

TROLLEY WIRE

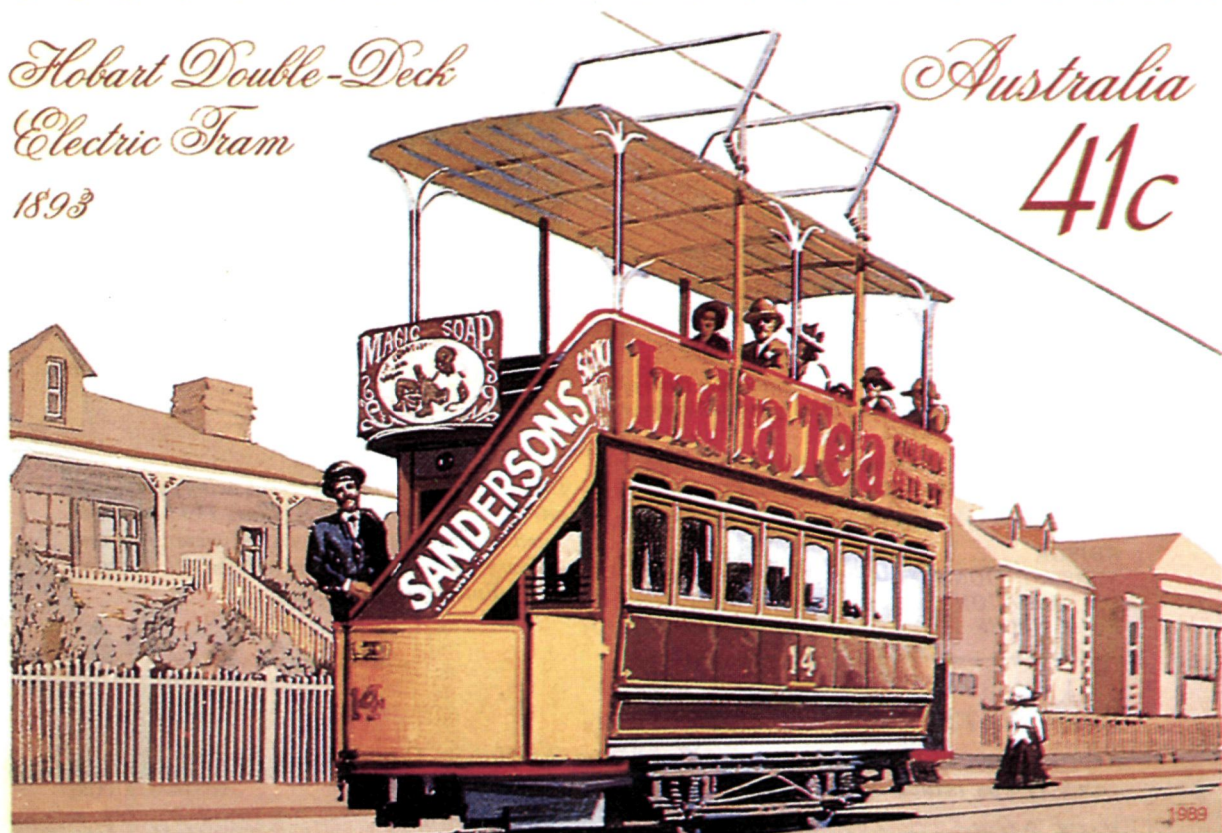


No. 240 FEBRUARY 1990

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*Hobart Double-Deck
Electric Tram
1893*

*Australia
41c*



TRAM STAMPS — FIRST ELECTRIC TRAM

TROLLEY WIRE

AUSTRALIA'S TRAMWAY MUSEUM
MAGAZINE

FEBRUARY 1990

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FRONT COVER

Reproduction of the postage stamp illustrating the Hobart Double-Deck Electric Tram of 1893. It was issued on 11 October 1989.

AUSTRALIA POST

BACK PAGE:

Top: Sydney N Class car 728 made its first public appearance at the Sydney Tramway Museum on 2 December 1989 in its new livery. It carries the 'tan and straw' colours it would have carried in 1912 after the addition of the extended and enclosed end platforms.

BOB MERCHANT

Bottom: Cable saloon trailer 299 from the Tramway Museum Society's Alf Twentyman Collection in use as a postal annex outside the Melbourne GPO in October 1989.

BOB MERCHANT



Portion of a postcard, printed in Saxony for McVilley & Little of Hobart around the turn of the century, showing double deck car 17 of the Hobart Electric Tramway Company in Elizabeth Street, Hobart.

R. MERCHANT COLLECTION

LATE NEWS: As this issue was being completed, advice was received that R1 class 1933 had been given to the Sydney Tramway Museum and that delivery was being organised for 19 January 1990. Full details next issue.

MUSEUM HOSTS TRAM STAMP LAUNCHING

By R.I. Merchant

The launching of Australia Post's Historic Tramcar stamps took place at the Sydney Tramway Museum on Wednesday, 11 October 1989.

The first intimation that it had been chosen as the venue for the stamp launching was when the Museum received a phone call from the Manager of the Stamp Promotions Branch of Australia Post (AP) in Sydney. He asked if the Museum could make a tram available for a re-enactment run on 11 October, and if the Museum would allow its logo to be used on a special cachet to be applied to covers carried on the run.

The Museum's Board readily agreed to Australia Post's requests and also agreed to let Wednesday, 11 October be a day free of museum entry fees. A temporary post office would be set up at the museum and selected

groups from three local schools and a number of other bodies would be invited to attend.

The re-enactment proposed by AP would use a Sydney R or R1 class car and it was to be, it so turned out, a re-enactment of the last tram mail which was carried on R1 class 1961 on 19 February 1961, itself a re-enactment. Mail carried on this run would be cancelled with a postmarker similar to that used in 1961. The tram chosen by the Museum to make the re-enactment run was R1 class car 1979.

The Launching Day

Events on Wednesday, 11 October started with a museum briefing for the traffic crew, shop personnel and helpers advising them what was to happen and what their duties would be. At 9.00am AP personnel from Sydney and Sutherland arrived to set up the temporary postal annex in the waiting shed at the museum entrance, deliver mail bags for the re-enactment journey, and set up display boards and plaques in the Display Hall for the stamp launch.

During the next hour, members of the Tram & Busworkers' Association, the Sutherland Shire Historical Society in period dress, and the school groups arrived. At 10.15am a mail van drove in and was positioned in Tramway Avenue to receive the carried mail bags at the conclusion of the re-enactment journey.

The Deputy State Manager of Australia Post, Michael Talbot, and Museum Chairman of Directors, Howard Clark, were on hand at 10.20am to greet the Federal Minister for Tourism, Arts and Territories, the Hon Clyde Holding MP, at the front gate. It was planned for the Minister to drive the re-enactment tram and he was escorted to the front platform of 1979 for some quick driving tuition from museum driver Ted Davies. However, all that was required was some practice with the air brake handle as the Minister had at one stage worked as a conductor out of Melbourne's Kew Depot and was quite familiar with the driving controls!

The Re-enactment

At 10.30am, the Sutherland Postal Manager, Glen Proctor, supervised the loading of mail bags onto R1 car 1979. AP officials and the invited guests, who included Mrs Jodie Tickner,



Museum driver Ted Davies assists with the transfer of mail bags from the tram to the mail van on 11 October 1989.

BOB MERCHANT

representing her husband Robert Tickner, Federal Member for Hughes, boarded for the run to the Sutherland end of the line. The overflow of school children clambered onto P class 1497 and the two trams moved off in convoy.

On the tram's return to the museum, the mail bags were transferred to the waiting van for transport to Sutherland Post Office and the Sydney GPO, with one bag being retained for the Museum's temporary post office. The Museum had prepared 235 sets of five covers for the occasion, one for each of the five stamps, and they were carried in the original special 'last tram mail' bag, taken from its showcase in the Display Hall for the event.

