 operated on the Birkenhead route. STA

proved unsatisfactory, and two weeks later the full bus service was resumed between the City and Port Adelaide. On 11 November 1934, the Albert Park tram route was abandoned entirely.

The faster C type trams returned to the main system and were replaced by the A1 and A2 cars on the remaining three lines. On 29 May 1935, the double track across the Semaphore railway line at Exeter on





A newspaper photo of one of the C type "Desert Gold" trams being transferred to PortDepot in 1930. The caption is not strictly correct - they didn't need more trams, they wanted faster trams. Note the roof destination number displaying "32, 33" (not designated) and the presence of the side boxes - apparently not used at port Adelaide, although installed on City-based cars.

Advertiser 6/4/30

Passengers transferring from the MTT's open top Garford double deck bus No. 228 to a C type tram at Albert park for the journey to Largs in the early 1930s. The sign on the post immediately to the right of the tram seems to refer to the connecting services to Semaphore and Largs.

Advertiser/Register





G type Birney car No. 303 in the Esplanade at Semaphore terminus, circa 1930.

George Hutton

the Largs route was altered to a single line crossing. A Staff Section was made between Ring Street and Woolnough Loop.²⁰

On 18 July 1935, the *Advertiser* announced the impending closure of the Port Adelaide Tramways.²¹ "A sweeping change in Adelaide's transport system involving the introduction of trolleybuses has been decided upon by the Municipal Tramways Trust. Pending the operation of the trolleybuses, the electric trams at present running from Port Adelaide to Largs Bay, Semaphore and Rosewater are to be taken off the roads, probably within a week, and they will be replaced by motorbuses." The article quoted the Commissioner of Police, Brigadier-General R.L. Leane, as advocating the use of buses in preference to trams "in any endeavour to lessen the noise nuisance"!

The paper also recalled that MTT General Manager Sir William Goodman, when giving evidence before the Public Works Committee on 2 July 1935, had said there was no probability that the Tramways Trust would put a tram line over the proposed Birkenhead Bridge over the Port River. "Any future development would be in regard to buses."

An interesting statement in the article referred to trolleybuses for Sydney. "An experimental electric trolleybus service operated by three vehicles in Sydney has proved so satisfactory that the Transport Commissioner has discussed the local construction of 200 trolleybuses"!

The Port Adelaide Tramways ceased abruptly one week later on 27 July 1935. Petrol buses replaced the trams as an interim measure. Port Adelaide buses were extended to Largs and Semaphore, while the Birkenhead feeder bus was extended through Port Adelaide to the Rosewater tram terminus and on to Addison Road, Rosewater.

REFERENCES:

- 1 Register, 27/6/19.
- 2 MTT Newspaper Clipping, 20/4/20.
- 3 MTT Newspaper Clipping, 5/11/21.
- 4 Advertiser, 20/2/20.
- 5 Daily Herald, 20/3/20.
- 6 Advertiser, 31/8/20.
- 7 Daily Herald, 11/8/21.
- 8 The News, 9/6/33.
- 9 Advertiser, 16/10/33.
- 10 Port Adelaide News, 11/7/30.
- 11 MTT Archives.
- 12 MTT Special Instruction A7/31.
- 13 MTT Special Instruction A18/30.
- 14 MTT Special Instruction A97/30.
- 15 MTT Archives.
- 16 Advertiser, 25/8/31.
- 17 MTT Employee Notice, 20/4/32.
- 18 MTT Archives.
- 19 MTT Special Instruction A7/31.
- 20 MTT Special Instruction 51/33.
- 21 Advertiser, 18/7/35.

To be concluded

HERE & THERE

NEWS ITEMS OF INTEREST FROM ALL OVER

San Francisco News

The Market Street portion of the new F-Line, the first new streetcar line in San Francisco since the 1930s, will begin regular service on Friday, 1 September 1995.

Opening ceremonies at the junction of Second and Market Streets begin at 10:30am, followed by a parade of 29 streetcars at 11:30am. A second ceremony has been scheduled for the corner of 17th and Castro at 12:15pm in recognition of the support given to the project by the Castro District.

After the opening festivities, eleven cars will provide service on the F-Line until early evening. It is expected that the opening day service will be free.

On Saturday, 2 September, normal F-Line service begins with the first car leaving 17th and Castro around 5:45am. The last car to the downtown area

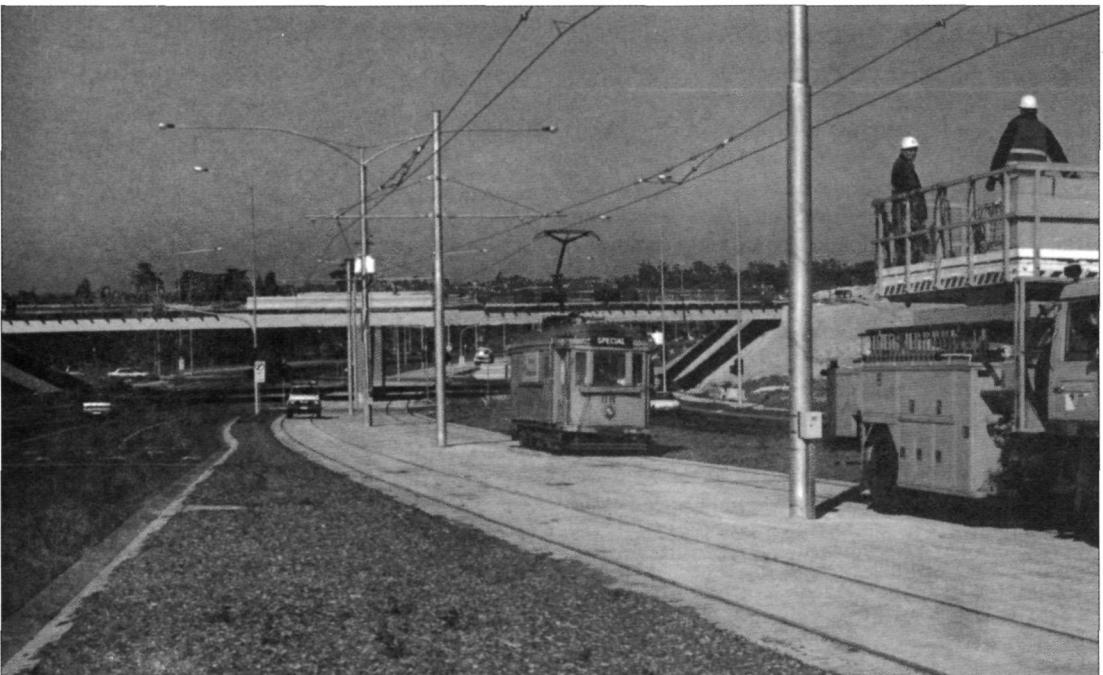
will leave about 12:30am, with the last car from downtown arriving at 17th Street about 1:00am.

The 29 cars taking part in the opening parade, in order of appearance, are:

- Car 228 - Blackpool Boat, 1934
- PCC 1050 in San Francisco Muni winged livery
- PCC 1059 in Boston Elevated Railway livery
- Car 578 - Market Street, San Francisco, 1895
- PCC 1053 in Brooklyn, New York livery
- PCC 1060 in Newark Public Service livery
- Car 0304 - San Francisco line car, 1900

Scrubber car 11W ran the first trip on Melbourne's Bundoora to Mill Park extension. It is seen following an overhead tower wagon just past the ring road bridge over Plenty Road, Bundoora on 28 August 1995.

MARY MARSH





Test running over Melbourne's new Bundoora to Mill Hill extension was carried out by B class 2070 on 28 August 1995. The extension is just under 2km in length.

MARY MARSH

- PCC 1054 in Philadelphia silver/cream livery
- PCC 1055 in Philadelphia green/cream livery
- Car 1 - San Francisco Municipal Rly, 1912
- PCC 1063 in Baltimore Transit livery
- PCC 1057 in Cincinnati livery
- Car 130 - San Francisco Municipal Rly, 1914
- PCC 1062 in Louisville livery
- PCC 1058 in Chicago livery
- Car 106 - Moscow and Orel, Russia, 1922
- PCC 1015 double-ended, in Illinois Terminal livery
- PCC 1056 in Kansas City livery
- Car 578 - Kobe and Hiroshima, Japan, 1927
- PCC 1052 in Los Angeles Railway livery
- PCC 1061 in Pacific Electric original livery
- Car 1834 - Milan, Italy, 1928
- PCC 1007 double-ended, in Muni's new Breda livery
- PCC 1051 in San Francisco Muni simplified livery
- Car 496 - Melbourne W2 class, 1930
- PCC 1010 double-ended, in Muni blue/yellow livery
- PCC 1040 - last PCC built in the USA
- Trolleybus 776 - carrying farewell banner for the 8-Market line which is being replaced by the F-Line.

Z2 class 116 is seen north of McLean Road on the new Bundoora to Mill Hill extension in April 1995. Car 116 carries an "On Test Not Carrying Passengers" sign in the front window.

RAY MARSH





PCC cars 1050 to 1063 are refurbished single-ended cars obtained from Philadelphia for F-Line operation along Market Street.

The Market Street Railway Co., an enthusiast support group for San Francisco's historic rail operations, has been the driving force behind this event. The group will be continuing to press for completion of the line to Fisherman's Wharf.