At 11.00am the postal annex in the waiting shed opened for business. It was shortly after sales commenced that it was noticed that the Australia Post first day covers bearing the Sutherland F class tramcar pictorial postmark had been cacheted instead of the covers bearing the last tram mail postmark! These covers had been machine cancelled and cacheted prior to the event.

The Launching

In the Display Hall, the Acting Manager, Stamp Promotions Branch of AP, Neale Parmenter, introduced Howard Clark who made the welcoming speech. Bill Broadbridge, AP State Manager, spoke on the stamp issue and introduced the Minister, Clyde Holding. The Minister outlined the importance of tourism and the part that tramway museums play in this important industry. The Minister then unveiled the commemorative plaque.

On behalf of Australia Post, Mr Broadbridge presented plaques to the Hon Mr. Clyde Holding, the Sydney Tramway Museum and the Sutherland Shire Historical Society.



SPER Board Chairman Howard Clark accepts the plaque, a framed display set of stamp packs and covers, from AP State Manager Bill Broadbridge in the display hall at Loftus.

BOB MERCHANT

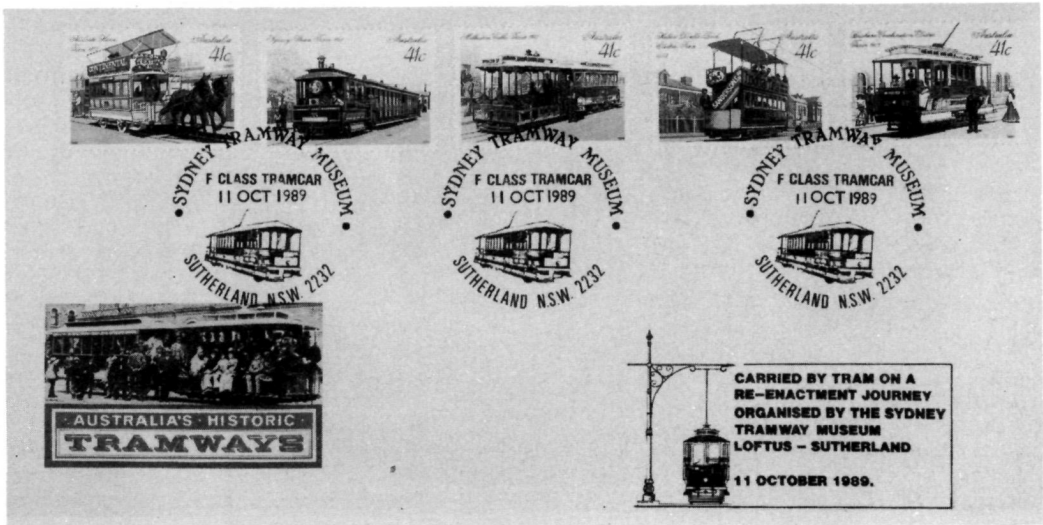
Mr Parmenter closed the ceremony and the Official Party was given a guided inspection tour of the Display Hall and Depot. Our invited guests and museum members then adjourned to the picnic area for catered refreshments.



A 'Last Tram Mail' postmark was applied to covers carried on the re-enactment run on 11 October 1989. The impression on the left was machine-applied to all carried covers. The centre impression was applied by rubber stamp at the temporary postal annex at the Sydney Tramway Museum, and the third impression is from the steel postmarker used on the original 1961 last tram mail run.



The crowd arriving for the stamp launching at the Sydney Tramway Museum. The postal annex can be seen in the ex-Miranda waiting shed at the front gate. BOB MERCHANT



An Australia Post first day cover cancelled on 11 October 1989 with the Sutherland pictorial postmark and with the 'last tram mail' cachet incorrectly applied.

STAMPSHOW '89 AND TRAMS

By William F. Scott

The largest philatelic display ever held in Australia occurred from 18 to 22 October 1989 at the Royal Exhibition Building, Melbourne. The theme of the exhibition was the Melbourne tramcar and represented by restored W1 class car 431 in the fleet of the M&MTB/MTA/PTC. (The MTA is now renamed the Public Transport Corporation.) The show closely coincided with the new commemorative stamp issue comprising the first issue in Australia with tramcars as the topic.

Tramcars as a stamp subject was first suggested in 1978. Since Melbourne is Australia's premier city for trams, Stampshow '89 seemed a suitable occasion to launch a commemorative stamp issue depicting them.

The issue comprises five stamps, the maximum in Australia for a commemorative issue. Philatelists complain if a greater number is involved! One tramcar from five capital cities

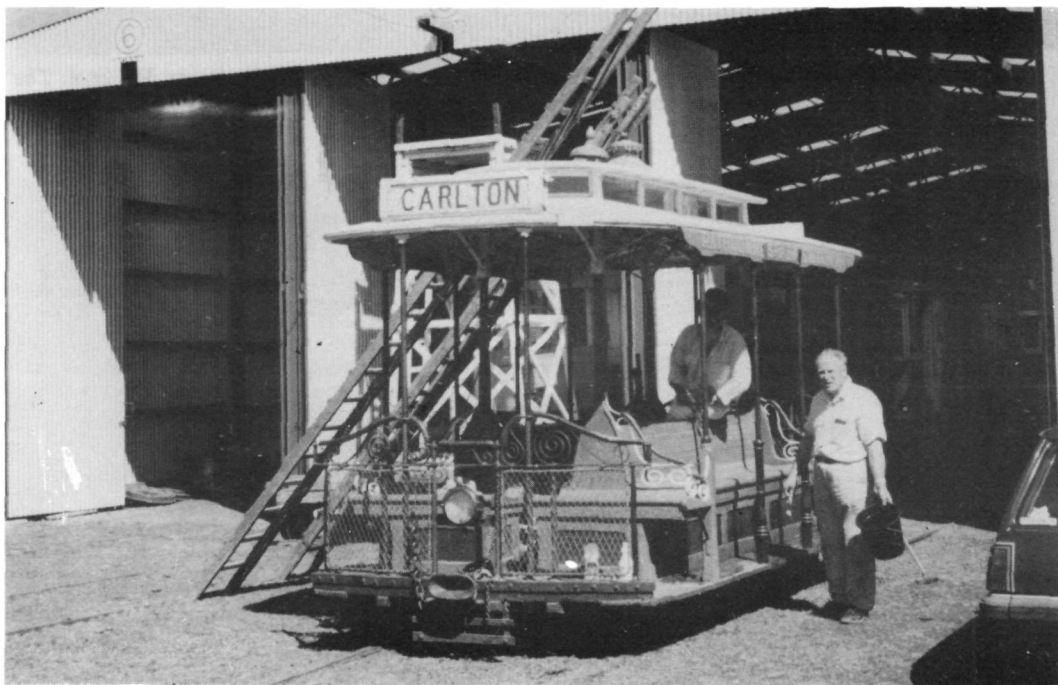
was selected. Since six state capitals had trams, one could not be represented. There appears to be no particular reason for Perth's omission other than the limit of five stamps.

The first philatelic exhibition in Victoria occurred in 1894 with other presentations held every several years thereafter up to Stampshow '89, with excellent displays including rare stamps in the finest condition.

The initial philatelic exhibition in Sydney was held in 1900, when the first Australian separate exhibition catalogue was produced.

Today, throughout Australia there are 292 philatelic societies, showing the popularity of this activity.

In 1985, the concept of a National Philatelic Exhibition in Melbourne during 1989 was first seriously discussed and recorded with the Australian Philatelic Federation. The actual dates were chosen to coincide with spring weather.



Grip car No. 436, initially preserved by the late Alf Twentyman, being washed at Bylands during September 1989 before display at the Royal Exhibition Building.

WILLIAM F. SCOTT



Grip car 436 and trailer 586 in the entrance foyer of the Stampshow '89 exhibition. The Met's preserved toastrack V214 can be seen in the background.
BOB MERCHANT

As the show's theme was built around the Melbourne tram, the logo, feature displays, a mail and rail booklet, the issue of stamps from a travelling post office on a tramcar for the first time in Australia, together ensured the theme was carried throughout the show.

The venue for the displays was the Royal Exhibition Building, Carlton, built in 1880 to house an international exhibition. It is also the most centrally located venue and ideally suited

exhibition centre in Australia. The first Parliament of the Commonwealth of Australia after federation, was held there.

Stampshow '89 occupied the western annex of the building with the main approach from Nicholson Street. The tramcar theme was emphasised by-grip car 436 and saloon cable car 586, preserved on withdrawal by the late Alf Twentyman, and The Met's crossbench car V214, being featured in the foyer of the western annex. Children were constantly climbing on board to ring the gripman's bell!

The MTA/PTC presented their working model tramway, featuring two Z class cars, which could be operated by spectators.

The travelling post office facility was on restored W1 class tramcar 431 in the original chocolate and cream livery of the Melbourne tramways, which was similar to the basic colour scheme of the cable tramways, dating back to 1885. This car plied between the Royal Exhibition Building, Nicholson Street entrance and the crossover in Bourke Street near Spencer Street. The route was particularly appropriate as it passed the impressive General Post Office building for Melbourne. Before the car was commissioned, Channel 10 broadcast live coverage from South Melbourne Depot to "Good Morning, Australia". Several Australia Post staff wore period costumes for the occasion.

**A-N-N-O-U-N-C-I-N-G
STAMPSHOW '89**



**Melbourne - Vic - 3000
18-22 OCTOBER 1989**

This pictorial postmark featuring a W6/W7 class tram 'Announcing Stampshow '89' was released on 13 February 1989. The postmark was in general use until 22 October 1989. The actual date of postmarking appeared across the tram's dash panel.



Australia Post staff in period costumes hired for the Channel 10 "Good Morning, Australia" presentation on car 431 at South Melbourne Depot. Notice 'Stampshow '89' which appeared on all side windows of the tram.

PUBLIC TRANSPORT CORPORATION

At 10.00am on 18 October 1989, the Post Office tram stopped outside the Melbourne GPO in the Bourke Street Mall, and was officially launched by the PTC Chief Executive, Keith Fitzmaurice.

The commemorative tramcar stamps and covers were issued on the car with a special TPO cancellation, applied most carefully by Australia Post staff, if possible when the car was stationary at stops, or traffic lights. The difficulty in applying neat cancellations on a not so smooth riding W1 can be imagined!

An additional sales point for the tram stamps was provided by Australia Post in the Bourke Street Mall outside the GPO. Saloon cable trailer 299 was fitted with a temporary counter for the sale of the tram stamps, covers, stamp packs and collector cards. It was staffed during post office business hours only. At other times the car was spirited away to a secure location for safekeeping.



This distinctive postmarker was used by Australia Post for the five days at the exhibition. It is in the form of a Met Pass with the appropriate date clipped out. The ink colour used for the first day of the exhibition was green, with red being used for the last day. Black ink was used for the intervening three days.



Only mail carried on travelling post office tram 431 was cancelled with this special TPO postmarker. Australia Post provided a mail order facility for collectors outside Melbourne who wished to obtain covers with the special postmarks in use during the exhibition.

Of the various souvenirs available, some carried the Stampshow '89 logo, which was an end elevation of the W6 and W7 tramcar classes. The souvenirs included publicity labels, stamp tweezers, neckties, lapel badges, linen tea towels, refrigerator magnets, wine crocks, and a set of sepia tramcar postcards, including one of car 431.

The souvenir of most interest to followers of heritage tramcars was the unique combined The Met and Australia Post "Mail and Rail" stamp booklet. The booklet included ten 41 cent Melbourne cable car stamps, a \$5 all day Melbourne Met Pass and a \$4 admission ticket to the Stampshow '89 exhibition. A total of 100,000 booklets were produced and priced at \$8 each.

Stampshow '89 was a great success with almost 90,000 visitors and stamp collectors from all over Australia and overseas attending in the five days of the show.



Inside view of car 431 showing the serving counter installed by The Met at which the TPO cancellations were applied. The advertising cards in the racks above the windows were very attractive and advertised the various stamp products available on the tram.

AUSTRALIA POST



A 'maximum card' depicting the actual photograph from which the Melbourne cable car stamp drawing was made. The tramcar TPO cancellation has been applied to this card. Note the variation in the lettering from the postmark previously illustrated.



W1 class 431 travelling post office tram passes cable trailer 299 in the Bourke Street Mall outside the Melbourne GPO. Car 299 was being used by Australia Post as a post office annex for the sale of the tramcar stamps. BOB MERCHANT

AUSTRALIAN HISTORIC TRAMS ON STAMPS

By W.F. Scott & R.I. Merchant

Much research by Australia Post's Research and Design Section in Melbourne went into selecting and preparing the set of five stamps. A number of cars was suggested, including the following:

- * Brisbane single deck or double deck horse trams, which also operated in other cities.
- * W2 class car as run in Melbourne.
- * The first electric tramway in the southern hemisphere — Box Hill to Doncaster.

Other suggestions included:

- * Sydney O class tram — largest class of tram in Australia.
- * Sydney F class tram.
- * Melbourne N class tram — used on all four Victorian tramway systems.
- * Western Australian bogie car as used in Perth and Fremantle.
- * Rockhampton steam tram.
- * Adelaide H class tram as operated to Glenelg.
- * Bendigo Birney car.

The final selection comprised a balanced illustrated history of Australia's early tramcars, horse, steam, cable, double and single deck electric cars, one each from five of the capital cities. All the cars are pre-federation designs, including Brisbane 47, as the class leader entered service in 1897. This car survived because it was used for many years as an advertising car.

Australia Post sought advice from various persons in each state represented in the stamp issue. They referred to them as "Expert Advisers", and were as follows:

Robert Green
Tramway Museum Society of Victoria
Bob Merchant
Sydney Tramway Museum
Jeremy Wainwright
Tasmanian Transport Museum Society
Glen Thorley
Brisbane Tramway Museum
Dr John Radcliffe
Council of Tramway Museums of Australasia

It is indeed gratifying to see the sustained dedication of tramcar preservationists receiving official recognition in this manner.

The stamps were drawn from photographs. Iain McKellar, of Alex Lavroff Studios, Sydney

was commissioned to produce the artwork. This is Lavroff Studio's first commission from Australia Post.

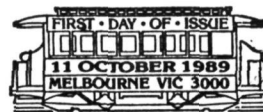
The stamps in sheet form were printed by CPE Australia Limited, a wholly-owned subsidiary of Leigh-Mardon Pty Ltd, at their Scoresby plant using photolithography. The stamps are perforated 13.25 x 13.75 (ie: the number of holes in 20mm), and were printed on a Heidelberg press using CPL paper. The issued sheet content comprised 100 stamps of one design each sheet, in two panes of 50 stamps.

The stamps in the booklet were printed by Leigh-Mardon Pty Ltd at their Moorabbin plant. They are perforated 14.4 x 14.6 and were printed on a Roland press using Harrison stamp paper. The booklet stamps were issued as two strips of five, with "Stampshow '89" printed in the two margins. The double strip was imperforate along the top and bottom edges (ie: the stamps have one straight edge, either the top or bottom edge).

The National Postmarker was Melbourne Vic 3000, and depicted the side of a saloon cable trailer car. The Sutherland F class tram postmarker was also used on first day covers available from the Sutherland post office and the Sydney GPO.

The stamps, stamp packs and booklets were available from official post offices for at least two weeks from date of issue but will be available from Australia Post's Philatelic Sales Centres until 28 February 1990.