W6 class 975 and SW6 class 944 pass remodelling work at the Brunswick Street and Victoria Parade interchange in August 1995.

RAY MARSH

The following reports are provided by Colin Seymour, Michael Barry and Len Millar.

Dropcentre 264 on the Bay Line

After negotiations with TransAdelaide, the Australian Electric Transport Museum agreed to allow dropcentre 264 to be transferred to the Glenelg line as part of the Australia Remembers celebrations.

The transfer was carried out on Friday 14 July. As the ramps at Morphettville and St Kilda have been removed (at the Museum this was necessary to erect the Bodyshop shed), the transfer was made by lifting the body off its trucks at Mangrove Street with beam jacks before the low loader was backed under the body. With the body loaded and secure, the trucks were lifted onto another low loader with a crane. On arrival at Glengowrie Depot, the overhead gantry crane was used to re-unite the body and trucks.

Car 264 made its first test run on Wednesday 19 July as part of its crew training duties, and made several training runs prior to its official launch.

The launch took place on Sunday 6 August 1995



Australia Remembers 1945-1995

Vehicles from two tramway museums took part in the commemoration and remembrance celebrations held across Australia during August to mark the Victory in the Pacific and the end of World War II.

Trams from St Kilda and Loftus helped Australia remember the part played by the tramways in moving people during the dark days of World War II.



F1 car 264, running on the Glenelg line as part of the "Australia Remembers" celebrations marking the 50th anniversary of Victory in the Pacific, carried a celebratory logo in place of its former "Jubilee 150" sign from 1986.

JOHN RADCLIFFE

with a trip for invited guests to Glenelg where speeches were made by Kevin Benger, General Manager of TransAdelaide, and Diana Laidlaw, Minister for Transport. Afterwards, the guests were invited to partake of morning tea. Upon returning to the city, car 264 made the first "passenger run" for prize winners of a radio station 5ADFM competition. All runs made on subsequent trips made during August were also for competition winners, although on a number of occasions when prize winners didn't show, members of the public were carried.

Car 264 ran on the four Sundays in August 1995, running three trips on each day. It also ran a few specials for groups including TransAdelaide's Old Comrades Club, the Glenelg RSL and AETM members and friends.

Apart from disgracing itself by developing a hotbox on the Old Comrades trip, car 264 performed faultlessly. Special thanks must go to the TransAdelaide crews who handled car 264 with such care, and to the workshops staff who have maintained the car to such a high standard.

F1 car 264 journeying down King William Street South to Victoria Square during its "Australia Remembers" sojourn on the Glenelg line during July and August 1995.

JOHN RADCLIFFE



The instigator of the move to have car 264 return to the Glenelg line for Australia Remembers was the Federal Member for Hindmarsh who wanted a tram of the era to take part in the commemoration. It was pointed out that the Glenelg trams were of course around at the time. However, it was agreed that many people would recall the good old Adelaide dropcentre tram.

Air raid precautions in Adelaide during the war saw trams and buses have their headlights hooded. Light bulbs inside the vehicles were greatly reduced, and those which remained were dipped in a violet dye which made them almost useless. Special blackout tests were held in which the trams were stopped, but generally they operated in the darkened city. It soon became obvious that the arcing of the trolley wheels was the most serious source of light in the whole city! Many trams, including car 264 had a white edge painted on the footboards and white bumpers to help visibility during the "brown-out" (refer photo on page 27 of *Trolley Wire*, December 1986).

A K Class Car Returns to George Street

The Sydney Tramway Museum was approached by Radio Station 2UE for the sponsorship of a suitable tram to take part in the Victory Commemoration Parade through the city on 15 August. A visit to the museum was arranged and K class 1296 was chosen. It appealed to the radio station representatives and yet was small enough to be loaded without cranes by using a tilt-tray truck.

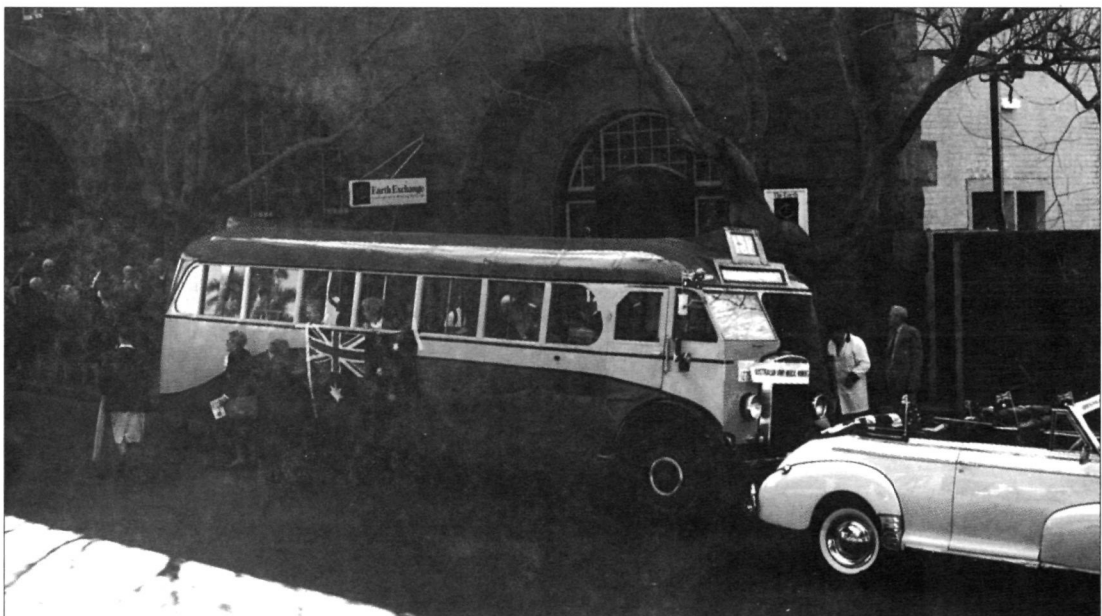
K 1296 arrived at the spot reserved for it outside the northern end of the Overseas Terminal at Circular Quay West early on the Tuesday morning, having been loaded the previous afternoon at the Museum and stored there overnight. 1296 basked in the attention it received from other participants and passers-by.

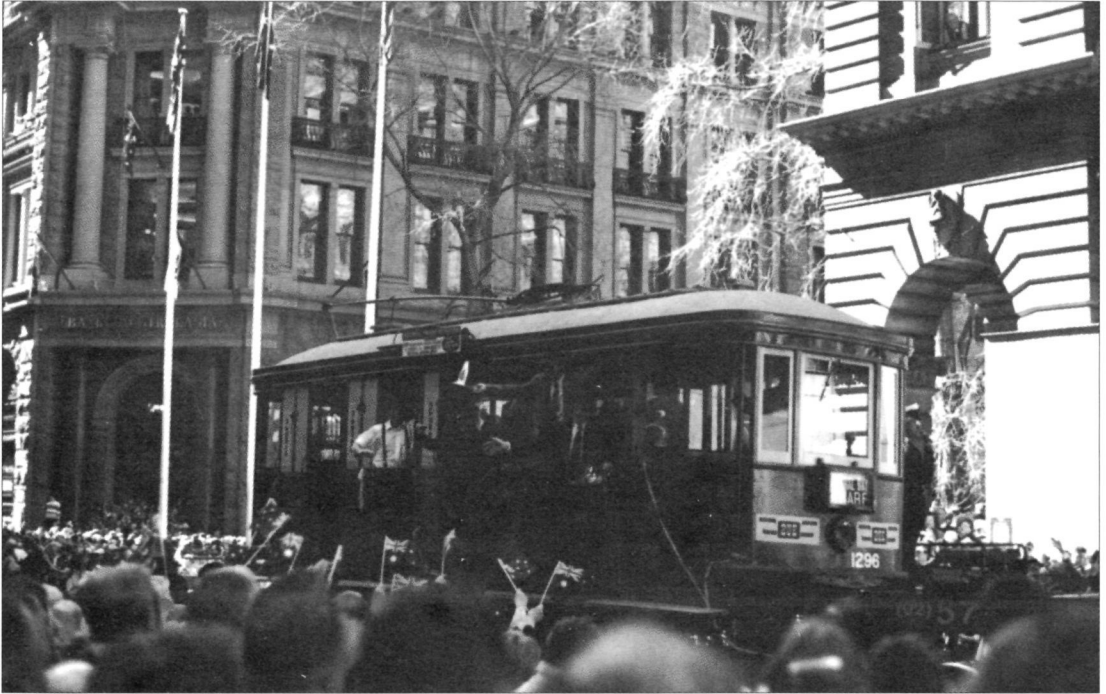
Also participating in the parade was the Museum's 1937 vintage Leyland Tiger single-deck half-cab bus 1275, whose reserved spot was in George Street North in appropriate surroundings outside the Earth Exchange (mining museum). 1295, driven by Ken Butt with Geoff Johnson as conductor, would be carrying members of the Australian Army Nurses Association.

As well as a very large number of Jeeps and other WWII vehicles, there were also decorated floats, the White bus 4070 from the HCVA's Bus and Truck

The Sydney Tramway Museum's Leyland Tiger 1275 carried former members of the Australian Army Medical Women's Service in the parade through Sydney on 15 August 1995. It is seen at its staging point in George Street North before the parade commenced.

BOB MERCHANT





Flags wave and shredded paper cascades down as K class 1296 parades down George Street to mark the 50th anniversary of the end of World War II. Sydney's trams carried 404.6 million passengers in the twelve months July 1944 to June 1945.

BOB MERCHANT

Museum and State Transit's two preserved double-deck buses from Willoughby Depot.

The parade officially started after the two minutes silence at 12 noon, but it was around 12:20pm before 1296 was on its way. As well as staff from 2UE, on board were Museum members Ray Boddenburg, Col Rhodes and Peter Kahn dressed in suitable tramway uniforms.

The parade moved generally quite smoothly up George Street and passed the Town Hall around 1:00pm. The size of the crowd and their enthusiasm was very impressive and the tram created quite a bit of interested comment from spectators. From George Street the parade route led down Liverpool Street and

terminated near Darling Harbour. Both Tiger 1275 and K 1296 appeared in the Channel 7 live telecast of the parade. After the parade, 1296 immediately returned to Loftus where it was unloaded and returned to the depot.

Car 23 in Bendigo Cavalcade

The Bendigo Tramways did its bit to help local Australians to remember the end of the Second World War fifty years ago - on 15 August 1945. Bogie car 23, now in its war-time livery involving cream rocker panels, was fitted with four roof-mounted panels highlighting the fiftieth anniversary. The tram was used to carry WWII veterans who weren't physically able to march. Car 23 with its venerable passengers preceded the actual march along McCrea Street from the TAFE College to the Cenotaph at Charing Cross. Some 3000 people lined the parade route, including some 800 local school children. At the Cenotaph the old diggers remained seated on board 23 and listened to the memorial service from that good vantage point.

Birney car 11 arrived at the Cenotaph at about the same time having conveyed wheel-chair veterans from the Central Deborah Mine terminus. The two cars



Car 23 stands in Pall mall, bendigo before taking part in the VP march on 15 August.

Dennis Bell

looked fitting on the day because they still carried war-time liveries. car 23, by the way, arrived in bendigo from Melbourne just after the original Day Parade in 1945.

Trams Secured after Newcastle Liquidation

After a lengthy period of financial difficulty, the Newcastle Tramway Museum was regrettably forced into liquidation in the middle of 1995 following a Supreme Court action by its creditors.

The body of Sydney C class 33 being prepared for transfer from Rutherford to Loftus on Friday 13 October 1995.

HOWARD CLARK





W2 class 244 being loaded at Rutherford on 13 October 1995 for transfer to the STM's workshop at Loftus where the body will be overhauled and modified for operation in Christchurch.

HOWARD CLARK

The court-appointed liquidator sold the buildings at the Rutherford site, and planned to put the museum's collection of trams up for auction. However the Sydney Tramway Museum was successful in negotiating with the liquidator to acquire the entire fleet of trams prior to auction. Another party is to acquire Sydney suburban railway electric trailer car T4506.

The Sydney Tramway Museum purchased the collection of trams and spare parts with the aim of ensuring that the historical integrity of the equipment could be preserved.

Since moving to secure the Newcastle collection, the STM has been discussing the future of individual

trams with various museums and other interested parties. At the time this issue of *Trolley Wire* went to press, the following decisions had been taken:

- * The body of L/P class 284 is being acquired by the Newcastle Regional Museum, in accordance with undertakings given by the STM to the liquidator at the time of the STM's initial purchase, and for a price fixed at that time. The Newcastle Regional Museum has secured funding for covered storage and/or display of the car.
- * A pair of W2 bogies has been acquired by the Perth Electric Tramway Society.
- * W2 class 244 is to be leased to Christchurch Tramways Ltd. It entered the STM's Loftus workshop on 14 October for a body overhaul and modifications prior to its despatch to New Zealand. After an initial lease period, title to this car will transfer to the Tramway Historical Society Inc. of Christchurch.
- * The body of Sydney C class 33 has been transferred to Loftus for covered storage.

Further information on the disposal of the Newcastle collection will be reported as it comes to hand.

W2 Cars at Port Kembla

The three W2 class trams (370, 560 and 577) stored at Port Kembla since May 1984 and owned by the Port Kembla Chamber of Commerce were moved recently. They are on track in a shed at Incitec, a chemical manufacturing company whose works are located just beyond Port Kembla railway station.

The trams are being readied for service. The intention is that by Easter 1996 they are due to be operating from Port Kembla station to the Military museum (northerly along the foreshore) and Hill 60. This is a route of about two kilometres, of which about 20% would be along existing railway track. The route would be alongside the beach, and would be very scenic.

Trams on the Internet

Australian trams are on the Internet. The Trams of Australia can be found at:
<http://minyos.xx.rmit.edu.au/~s840157/tram/>

BENDIGO

The Bendigo Trust

1 Tramways Ave, Bendigo Vic 3550

From Len Millar

Bus 17

Honesty is always the best policy! The Bendigo Tramways have just repainted one of the buses that replaced the city's trams back in 1972. Boo! Hiss!

During May we attacked the Hino bus donated to us by Walkers quite a few years ago. It was decided that it was looking a bit drab, so the opportunity was taken to repaint it back to its closure-of-the-tramways era livery of red and white. Ted Bowles, in between his tram servicing duties, masked and spray-painted the beast, after which it was professionally sign-written by Peter Thornton to accurately reflect the original Walkers signage.

LBX-251 was launched on an unsuspecting public on May 29, in the company of Walker's manager Peter Ball and their service manager Doug Huggard. Walker's on-going support of the Hino is gratefully acknowledged, especially since they continue to maintain and service their former asset! Thanks, Walkers!

The bus still replaces our trams occasionally, when overhead installation or repair work requires the 600 volts to be turned off. Life is tough for the driver - he or she has no power steering, and the gear box borders on the "no synchro-mesh"!

Car 22

Former Melbourne R class car 153 (built 1920 by James Moore) was purchased by the State Electricity Commission of Victoria (SEC) in 1936 and painted in the then-current green livery involving cream rocker panels. At that stage it was the heaviest tramcar Bendigo had seen, and it was pressed into service on the heavily patronised Eaglehawk to Quarry Hill route. A former inspector recalls that 22, as it became numbered, was a very rough-riding car, and the high step heights were very unpopular with passengers and crew alike.

Our Hino bus was repainted in its tramway replacement livery and launched on 29 May 1995. From left to right are: Walkers Manager Peter Ball; painter Ted Bailes; Muriel and Peter Thornton, signwriter; and Walkers Service Manager Doug Huggard.

DENNIS BELL





Car 22 is lifted from its resting place at Golden Square on 14 June 1995 for transport to the Gasworks Depot for safe storage and eventual restoration.

DENNIS BELL

When the Lake Weeroona line was extended during the Second World War to serve the Ordinance Factory at North Bendigo, which was working around the clock, car 22 was swung into service on the North Bendigo - Golden Square line until well after 1945.

When Melbourne maximum traction bogie cars 44 and 45 arrived in Bendigo during 1951, 22 fell from favour, only to star later that same year running on all lines decorated in gold to mark the discovery in Bendigo 100 years earlier of that fabulous element, gold. In 1954 it was decorated and illuminated for the Coronation of the new queen, Elizabeth II.

Car 22 had a high accident rate and earned the sobriquet "Hoodoo Car" from an unhappy traffic staff. The axe finally fell in 1956 when the SECV decided to scrap all two-man single-truck cars. 22 was sold to brothers William and Edward Menadue of Golden Square. William lived in 22 until he died in 1968, and the tram then became a wood-shed. The Trust has known of 22's whereabouts for some years, and finally we were able to acquire the body recently.

The body of 22 was up-lifted on June 14 for its short trip on a semi-trailer to its new home at the Gasworks depot. In due course, we will put together a truck for the tram and begin the long restoration project. Car 22 is the only known example of the old R class. Our thanks to Bob Lilburn for the historical background material.

470 Heads Home

After a few hundred circuits of Melbourne's CBD on the City Circle service, W2 class 470 returned to base on April 28 and, after reconnecting the motor leads and brake rigging, was back in service on the streets of Bendigo the next day.

It was good to see the old dear trundling around its former stamping grounds again, but we gather that the South Melbourne depot crews were not too happy about passengers hopping off and on at stops while the car was still moving. 470 was the one and only tram in traffic in Melbourne for those few months without sliding or folding doors, and, understandably, the crews viewed the old practice of alighting from a moving tram as dangerous. Melbourne passengers are now out of practice with this loopy art. Your correspondent learnt to leap off a moving tram while still in primary school, and it only took one fall to realise that you face the front of the tram if you want to safely defy death or injury. No more!