The only time tramcars have appeared on Australian stamps before 1989, was on the one shilling stamp of 1956 as part of the Olympic Games issue. Several cars appear as a detail in a view of Collins Street, Melbourne.



The National postmarker for the stamp issue took the form of a cable saloon trailer, with, naturally, the office of issue as Melbourne.

AUSTRALIA'S FIRST ELECTRIC TRAMWAY

By William F. Scott

Prelude

The centenary of the first electric tramway in Australia, which was also the first in the southern hemisphere, was celebrated on 14 October 1989.

The line was 2.25 miles (3.6km) long, of single track between the Victorian towns of Box Hill, now a Melbourne suburb, and Doncaster to the north. The purpose of the line was to open up the area of Box Hill and Doncaster, north of the Box Hill railway station, for land speculation. The 1880s were a time of frenzied activity in such matters generally, when fortunes were made, and many lost in the subsequent crash of the early 1890s.

There was the added bonus of tourist traffic when Melburnians visited the pleasant rolling countryside of orchards, at weekends. A popular destination was an observation tower in Doncaster, not far from the terminus, and the adjacent Tower Hotel. The tower was 285 feet (87m) high to the top of the flagpole, and was a kind of mini Eiffel Tower. There were commanding views from a platform 140 feet (42m) high, reached by open stairs!

It was the tourist traffic and a small amount of local residential traffic that kept the line operating as long as it did and not the land speculation traffic for which it was constructed.

The various promoters had hoped to gain from the tramway in their own particular ways, but the boom being nearly over, not much land was sold. The tramway never made any significant profits, when they were measured against the capital invested, along with the losses. It could be seen in retrospect that far from benefiting from the enterprise, the promoters had unintentionally provided a social service which was essentially bankrupt from the beginning.

Much litigation occurred in the short life of the line, which could be summarised as the promoters claiming for unpaid share calls or disputing payments to contractors, and employees seeking recovery of unpaid wages.

Initially, the promoters were intending to run their line with horse traction. Fortunately, an alternative presented itself, as horses were not suited to the hilly terrain.

First Centennial Exhibition

The year 1888 was the centenary of the founding of the first colony in 1788 and was celebrated by the Centennial International Exhibition of grand proportions at the Royal Exhibition Building, Carlton.

The 1880s were also a time when the use of electricity was being promoted. One of the most progressive and enterprising firms in this field in Melbourne was an agent for the Thomson-Houston International Electric Company, which had just become involved with electric traction.

The agents seized the opportunity to promote electric traction at the exhibition and the Commissioners agreed. A line was built at the northern end of the exhibition grounds and parallel with Carlton Street, about 300 yards (274m) long, of four feet eight and a half inch (1435mm) gauge, complete with overhead wire and power supply to the single car.

The exhibition ran for six months but there was a delay in setting up the demonstration line.

First Electric Tramcar Displayed

Thomson-Houston despatched a tramcar and electrical equipment from their plant in Boston, USA but the vessel on which it was shipped encountered bad weather. The tramcar seems to have been carried as deck cargo, because it was so badly damaged in a storm the body was off-loaded at London and not sent on. As the agents were progressive and enterprising, it is most probable the tramcar was of the type being supplied at the time by Thomson-Houston to tramways in the USA, with the hope of securing orders for electric tramways in Australia.

The tramcar equipment survived the storm and in due course arrived in Melbourne when the exhibition was well under way. The agents then had a timber body constructed as expeditiously as possible and the equipment fitted to it.

The body was a small crossbench style of a basic design, clearly, as such a car could be put together very quickly. The car had a flat roof, six tip-over transverse bench seats and could seat 16 passengers.

The single truck arrived with only one motor, of 15hp. Photographic evidence indicates that

the truck originally had two motors but one may have suffered damage in the storm and been discarded at London with the body.

There seems to be no record extant of who built the simple crossbench car body, but it seems possible it came from the Melbourne works of car builders Duncan and Fraser. This firm supplied horse cars to various lines, including Beaumaris, and the car body resembled two crossbench horse cars supplied to that line.

The Thomson-Houston car was the first vehicle of its kind seen by untravelled Victorians and praised for its smooth and noiseless operation.

First Electric Tramway

When the promoters of the Box Hill and Doncaster line heard of this car, they decided to acquire it for their tramway, along with its associated equipment, principally the steam engine and dynamo power generating plant. The rails for this line were second-hand, obtained from a supplier in Launceston, Tasmania.

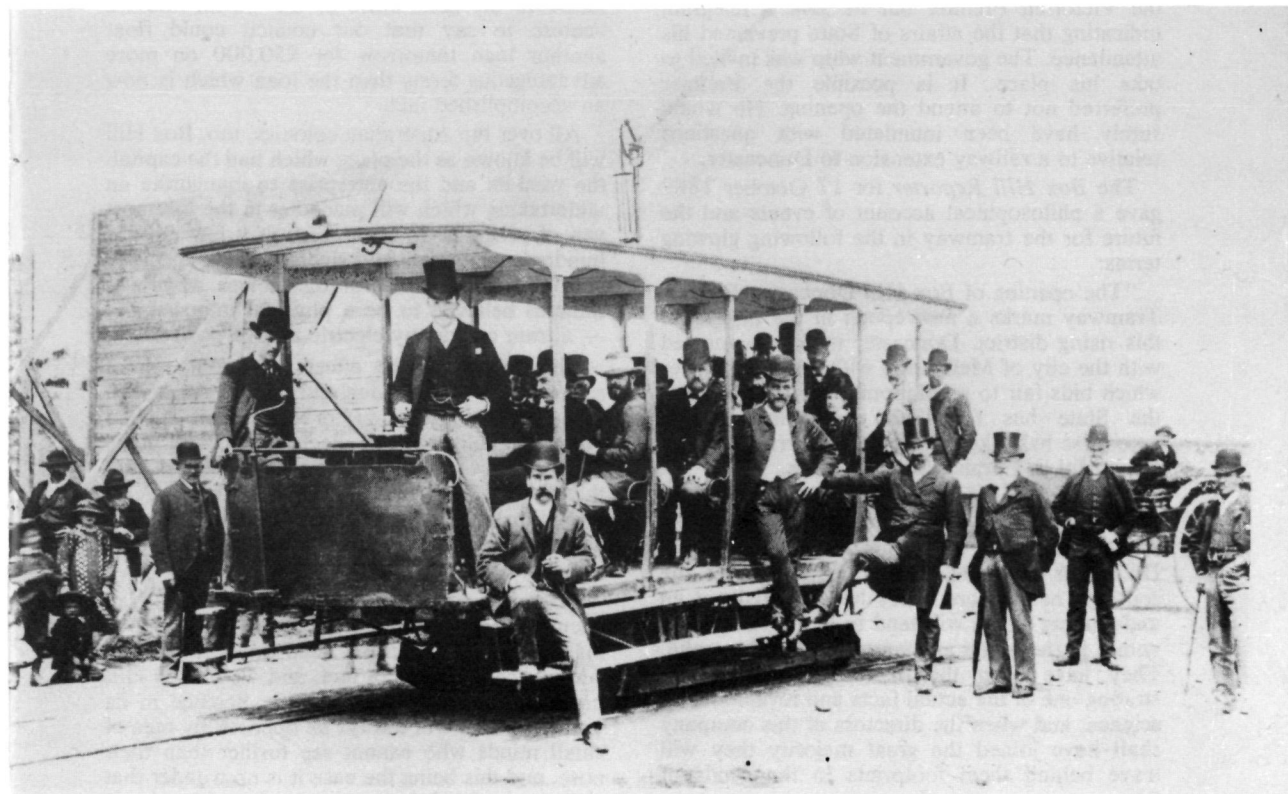
The line commenced at Station Street, Box Hill immediately north of Whitehorse Road, continued north to Koonung Creek, then generally north-west along what is now Tram Road, to terminate just south of Doncaster Road. Westfield Doncaster Shoppingtown is now across the road from what was the terminus.