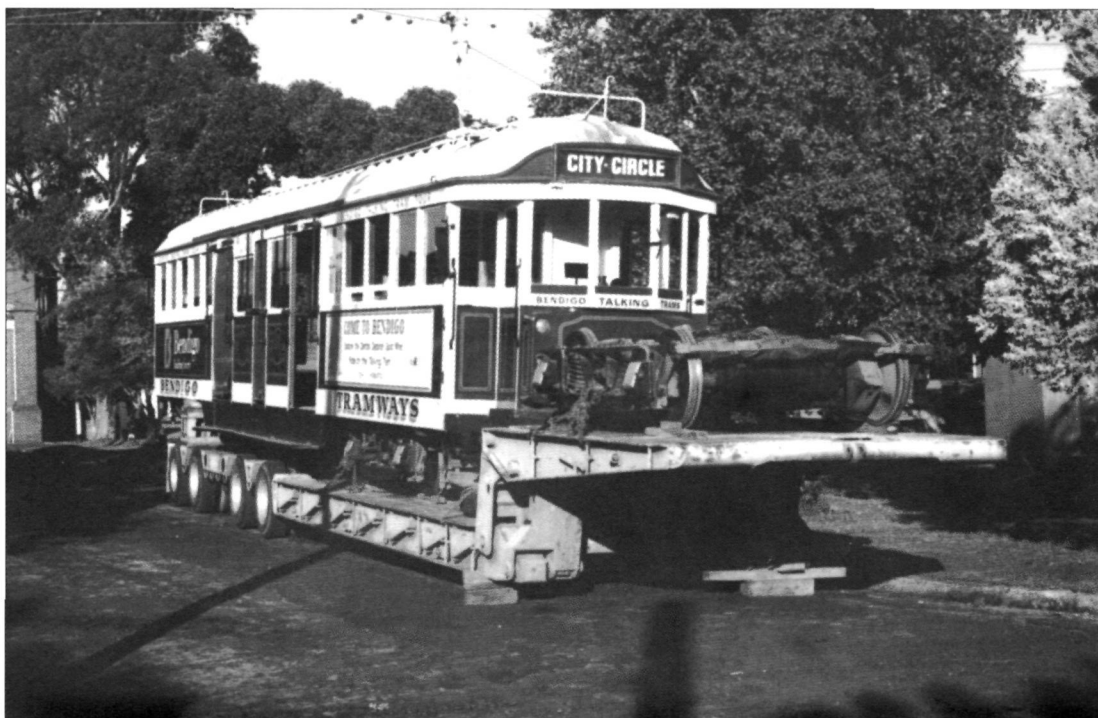


The Bendigo Trust's promotional tram, No. 10, appeared in Melbourne for Education Week. Milton Tyter and Dennis Bell answer a question in Civic Square on 31 May 1995.

DENNIS BELL

Bendigo Tramways W2 class 470 on the low loader at Preston Workshops ready for its return to Bendigo in April 1995.

RAY MARSH





Birney No. 15, the "McFun Tram", was photographed by Dennis Bell in March 1995 for this promotional postcard.

DENNIS BELL

It was amusing to hear one Customer Service Employee (read "Conductor", although no fares are collected on the City Circle service) describe 470 as a Bendigo tram (right so far), but **we** didn't know it was built in Bendigo!

New Brochure, Poster and Postcard

We now have a new brochure that focuses specifically on the Talking Tram Tour and the two types of Central Deborah Mine tours, and single trucker 19 stars outside the mine terminus building as the centrepiece of a poster that we will offer for sale at our outlets. Motor-person Jill Moorhead can be seen welcoming passengers on board with a friendly smile.

Birney 15, our "McFun Tram", is the subject of a new postcard promoting bookings of the car. The old girl is posed with a load of happy kids on board, and her paintwork is positively gleaming.

A Bendigo Tram at a Wool Show?

Well, actually baby single trucker No. 10, the rubber-tyred promotional vehicle that stands all of two metres high, that is towed behind a station wagon. Milton Tyter helped Tramways Superintendent Dennis Bell by staffing the Bendigo Tramway's presence at the 113th Melbourne Sheep and Woolcraft Show over July 20-23. Some 50,000 visitors clicked in through the turnstiles, so it is an event that we consider worth promoting ourselves at. Milton, by the way, has just returned from a visit over West and was very impressed by the developments at Whiteman Park, and the kind hospitality accorded to him.

Your correspondent has now learnt that the baby tram No. 10 has been to Melbourne TWICE of late! Dennis forgot to remember that it had gone down to the Big Smoke for the Woll Expo AND for Education Week in May.

Are You Sure it's not an Old Mine Shaft?

At the north end of the old Bridge Street Loop, a hole appears from time to time between the rails. It

only ever seems to get to about 150 millimetres in diameter, but it **is** unusual! Every now and then, Bendigo City Council road staff come along and pour in surplus concrete, hot mix or whatever and it looks OK again to our concerned motormen.

Dennis Bell assures us that then Bridge Street was reconstructed and resurfaced several years ago, the drainage piping was perhaps not packed well enough.

Your correspondent, however, is convinced that one Monday morning on the first visit up that end of the line for the day, he will swing the tram around from Nolan Street to be confronted by a whopping great poppet head, whirring lift cage pulley wheels, thunderous battery crusher, and a sign across the rails stating "ROAD CLOSED - UNTILL THE GOLD RUNS OUT (AGAIN)".

WHITEMAN PARK

Perth Electric tramway Society

P.O. Box 257, Mount Lawley, WA 6050

From Michael Stukely

Operations

Despite extended rainy periods in July, traffic revenue compared well with the corresponding month in 1994. Traffic levels on both weekends and weekdays were steady for the rest of winter.

The first of a series of Swap-meets was held in the Entrance carpark on Sunday 6 August. Our services ran over the normal route (Village/Village Junction-Mussel Pool and return), but with an earlier-than-usual start at 10:00am (rather than 11:00am), and very good levels of patronage were reported. For the second Swap-meet, which was held on 10 September, a trial dedicated service between Entrance and Village/Village Junction was provided from 9:00am to 3:00pm with Fremantle 29. Special tickets were issued. This car operated in addition to the normal service car, and crossings took place at Stockmans Crossing. The operation was a success, and this service is expected to be provided, with some modification, for future events of this type.

26 Returns to Service

After a relatively undisturbed rest of some 23 years, bogie car 26 is back in regular service. After running the last service trip back to the city from Eaglehawk on the day of Bendigo's tram closure in April 1972, car 26 has seen little use, seemingly content to bask in the glory of being the Last Car. Indeed, signs on the car proclaimed its fame.

Not any more! With new turn indicators, sound system and a lick of paint, 26 was reissued to traffic on Friday, September 1 - and it ran faultlessly. Your correspondent has apologised to 26 for bending one trolley pole! It was nice to see an SEC livery roaming the streets again. It seems a pity that even the SEC has passed into history. Ah, well, we have the trams to remember the old Commission by.

At the Village tramstop, the brick-paved section on the outside of the curve has been raised so as to reduce the height of the cars' steps from the ground. This now enables both the young and elderly to board and alight with far greater comfort. This has also resulted in the stopping place being extended some five metres towards the Village centre.

Track and Overhead

On 20 August, Ray Blackmore's team drilled two holes on the inside of Stockmans Loop with the Society's auger - one with great difficulty through "coffee rock" which often lies beneath the soft sand in the Park. They then successfully erected two concrete poles using the Society's new crane (see *TW* August '95). This represents a landmark in our operations, as in the past both of these jobs would have required the assistance of contractors. We are now a good deal more self-sufficient in this area.



Ray Blackmore lifts a concrete pole with the Society's crane at Stockmans Crossing, before erecting it in the loop on 20 August 1995.

TREVOR DENNHARDT

Work on the track has focussed on Village Junction Curve, Farmgate Curve, Bennett Brook Curve, Stockmans Triangle and the eastern end of Swamp Straight. On 27 July, a special track day was held. Lindsay Richardson, Terry Verney and John Mitchell lifted and packed all of the sleepers on Farmgate Curve and replaced two of them, and continued westwards to the newly brick-paved Service Road crossing. The ride around this curve is now markedly smoother.

Drilling the hole for the first pole to be erected inside Stockmans Loop on 20 August 1995: Ray Blackmore operates the auger as Duncan McVicar (left) and Trevor Dennhardt look on. The turnout in the foreground leads to the siding.

TREVOR DENNHARDT



Around the Carbarn

Fitting of the new front destination signs - "The Whiteman Tram" (see TW August '95) - has been completed by Martin Grant on all cars including Ballarat 31. Work on the side destination signs - "Perth Electric Tramway Society" - is progressing well.

The motors on the no.1 trucks removed from under Perth E class 67 have been cleaned and tested, and two in relatively good condition have been selected for use on the no.1 truck being refurbished for W2 class 329. Eddie Vagg has been making steady progress on the wheel-sets for exchange on this truck.

Three panels of sheet-piling have been assembled for protection of the pit excavation in the Engineering Shed. In September, two bunds were built over the section where the sheet-piling is to be installed; these were flooded to enable the trenches for the sheet-piling to be dug without the collapse of the soft sand.

The main trunk supply line for the new fire control system reached the west end of the Oketon Geddes Carbarn in July, and a junction was installed for the carbarn spur.

Bill Gilbert and Noel Blackmore have fitted a point box and mechanisms to the points on 1 and 2 Roads in the carbarn fan. All four carbarn fan point blades are now spring fitted and fully bi-directional in operation.

The clutch of our much-used tractor finally failed in August. The gearbox and clutch were dismantled and repairs have been carried out. The tractor was back in service in late September and is again in great demand.

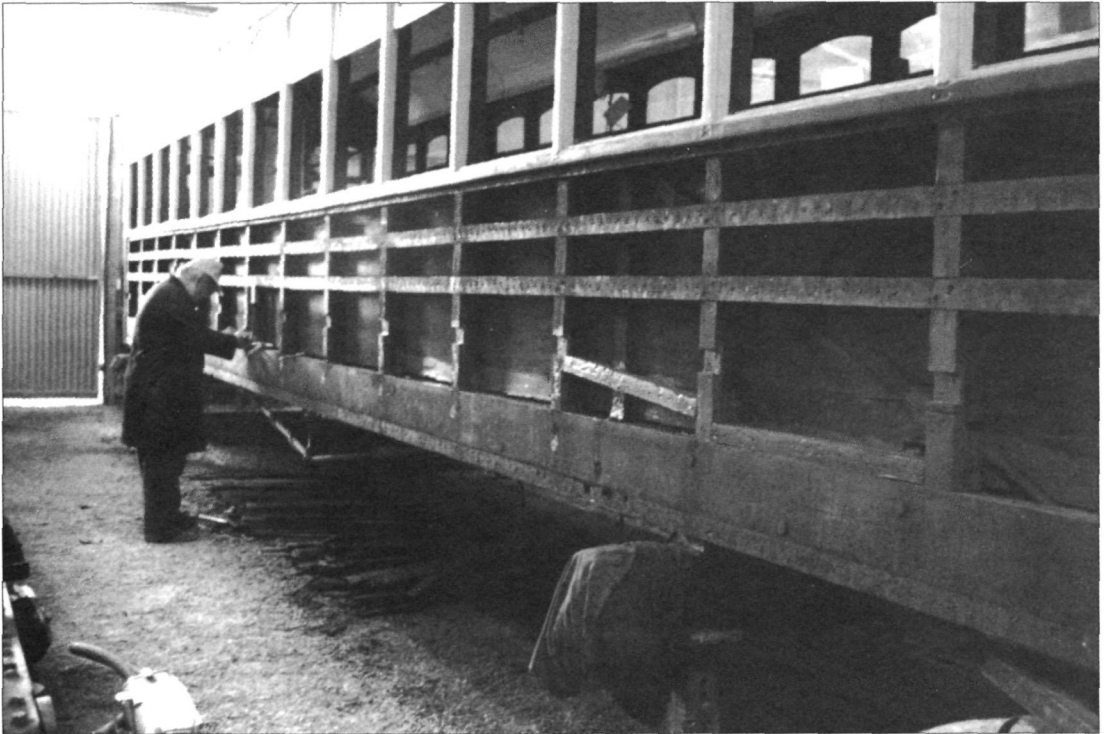
A wood-planing machine has been acquired for the Society by Vic Sweetlove, and will make a very useful addition to our workshop.

The structural refurbishment of Perth G class 35 is progressing well. On 16 August, the two stress bars were welded up and the body straightened. Stripping of the tongue-and-grooved cladding from the south

Perth G class 35 on No. 6 road of the Lindsay Richardson Carbarn on 16 August 1995 after the stress bars had been attached below the saloon. A rotted section of the main longitudinal sub-floor beam, as well as the six window pillars nearest the camera, had already been replaced. Reconstruction of the end platform started in September.

RIC FRANCIS





The tongue-and-grooved timber cladding was removed from the saloon of E class 67 to give access to the lower sections of the window pillars, some of which had rotted bases. Ric Francis is seen here inserting a filler block to replace a rotted section of a pillar on 19 August.

MICHAEL STUKELY

side has been done by Ric Francis and David Secker, and this side was found to be in much sounder condition than the north side, which had widespread dry rot. In September, they began dismantling the western end platform and apron as a prelude to the removal of the platform bearers for pattern-making. The platform of the eastern end will then be rebuilt.

Perth E Class 67

The removal of the tongue-and-grooved cladding from the saloon sides has been completed. Several window pillars, particularly on the south side, were found to have dry rot in their bases (see *TW* August '95). New timber filler blocks have been fitted to these pillars, and their rusted securing bolts have been replaced. Special steel reinforcing brackets have been made and fitted to these pillars for added strength. A small amount of work remains to be completed on the north side.

Sponsorship

Following a visit to our museum by Mr Paul Wagner (Manager, Lubricant Sales and Chairman's Representative of Mobil WA), we have been advised that their sponsorship is to continue. The supply by Mobil WA of lubricants used in the trams is of great assistance to our operations, and we are most grateful for their continued support.

Annual General Meeting

The fourteenth Annual General Meeting of the Society was held on Saturday 26 August in the Administration Building, Whiteman Park. The following Officers and Councillors were elected: President, Michael Stukely; Vice-President, Robert Pearce; Secretary, Ray Webster; Treasurer, Martin Grant; Membership Secretary, David Brown; Councillors, Ray Blackmore, Kevin Clarke, Trevor Dennhardt, Ken Eastman, and Scott Parker. Council has re-appointed Lindsay Richardson as Operations Manager.

The following figures from the Annual Report show clearly that the year was both a very successful and very busy one. During 1994-95 almost 8,200 hours of voluntary work were given by members at Whiteman

Park. Our trams operated on 239 days, and generated a record \$49,300 in traffic revenue from an unchanged fare structure. The trams travelled a total distance of 12,186km, which represents an increase of 1.27% over the previous year's total. Distances travelled by each of our trams were:

W2 class 329	.....	120km
W2 class 368	.....	2239km
W2 class 393	.....	3761km
SW2 class 426	.....	3969km
W4 class 674	.....	1156km
FMT 29	.....	941km

HADDON

Melbourne Tramcar Preservation Association
P.O. Box 324, Prahran, Vic 3181

From Craig Tooke

Progress has continued at a steady pace at Haddon over the past few months particularly in light of better weather arriving, allowing our work effort to once again be concentrated on outdoor activities.

Overhead

Following manufacture and erection of all the span wires and completion of the bracket arms, Tony Smith, John Withers and Arthur Ireland were able to commence erecting the trolley wire over the main line. The trolley wire has now been drummed out and erected on metal hooks on the span wires.

This task proved to be far more difficult than first anticipated, due to the many kinks and twists found in the trolley wire as it was rolled off the drum. Additional hooks to suspend the trolley wire as it was rolled out were made as required during the work.

Through sheer determination and ingenuity, this task was completed over two days and the trolley wire now awaits tensioning and anchoring at various points along the line.

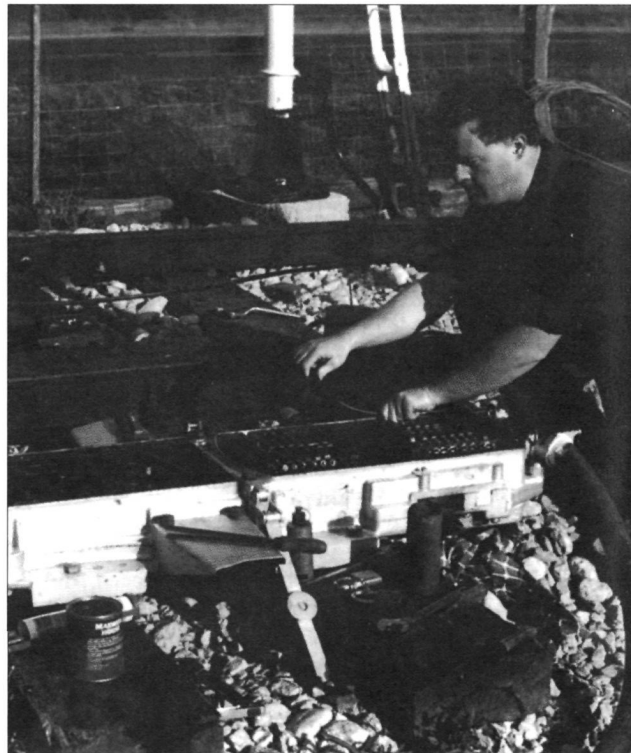
A survey of the ground surface near various points along the main line revealed that additional filling and levelling will be required prior to the overhead tensioning work being carried out so as to provide satisfactory vehicle access for the tower wagon and bucket truck. Tony Smith is organising for this work to be carried out.

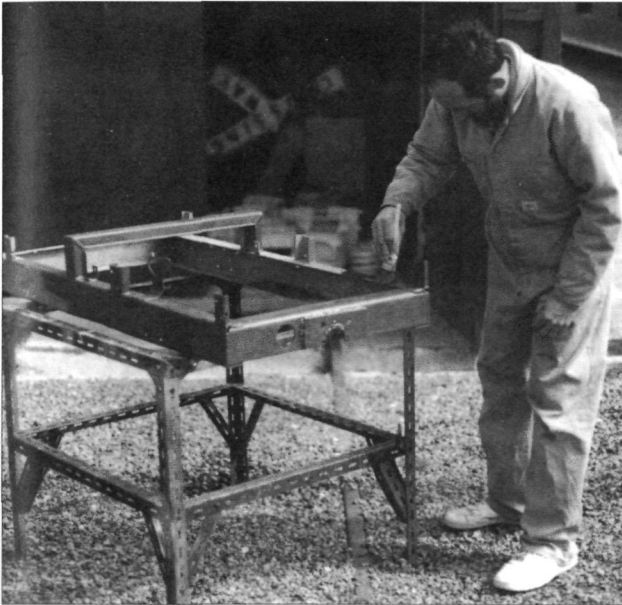
Signalling and Automatic Points

As mentioned in a previous report, the 110 volt to 24 volt transformer used in the signalling system was

found to be defective. John Withers obtained and installed a suitable replacement transformer and it is now fully operational.