There was some local opposition to the line because a topical issue was the extension of the railway as a branch line to Doncaster.

The government had stated such a line would be included in the next Railway Construction Bill, but it was thought the existence of the tramway would give the government the excuse not to proceed.

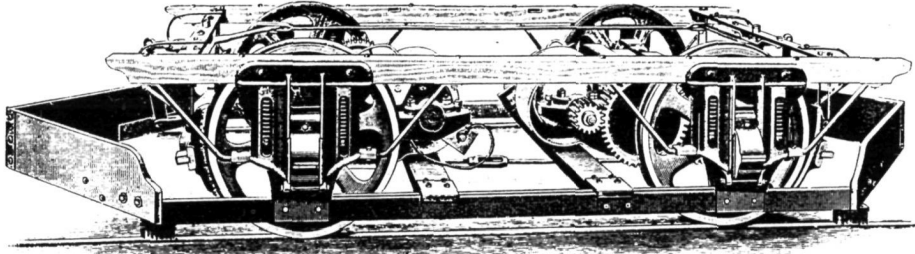
The undulating nature of the area, with its attendant high construction costs, the shortness of such a line, and the minimal regular traffic offering, would have made such a railway extension hopelessly uneconomic.

A lightly constructed tramway, following existing land contours much more closely than would be feasible with a railway, was a more



Australia's first electric tramcar at Box Hill terminus on the opening day of the tramway, 14 October 1889. This car ran initially at the Centennial International Exhibition 1888-1889.

DONCASTER-TEMPLESTOWE HISTORICAL SOCIETY



A two motor truck of the type supplied by Thomson-Houston with the first electric tramcar. The truck used at the exhibition only had one motor.

FROM "The Electric Railway" BY F.H. WHIPPLE, 1889

suitable alternative. Even today, a century later, there is no railway to Doncaster.

First Electric Tramway Service

The line was opened as the Box Hill and Doncaster Tramway Company Ltd on 14 October 1889, and a banquet was held at the Tower Hotel. The official opening was to be by the Victorian Premier but he sent a telegram indicating that the affairs of State prevented his attendance. The government whip was invited to take his place. It is possible the Premier preferred not to attend the opening. He would surely have been inundated with questions relative to a railway extension to Doncaster.

The *Box Hill Reporter* for 17 October 1889 gave a philosophical account of events and the future for the tramway in the following glowing terms:

"The opening of Box Hill-Doncaster Electric Tramway marks a new epoch in the history of this rising district. Doncaster is now connected with the city of Melbourne with a motive power which bids fair to revolutionise the world. What the State has failed to accomplish private enterprise has taken in hand and carried out in a successful and praiseworthy manner.

Every resident in the district should be proud of the action which has prompted the promoters to rise and make the tramway which connects Doncaster with the leading metropolis of the southern hemisphere. They have carried out an undertaking which will tend to immortalise their names in the bright and sunny land of Australia. They have been the instruments of demonstrating one of the actual facts and revelations of science, and when the directors of this company shall have joined the great majority they will leave behind them footprints in the sands of time.

Is it not a high honour to think that the first Electric Tramway which has ever been made in the southern hemisphere should have been laid

down between Box Hill and Doncaster? Of course it is. Thousands of influential people in London and about England who read the *London Times* on Tuesday will have been made acquainted with the fact that the first Electric Tramway in Australia was successfully opened on that day between Box Hill and Doncaster. These places will therefore be well known in future in the great mart of the world, and we venture to say that our council could float another loan tomorrow for £50,000 on more advantageous terms than the loan which is now an accomplished fact.

All over the Australian colonies, too, Box Hill will be known as the place which had the capital, the wisdom and the enterprise to inaugurate an undertaking which will place her in the foremost van of progress. In the course of a few months hundreds of tourists and sightseers will specially visit Box Hill to see for themselves what was hitherto believed to be a physical impossibility — a tram car run by electric motive power.

This is one of the effects of the march of science, and to the thoughtful mind it suggests a great deal. Only fancy for a moment such a dangerous element as electricity being made subordinate to the power of man's intellect, and that force which can travel around the world eight times in a second being so contracted and guided at will that it will drive six tons up a steep hill at the rate of six miles an hour.

Why, had Galileo prophesied such an occurrence as that he would have been court-martialed and crucified head downwards. Yet such is, nevertheless, a fact, and we in Box Hill have ocular demonstration of it. Science in its onward march will always be opposed by men of small minds who cannot see further than their nose, and this being the case it is no wonder that the promoters of this tramway should have met with determined opposition but when we consider that the opposition in this case came from men who cannot tell a gooseberry bush

from a sunflower, they should treat it with the contempt it deserves.

Look at the scorn and derision the inventor of the steam locomotive had to endure. Yet he survived it all, and now he is regarded as one of the greatest men that ever lived. So it has been and so it will ever be. Those who have the brains and know how to use them will always be misrepresented and persecuted, and those who come to the front in this enlightened nineteenth century will not receive any better treatment than was accorded to their ancestors before them.

The trial of the tramway on Monday last aptly demonstrated the fact that electricity will, before long, be regarded as one of the cheapest and best motive powers that can be utilised in propelling tramcars in city and suburbs. This being the case we congratulate all those who have been instrumental in connecting Doncaster with Box Hill by means of the Electric Tramway, which is so pleasant and agree[able] to ride on."

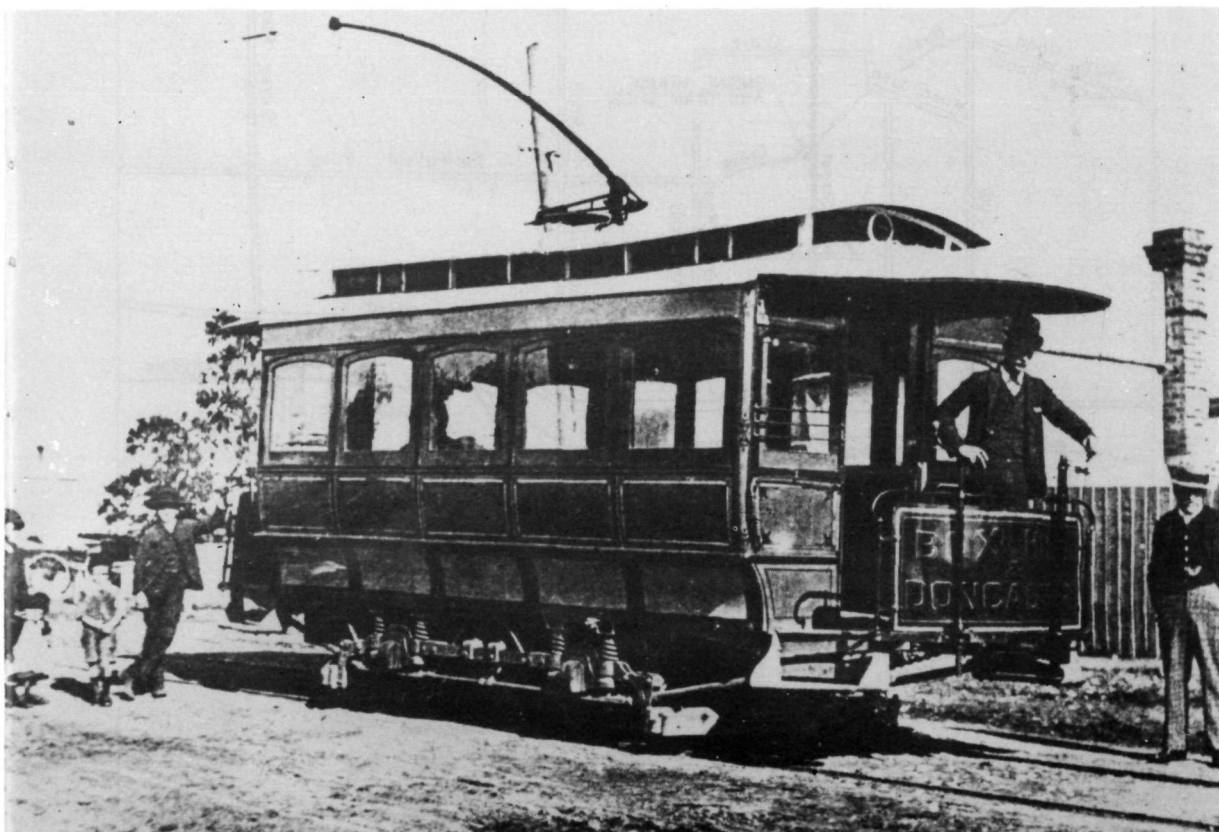
At first it seemed the line might be successful, but the future became uncertain when the single

motored car began to break down and be out of service for days at a time. Spare parts for electric tramcars were not plentiful in Victoria in those days! Traffic levels had been encouraging overall, so a second car was ordered from Thomson-Houston, which entered service on Christmas Day, 1890. This car had two motors and was therefore more reliable.

The traffic levels deteriorated as a progressively developing depression deepened. The company went into voluntary liquidation though another company, the Doncaster and Box Hill Electric Road Company Ltd, was formed and continued operations until it closed down in January 1896. For two years the equipment was retained in the hope of a reopening under improved economic conditions, until 1898, when it was dismantled and dispersed.

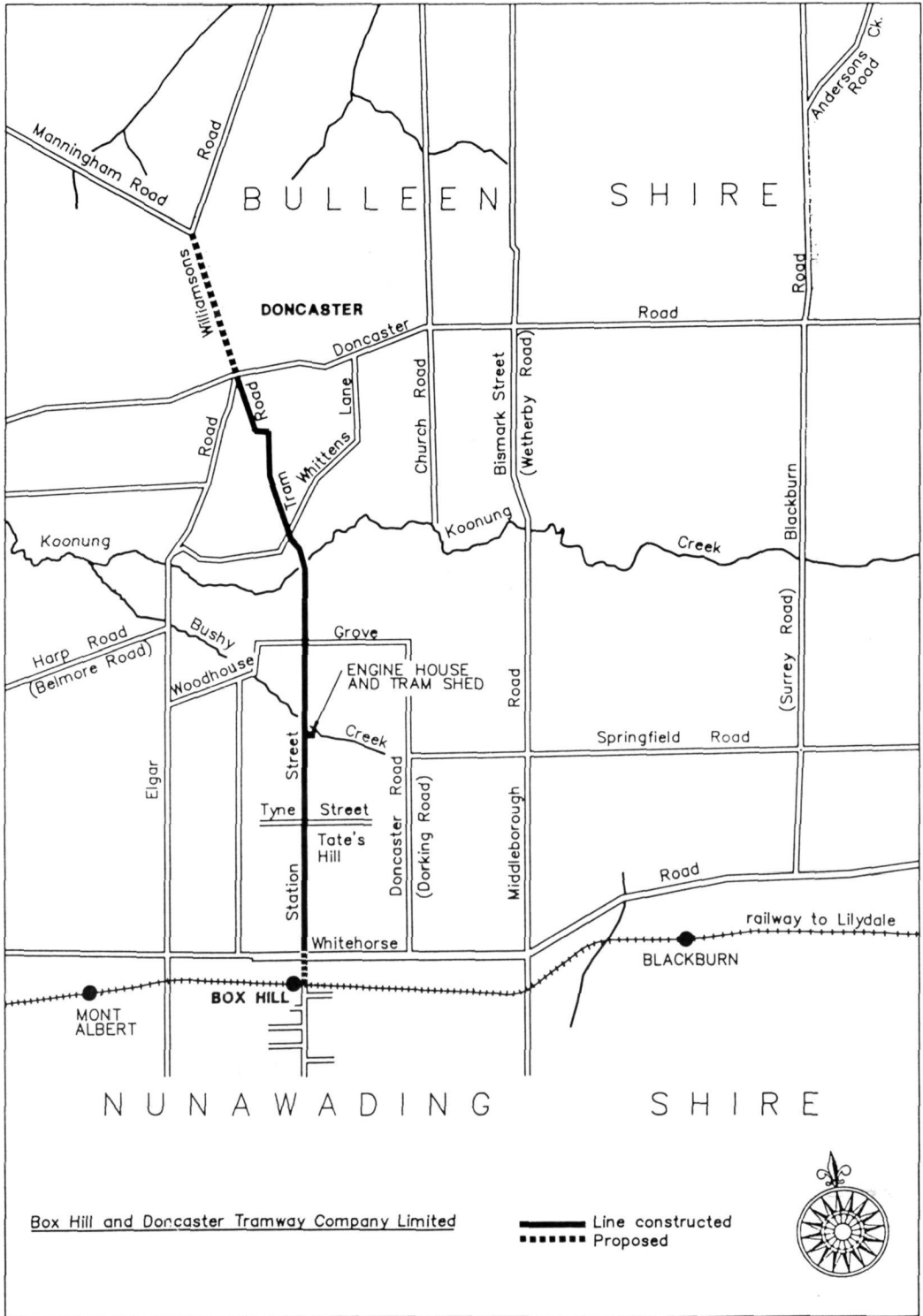
First Electric Tramway Memorials

Recollections of the line lingered on but refused to be extinguished. The northern section of the line was immortalised in the naming of the



The second electric tramcar, delivered in 1890, also at the Box Hill terminus.

DONCASTER-TEMPLESTOWE HISTORICAL SOCIETY



Map of the Box Hill to Doncaster tramway and environs. The generally vertical bold black line represents the tramway as constructed.

ROBERT GREEN, "The First Electric Road"

roadway built to carry the Doncaster Section of the tramway, Tram Road.

In 1940 a booklet was self-published, entitled *Australia's First Electric Tram*, by J.K. Moir. It was reissued in 1977 by the Rotary Club of Box Hill. Also in 1940, a commemorative cairn was erected at the corner of Station Street and Whitehorse Road, Box Hill outside the Post Office. It was demolished by a motorist in 1988 but the plaque was saved.

In 1977 a replica of the original car, without electrical equipment, was built by the 6th Box Hill South Scouts as a float for the City's Golden Jubilee Parade, but it has not survived.

A substantial replica, also without electrical equipment, was made by the City of Doncaster and Templestowe for a festival parade in 1979. It is now on permanent display at the museum of the Doncaster-Templestowe Historical Society at Schramm's Cottage, Doncaster. In 1980 the same Society published a booklet called *The Tower and Tram at Doncaster*.

First Electric Tramway Centenary

The Centenary of the Tramway was celebrated on 14 October 1989, which included a re-enactment of a journey along the original route using preserved buses.

Robert Green, author of a new book on the tramway, gave the opening address at Schramm's Cottage from the platform of the replica car, before the plaques were unveiled along the route of the tramway. His address summarised the chequered history of the tramway and was as follows:

"Distinguished Guests, Ladies and Gentlemen,

It gives me much pleasure to address you on this special occasion. I thank the Doncaster-Templestowe Historical Society for the opportunity to speak to you from this replica tram. It is indeed a most appropriate platform on this cenay, and wondered at the thoughts that were going through the minds of the top-hatted gentleman crammed aboard this new con-



Replica of the first electric tramcar, now on permanent display at the Doncaster-Templestowe Historical Society's museum at Schramm's cottage, Doncaster.