Work has been carried out to fit the micro switches to the No.4 and No.5 road points. These switches provide the signalling system with an indication as to





Arthur Ireland painting one of the many steel components that have been designed and manufactured by the Association.

TONY SMITH

OPPOSITE:

Craig Tooke installing wiring to the automatic point motor.

TONY SMITH

The Brill 77E truck frames following cleaning and priming.

TONY SMITH

which way the points are set. This precaution is necessary because the sharp curve at the rear of the depot gives rise to a potential blind spot.

Tony Smith and Arthur Ireland have been busy manufacturing the point detector and locking bar rods for the automatic point motor located at the lower terminus. The design and manufacture of these rods from raw material has been necessary as none of the original connecting rods were suitable or available. John Withers and Craig Tooke have completed all wiring to the automatic point motor and the connecting rods have been fitted and adjusted. The operation of the point motor has been checked electrically and has proven satisfactory.

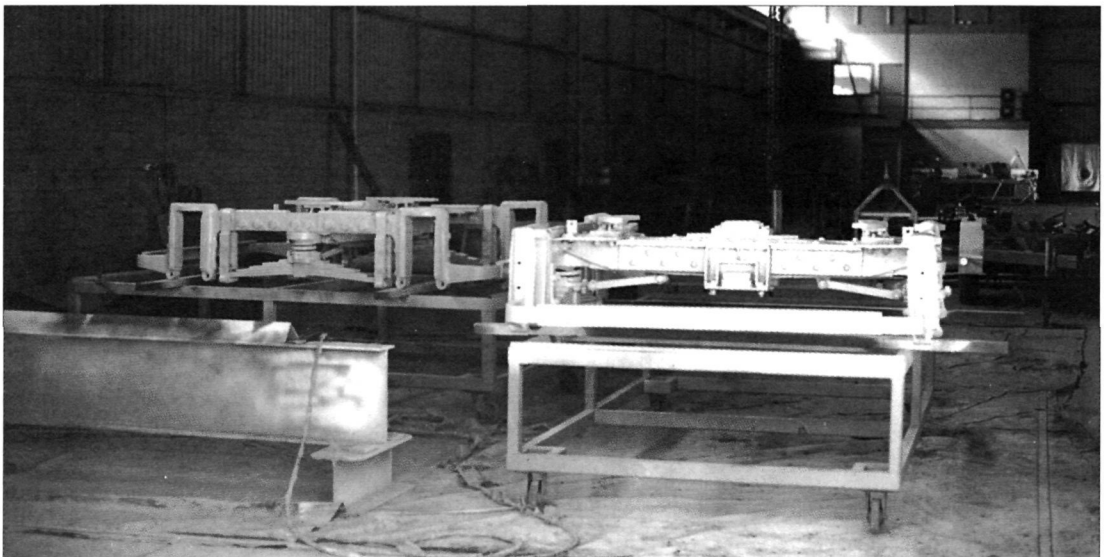
Noel Gipps has completed the upper terminus signal control panel and it now awaits installation.

Preliminary design work and material acquisition has been undertaken for the design of protection equipment for the level crossing adjacent to the front gate.

Rolling Stock

Work in this area over the last few months continues to be concentrated on L class 103. Arthur Ireland has been very busy carrying out work on the tram and his efforts are starting to show satisfying results.

The Brill 77E trucks have been dismantled, cleaned and painted, and now reside at "Ireland Engineering", Arthur's workshop at Smythesdale. Modifications to the truck frames to accept the MV101 traction motors



has begun. It is hoped to have this work completed shortly and the trucks reassembled.

New trolley bridge planks have been completed and the overhaul of the trolley bases is expected to be completed soon. Following completion of the new trolley planks, the roof has received its first coat of paint.

Filling and sanding the saloon side panels has also commenced.

The life guards and trip gates have been removed from both ends of the tram and dismantled. The metal components have been sand blasted and painted. An inspection of the timbers revealed that they will all have to be replaced.

New floor slats for both drivers cabins have been made and fitted. Both internal motormans' doors have been stripped of paint and varnish prior to inspection to ensure they are in a sound condition.

ST KILDA

Australian Electric Transport Museum

GPO Box 2012, Adelaide, SA 5001

From Colin Seymour

Tram Storage shed

A 120ft by 30ft two-road tram storage shed has been erected in the south east corner of the Museum site. The truck storage road (a rear extension of road 6) has been slewed sideways to form one road inside the shed. Our spare truck collection has been temporarily stored on Road 7 in front of the tram display shed.

Car 355 has been placed inside the shed under cover at long last alongside H 360. Car 355 had been in open storage since the arrival of the body of A type tram 14 in 1992. The relocation of car 360 to the new shed frees up space inside the main depot shed. This allows greater flexibility in the parking of our trams and for truck overhauls and stripdowns in association with the wheel lathe.

Wheel Lathe

The wheel lathe has now been energised for trial runs. A few mechanical and electrical portions still

General

Tony Smith has acquired a steam cleaning unit which he has made available for use by the Association. The unit has been overhauled and cleaned, and some modification work, such as fitting pneumatic wheels, was carried out before the unit was placed in service. The availability of a steam cleaning unit has already proven its worth and saved considerable time and effort, particularly in tram overhaul work. We thank Tony for making this unit available to the Association.

Preliminary design work and material acquisition has been undertaken for constructing a monorail gantry crane inside the truck shop building. The installation of such a crane will prove its worth when we have to lift components like traction motors out of bogies.

A productive few months with much achieved.

need work, but the amusing scene of the motion has been shown to members and visitors for short runs. One member of the public thought it was the museum's generator for power. Though most people grasp it as being a lathe, some think it is for turning armatures!

Slotting Machine

A slotting machine of early 1900s vintage has been purchased by Ian Seymour and donated to the museum. It is basically like a shaping machine but working in a vertical plane. It is ideal for keyways or profiles of many sorts without having to rely on multi-fluted cutters as used on milling machines, a single point tool or boring bar being the standard arrangement of cutting. The round work table moves in X and Y directions and can also rotate and tip at an angle.

Foundations have been built for the slotter and the vertical borer (ex Preston Workshops) in the middle

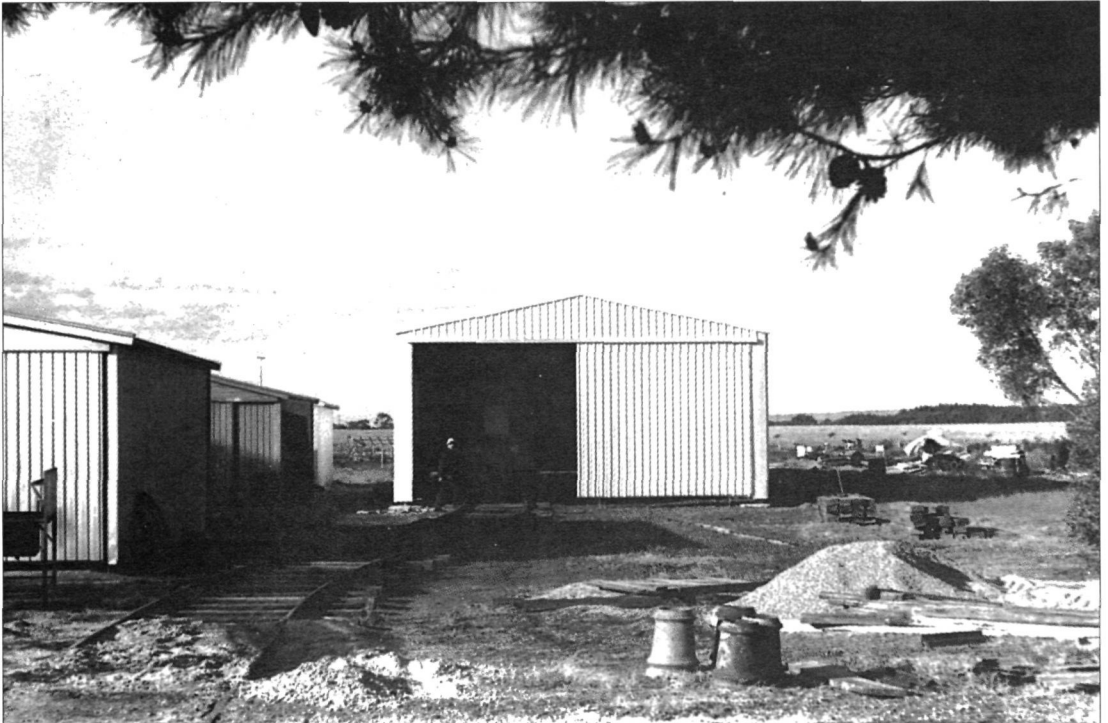


The newly-erected "reserve collection store" is to be used to house unrestored trams. H car 355 is already in store using the newly slewed track at the rear of depot road 6, 2 September 1995.

JOHN RADCLIFFE

The tram storage shed under construction at St Kilda. The rear of the trolley bus shed can be seen to the left. The small storage sheds and the bodyshop are to the right. The body of H car 355 stands at the rear of the main depot shed in the middle of the photo.

IAN SEYMOUR





AETM Rolling Stock Manager Kym Smith, who organised the trip, symbolically selling old MTT 50 cent tickets to passengers as F1 car 264 entered the Glenelg line reservation on its Museum charter trip on 26 August.