DONCASTER-TEMPLESTOWE HISTORICAL SOCIETY

gentlemen crammed aboard this new conveyance. Could they have even begun to imagine the urban landscape that now adjoins the route of their pioneer tramway?

It is a moving experience to research and write the history of a past era, for as you work through the historical record, people live, work and die before your eyes. The great challenge for the historian is to capture the richness of people's lives and also to explain the changing community in which they lived.

During the latter half of the nineteenth century and the first half of the twentieth century, street tramways changed the face of cities throughout the world. At their zenith, tramways were perceived as the mark of a city's progress and success.

Melbourne has always enjoyed the reputation of being one of the foremost tram cities. At one time it had the largest cable tram network ever constructed and in recent times it has developed probably the largest electric tramway system in the English-speaking world. In addition to this envied reputation, Melbourne boasts the honour and distinction of having cradled Australia's first electric tram.

This primitive vehicle first appeared as a working exhibit at the Melbourne Centennial Exhibition in 1888, less than one year after the technology of the electric tramway was perfected in America. Within a further year, this little tram was carrying sightseers up and down the hills between the outlying rural townships of Box Hill and Doncaster. This was the first electric tramway in the southern hemisphere. Here was an example of the latest technology in urban street transport operating through two and a quarter miles of virgin countryside, far removed from where it had its origin.

That this tramway should have been constructed in this locality is incongruous, but not entirely surprising. At the time Melbourne was about the 30th largest city in the world and 7th in the British Empire. The city and its surroundings were booming and provided fertile ground for entrepreneurs willing to try new innovations.

The promoters of the Box Hill and Doncaster tramway were true pioneers. They originally planned for a horse drawn tramway but when they heard about the electric tram at the Centennial Exhibition, they quickly decided that electric traction would be more appropriate for the hilly terrain they wanted to traverse. With sheer determination they turned a bold concept into reality.

Construction of the line through private property was a lengthy and costly task. It was made more difficult by some gun wielding locals

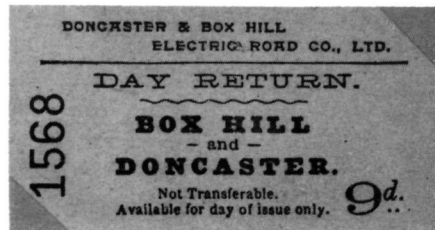
who tried to stop it on the grounds that it would spoil the chances of Doncaster getting a railway and that it would bring undesirable tourists to the area. From all accounts the line was crudely built, and on the day before the opening the tram derailed nine times. Some critics compared the tramway unfavourably with a switchback railway and others said it would not even pay for its own axle grease.

The tram made ten trips on weekdays and additional journeys on weekends. It averaged nine miles per hour and the fare charged for a single journey was sixpence. For the first six months, while it was being run by the electricians who installed it, it was a great success. A profit of £58 was made and a second, more improved, tram was ordered from Boston to cope with the traffic offering.

However, as soon as the tramway company took over the line from the electricians, trouble began. Breakdowns were commonplace. This annoyed many locals but especially one land company which had allowed the line to be constructed through its property north of Whittens Lane. Twice the land company tore up the rails and chopped down the overhead wire in a long and bitter feud with the tramway company. In the end the Shire of Doncaster intervened and turned the private right of way into a public road. But this rescue was too late for the tramway company which was then in financial difficulties through lack of regular revenue and litigation with its contractors, employees and bank.

In the end the Supreme Court Sheriff sold the company's assets to a Mr Thomson and the company went into liquidation. Thomson ran the line for a few months, then sold it to a local identity, Richard Serpell. Serpell tried very hard to keep the tramway going for the benefit of the district, and was instrumental in floating a second tramway company in 1892 to take over the enterprise.

The Doncaster section of the line was straightened to ease the run up the hill, Henry Hilton was appointed engineer-in-charge, and for



Reprint of an Edmondson type ticket of the style issued by the second tramway company.

CITY OF BOX HILL

a while the line ran smoothly. However, just as the tramway settled down on a more successful course, economic conditions, which had boomed for the past decade, deteriorated rapidly. Although patronage on the tramway fell sharply, the company soldiered on. In April 1894, it finally decided it could no longer continue and in desperation, leased the line to Henry Hilton for one shilling a week until economic circumstances improved.

Hilton was assisted by his cousin and together they referred to their enterprise as the 'bob-a-week' tram service. Henry Hilton pursued every avenue of economy and by prudent operation managed a modest profit. It was hardly a satisfactory living. After a long and difficult struggle, Hilton ran the tram for the last time in January 1896.

In his book, *Mind the Curve*, John Keating accurately summed up the Box Hill and Doncaster line when he referred to it as the 'rather freakish' electric tramway. It was an oddity; the first and last of its kind. Surely there was no other tramway where the track was physically torn up and the overhead wires torn down over a long-running dispute concerning right of way; and no other tramway operator so beset with litigation. Surely no other tramway could have had such a baptism of fire.

Although the precocious infant did not survive for very long, it was the first of a family of tramways scattered throughout Australia. Within a decade of the birth of the Box Hill line, all major capital cities except Melbourne and Adelaide installed electric tramways. Paradoxically, these two places are now the only Australian cities where tramways still operate, although in the case of Adelaide there is but one solitary line.

In closing, I would like to say how appropriate it is that the City of Doncaster and Templestowe chose this time to reconstruct Tram Road. As you will see on our journey this afternoon, there is a sign beside the road carrying the message 'Building a better city. Tram Road now under construction for the community'. It is a strange but fitting coincidence that exactly one hundred years after Tram Road was carved through the orchards by those men in top-hats, our generation is again turning the same ground to further develop our city.

Author Bernard Cronin once said that the history of roads is really the history of civilisation. I think you will all agree with me that Tram Road will always be the greatest memorial to the pioneer electric tramway we are commemorating today."

The Celebration

A commemorative carriage of mail was arranged by Australia Post using envelopes



Above: The commemorative postmark applied to mail carried on the re-enactment journey.

Below: This special cachet accompanied the postmark and stated the mail was carried over the original tramway route. AUSTRALIA POST



bearing the two electric tramcar stamps from the recently released Historic Tramcars series. The mail was carried on the buses making the commemorative run over the route of the tramway. It was cancelled with a special postmark and a commemorative cachet was applied to mark its carriage over the original tramway route.

Stops were made at each terminus and at Bushy Creek, the powerhouse location, to unveil commemorative plaques of the tramway.

The original 1940 plaque was re-erected, this time on the wall of the Box Hill Post Office, alongside the new plaque there.

A banquet was held in the Chambers of the Doncaster and Templestowe City Council Municipal Offices, in the evening, as the nearest location to the former Tower Hotel where the first banquet had been held a century before. The present government whip, Carolyn Hirsh MLA, was in attendance, also as a re-enactment of the tramway opening in 1889. She was the guest speaker and compared the roles of the government whip 100 years ago and today. She was followed by Robert Green who launched his new comprehensive book on the tramway.

In conjunction with the centenary, an exhibition of Melbourne tramway memorabilia and models was held on the lower ground floor of the Box Hill Town Hall, only a short distance from Station Street, between 18 and 28 October 1989.