JOHN RADCLIFFE

Prior to returning to the City, AETM members and friends assembled for a group picture with 264 as a memento of the occasion.

JOHN RADCLIFFE



of the workshop. The wheel press (ex Hackney Depot) will then be attended to for siting and powering up.

Dropcentre 282

Refurbishment work has continued, although at a reduced pace due to the number of other projects occurring around the site.

When car 282 was originally restored, the roof was recovered in malthoid. After 20 years the malthoid has started to crack and lift, allowing water to seep through. After discussions with staff at Glengowrie tram depot (Glenelg line), it was decided to reseal the roof with Durham, a tar/rubber coating as currently used on the Glenelg cars. Thanks to the generosity of the manufacturer and the supplier, the Durham was donated to the Museum, saving a considerable sum.

381 shows the effects of its journey through the St Kilda "snow" on 24 September 1995.

IAN SEYMOUR

Track

Work has continued on the project to relay key sections of the depot fan in concrete. The straight section of track from the points at the start of the depot fan back to the Roads 2/3 switch has now been concreted.

Salisbury Council has allocated \$21,000 to relay the curve after the Playground stop in concrete in the 1995-6 financial year.

Executive Committee

Not previously reported is the composition of this year's Executive Committee following the Annual General Meeting in May 1995.

- | | |
|-----------------|---------------|
| President | Colin Seymour |
| Vice President | Peter Keynes |
| Secretary | Chris Andrews |
| Treasurer | Glen Paull |
| General Manager | Chris Dunbar |





View of the St Kilda "snow" from the rear cab of car 381 looking east towards Samphire Road on 24 September 1995. Severe foam inundation prevented all cars other than 381 from making the full trip to the beach.

MAX FENNER

Operations Manager	Bev Smith
Rolling Stock Manager	Kym Smith
Site and Safety Manager	Ian Seymour
Track and Overhead Manager	John Pennack

Chris Andrews also joins Christopher Steele and Ian Seymour as a Museum Trustee.

Snow at St Kilda?

From time to time, the salt spray on the lake at St Kilda builds up into a foam on the edge of the lake near the tram line. However, freak weather conditions on Sunday 24 September resulted in a

huge build-up of foam across the track. It was decided to use H1 type 381 for the first trip of the day at 1.20pm to try and cut a path through the foam as it is a fully enclosed vehicle. Even still, foam seeped through the doorways and billowed up over the roof! It was agreed that none of the Museum's other trams would be driven through the "snow". A compromise operating plan was devised which allowed rides on our other cars (42, 186, 192 and 294) and full return trips to the Beach Playground. Car 381 ran the full return trip on every second run. Alternate trips in the other cars were short trips to Samphire Road only (about one third the distance). These cars displayed the rarely used "Samphire Road" destination.

After operations, five members gave car 381 a thorough wash and scrub. Long-time members said that they had never seen such a build-up of foam before. Bill Denham from SPER was visiting that day and saw first hand what St Kilda "snow" looks like!

BALLARAT

Ballarat Tramway Museum

P.O. Box 632, Ballarat, Vic 3353

From Dave Macartney

Horse Tram Operation

The September/October school holidays usually mark the time of year when passenger loadings start

to return to respectable levels. Patronage over the holiday period this year saw around 100 customers a day, which is a vast improvement on the depths of winter. To draw attention to the tramway, horse tram No.1 was operated on Sunday 1 October, only the second time it has run since rebuilding, and the first



time for the general public. The forecast rain failed to appear, so ten trips were run on the northern section of the line in pleasant early spring weather. Some 170 passengers travelled, but when you consider the cost of operating horses together with the limited time they can operate before requiring a rest, it is impossible to generate enough revenue to break even!

We had been led to believe that one of the horses used this time had been on the inaugural run three years earlier, but this time they were named "Rusty" and "Sailor", whereas previously they had been called "Hercules" and "Ajax". Had there been a renaming of the fleet since last time? Then it was pointed out that the horses this time were Clydesdales rather than the Percherons used last time, leading to the speculation that the horses had been rebuilt and reclassified since last time. Or perhaps they were just different horses.

Fleet News

Maximum traction No. 40 made its first run under power on 20 August since failure of its No.1 motor on 20 April 1992. The motor had been with AC/DC Motors in Adelaide for rewinding, but reinstalling it in its truck had been delayed due to work on Nos 18 and 33 taking priority. The car is due for a repaint before going back into general traffic. Meanwhile,

Horse tram No. 1 running out in Wendouree Parade to take up service on 1 October 1995.

CAROLYN DEAN

No. 671 is already in the paintshops (!!) but won't be appearing in the familiar M&MTB colours. Instead, a corporate colour scheme of Royal Blue below window level and white above has been adopted, which is predictably meeting with a mixed reception among the faithful. Commercial considerations and discussions with the City of Ballarat all had a bearing on the decision to move into this area.

Meanwhile, the underframe of ESCo No. 12 is complete, and work has moved to construction of the missing saloon side. To assist in this, a bandsaw has been purchased to enable the corner posts to be cut out on site instead of at Sovereign Hill, as happened with the horse tram.

Miscellaneous

The Archives Room is now in operation, and a start has been made to document the Museum's varied collection. This is all currently being encoded onto a computer program and will probably be an ongoing task for some time to come.

LOFTUS

South Pacific Electric Railway
P.O. Box 103, Sutherland, NSW 2232

From Michael Barry

Visit by Minister for Transport

We were pleased to welcome the NSW Minister for Transport, Hon. Brian Langton MP, on Saturday 16 September 1995. This was Mr Langton's second visit to the Museum; on this occasion to hand over the three projects funded by the NSW Government Heritage Grants Scheme.

About 100 invited guests, members and friends attended the function. The guests included former NSW Transport Minister Terry Sheehan; our Federal Member, Robert Tickner; State Member, Chris Downey, Sutherland Shire Deputy Mayor, Councillor McDonnell; General Manager, Sydney Light Rail Project, Rob Schwarzer; Executive Director Rail Safety, Bill Casley, and Sydney City Councillor Doug Sutherland.

Sydney's drought broke that morning and we held the formalities in the workshop building. The heavy rain on the metal roof caused some difficulty with the

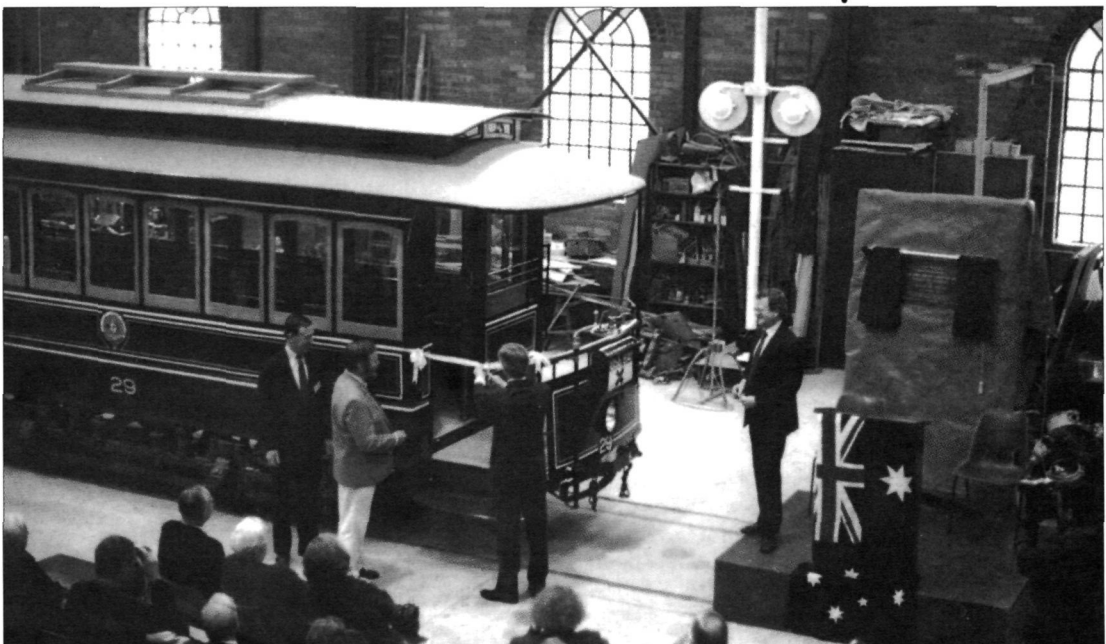
speeches from Museum Chairman, Howard Clark, Transport Minister Brian Langton and the car's original owner, Museum member Kevin Martin. Kevin handed over the original receipt for his purchase of the car for inclusion in the Museum's archives.

The Minister unveiled a commemorative plaque and ceremonially cut a ribbon across the entrance to C 29 to mark the completion of the three projects funded by the heritage grant.

A special journey was undertaken by all present to the Royal National Park on R class 1740 and L/P class 154. The Minister again showed his driving expertise by smoothly driving each tram along the line. The two trams continued to the Sutherland end

Greg Sutherland, Kevin Martin and Howard Clark look on as Transport Minister Brian Langton cuts the ribbon across the entrance to C 29 to mark the completion of the Museum's heritage projects.

BOB MERCHANT





W2 class 244 in "as received" condition after unloading at Loftus. The side panels from one saloon had been removed at Rutherford to allow inspection of the body side framing.

DALE BUDD

of the line and, on returning to the Museum, members and guests adjourned to the TAFE College for morning tea served by students taking the College's hospitality courses.

It had been intended to use F class 393 for this special event and to this end it was brought out of the Display Hall, serviced over the pit and passed for a trial run to National Park on 9 September. However, the rain on the 16th prevented its use and the L/P was utilised instead. The open nature of F 393 and the poor condition of its roof canvas make it unsuitable for any wet weather use. The Minister did, however, take the opportunity to drive it up and down the length of 2 Road in the depot.

Rolling Stock

C 29 has been lined out in straw and gold, metalwork painted in dark brunswick green and numbers applied. Controllers and handbrake staffs have been fitted, each with polished brass tops, platform floor slats screwed in place, and destination rolls made and installed. The armourial devices applied to the sides of the car were specially made to the correct size from a large colour illustration

located in the Museum's archives, using laser technology to clean and sharpen the final image. The end result is a magnificent C class car!

John Matts repainted K class 1296 in its olive, fawn and grey livery (officially referred to as "drab") during July and early August ready for its hiring by radio station 2UE for the Australia Remembers parade on 15 August.

Brisbane Phoenix car 548 was reunited with its trucks on 1 October. Replacement window glass has now been fully installed. The car is currently over the pit for mechanical attention and final adjustments to be made.

Melbourne W2 class 244 and the body of Sydney C class 33 arrived at Loftus from Rutherford on the morning of 14 October. As reported elsewhere, 244 will receive a body overhaul and modifications at Loftus before leaving for Christchurch.

O/P class 1089 was temporarily removed from the workshop to No.1 road to make way for 244. With a tight schedule to meet the planned shipping date in December, work on 244 began within hours of its arrival. A number of staff will be employed full time on 244, assisted by Museum volunteers.

Works Report

Additional undercover tramcar storage is now available following the completion of the extension

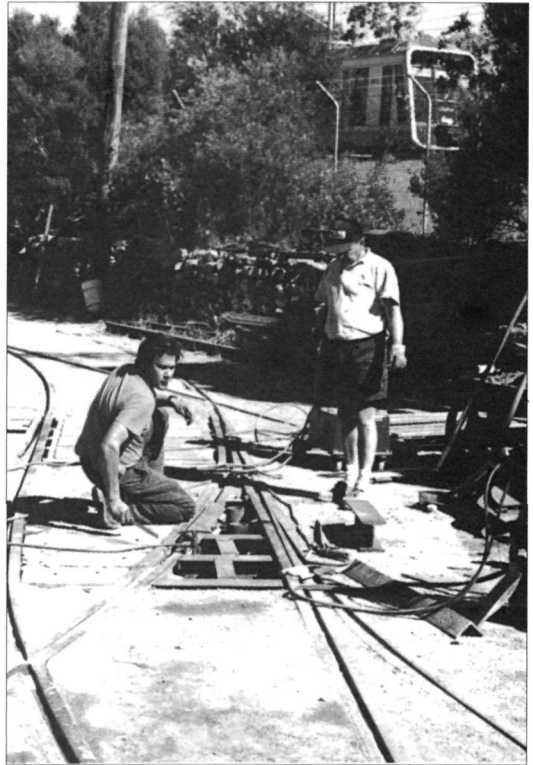
and concreting of the rails at the northern end of Roads 1 and 2 in the depot.

Good progress is being made on the erection of a retaining wall behind the substation in Tramway Avenue. Its completion will enable the extension of the traverser's range of operation to include Roads 7 and 8 to provide access to a number of our still isolated cars (C 290, Ballarat 12, D scrubber 134s and E cars 529-530) and permit the undercover storage and display of additional cars on the already completed Road 7 track and the now commenced Road 8 extension. Completion of the retaining wall will also permit access to the traffic office above the substation.

The breaking of the drought has seen us lose two Saturdays in a row for outside work. This has delayed the completion of the point covers in the depot yard. This project has been worked on by our CSO workers and involves replacing the badly deteriorated timber covers with heavy duty steel covers.

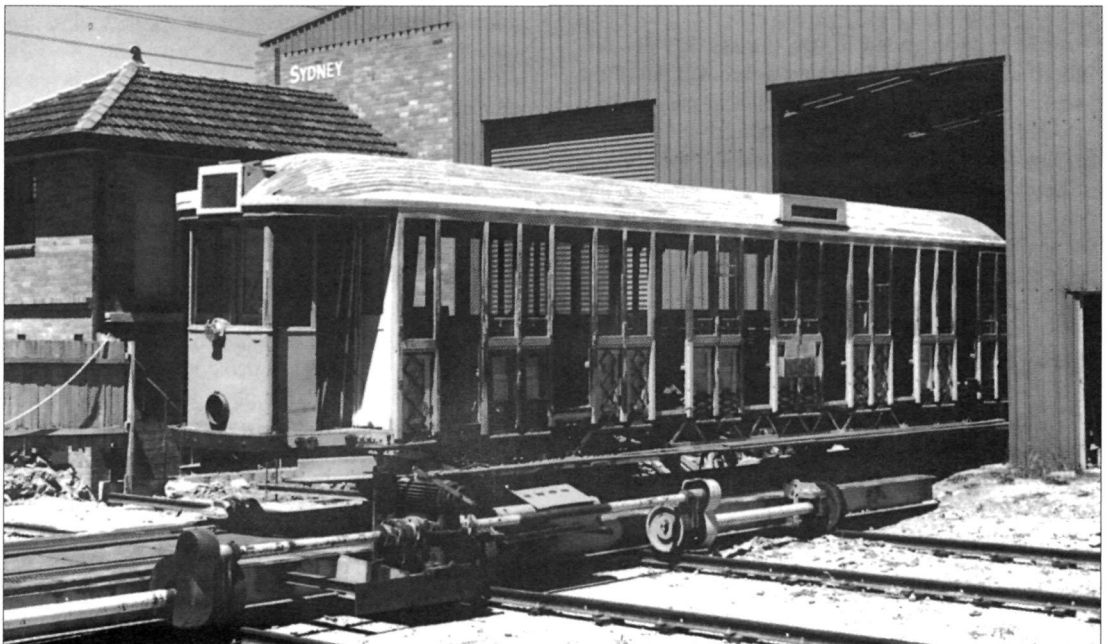
Miscellaneous

The Miranda Musical Society launched the ticket release of its new show "Meet Me in St Louis" with an evening event at the museum on 22 July 1995. Coloured lights, food and tram rides (with musical accompaniment) made for an entertaining and successful evening.



O/P 1089 rolls out of the workshop to make way temporarily for 244. This is the first time that 1089 has been outside for three years.

DALE BUDD





The body of C class 33 is lowered onto a trolley at Loftus on the morning of 14 October 1995.

DALE BUDD

OPPOSITE TOP:

Manufacturing new heavy steel point mechanism covers in the depot yard to replace the rather battered old timber ones.

BOB MERCHANT

244, after removal of most of its side panels, about to be rolled from the traverser into the workshop in the late afternoon of 14 October. Eight members worked on the car during the day, assisted by others who removed components and spares which had been placed inside the car for its transfer from Rutherford.

DALE BUDD

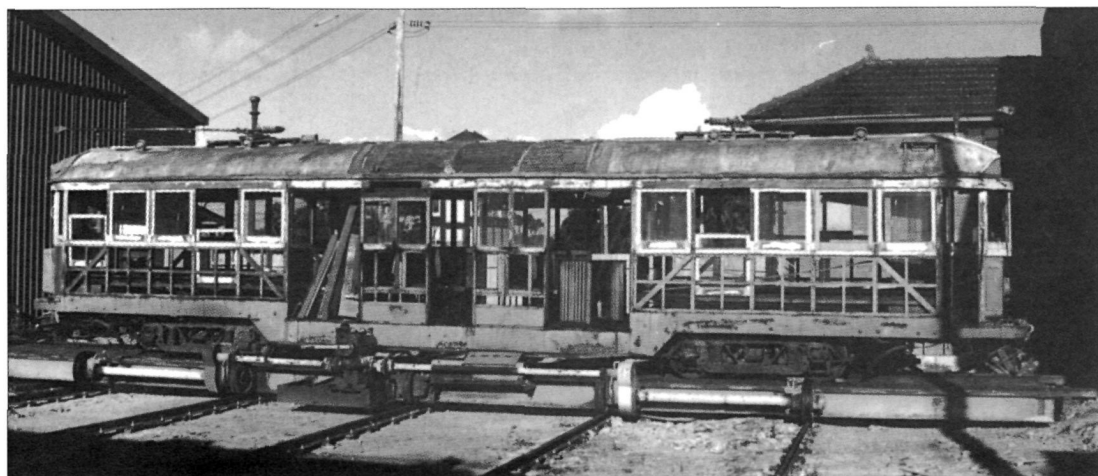
GPO Box 103

The Society's post office box at the Sydney GPO (GPO Box 103, Sydney 2001) is now closed.

Please note that all correspondence for the Society is to be addressed to PO Box 103, Sutherland NSW 2232.

Items for the attention of the Editor, *Trolley Wire*, including exchange magazines, are to be addressed to GPO Box 1241, Sydney NSW 2001, as previously arranged with individual museum news correspondents.

Trolley Wire subscriptions, sales and back issue enquiries must be sent to PO Box 103, Sutherland 2232.





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