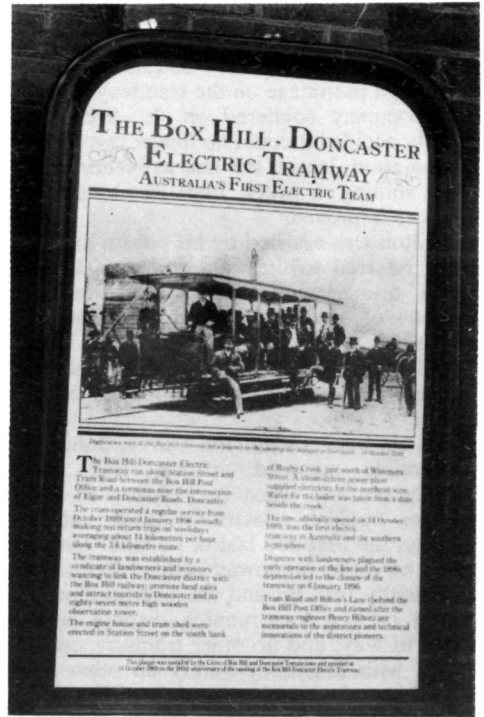
Melbourne's original No. 1 cable grip car and trailer of 1885 and its showcase were relocated from the Science Museum, Melbourne to the front lawn of the Box Hill Town Hall, in time for the exhibition. The set is to remain there until the new Science Museum is ready, which is presently under construction in Spotswood.

Conclusion

Notwithstanding events, the underlying concept of Australia's first electric tramway was sound, but, with hindsight, it opened too late in the land boom period to succeed. Had the boom lasted longer, followed by moderated conditions rather than depression, the land holding shareholders would have sold their land and made sufficient profit to more than recover their tramway investments, the tourist traffic may have continued at useful levels and development of the area brought gradually increasing local traffic to and from Box Hill and its station.

The tramway might have thus continued far into the 20th century.

A most erudite and exceptionally well produced chronicle of the tramway was recently released which will certainly become the accepted and definitive record of the line, especially as it was researched from original documents.



The plaque outside the Post Office at the Box Hill terminus of the tramway, which was unveiled on 14 October 1989. CITY OF BOX HILL



A view of portion of the display in the Box Hill Town Hall on the opening day. At left, a school group is watching a multi-screen video presentation. These groups provided many busy moments on weekdays during the exhibition. BOB MERCHANT



The exhibition in the Box Hill Town Hall looking towards the entrance. The sign at left directs visitors to the replica first electric tram and the TMSV's cable grip car 417.

BOB MERCHANT



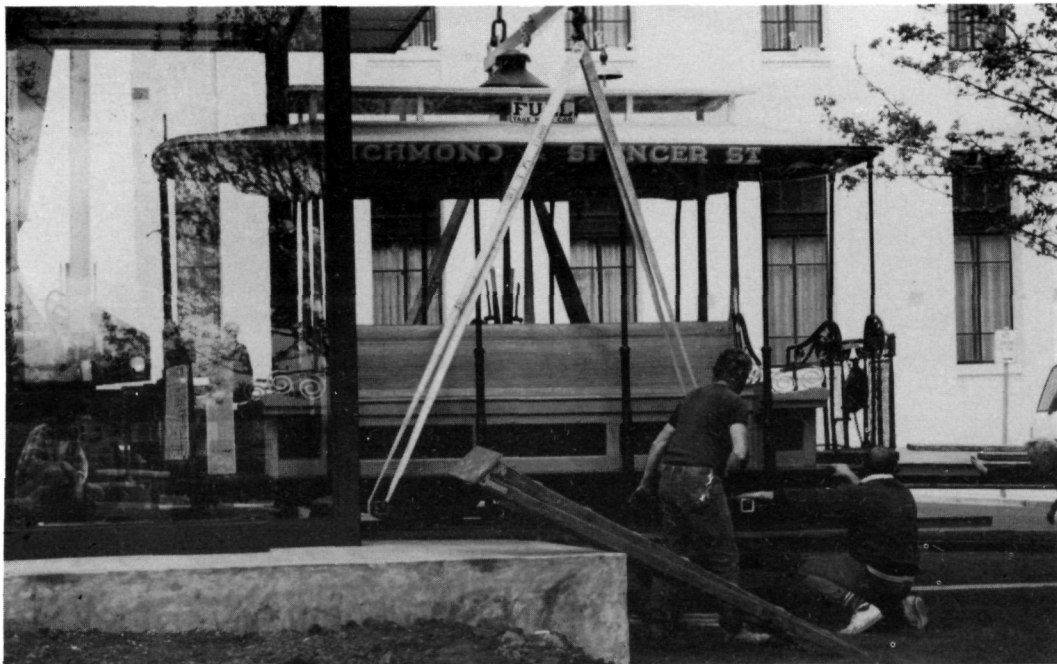
The plaque originally placed on a cairn at the Box Hill terminus of the line in 1940 and re-erected on the wall of the Post Office near the site of the cairn in 1989.

CITY OF BOX HILL

This intricate saga of the tramway has been carefully documented in "The First Electric Road" by tramway historian, Robert Green, past chairman of the Tramway Museum Society of Victoria, to mark the tramway's centenary year.

Illustrated by more than fifty contemporary photographs and engravings, and with maps included, "The First Electric Road" is an absorbing examination of the events surrounding the establishment, operations, and eventual demise of this innovative yet ultimately strife-ridden enterprise.

This volume of approximately 100 pages, comes in a soft cover, measures 245mm x 175mm, and is complete with appendices, reference notes, bibliography and an index. The recommended retail price is \$14.95 per copy plus packing and postage of \$2.05 within Victoria or \$2.50 interstate. It is available from the publisher, John Mason Press, 730 Hawthorn Road, East Brighton, Victoria 3187, and most Melbourne bookshops. Museums are urged to contact the publisher on (03) 592 3297 for the wholesale price and freight rates.



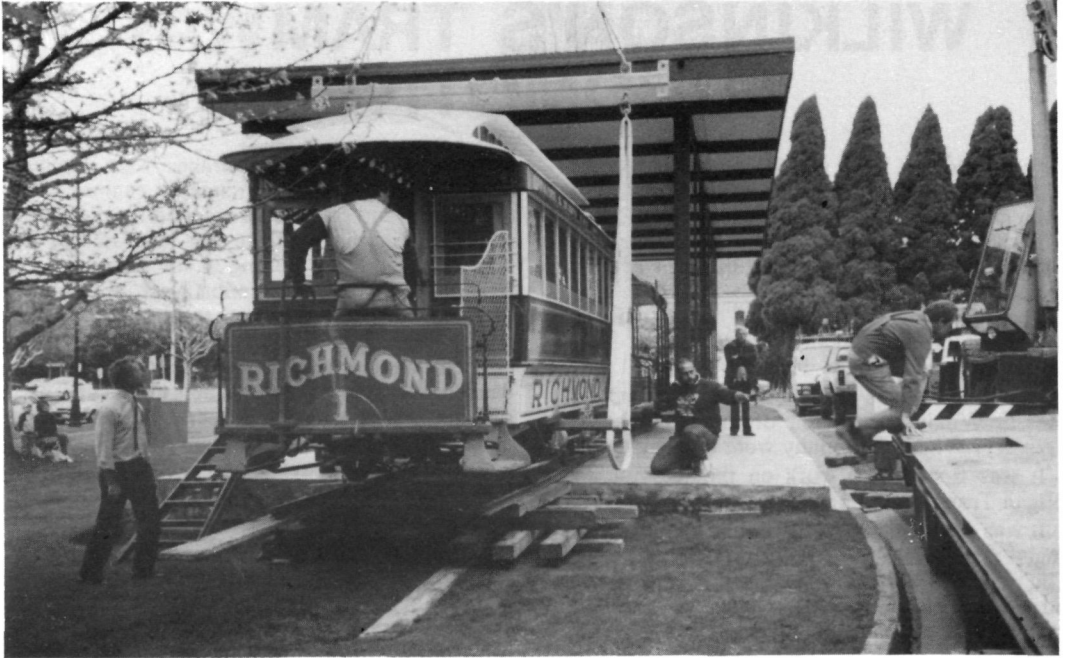
Melbourne cable grip car No. 1 being installed in its display case on the front lawn of the Box Hill Town Hall, where it will reside until the Science Museum of Victoria is relocated to Spotswood.

CITY OF BOX HILL

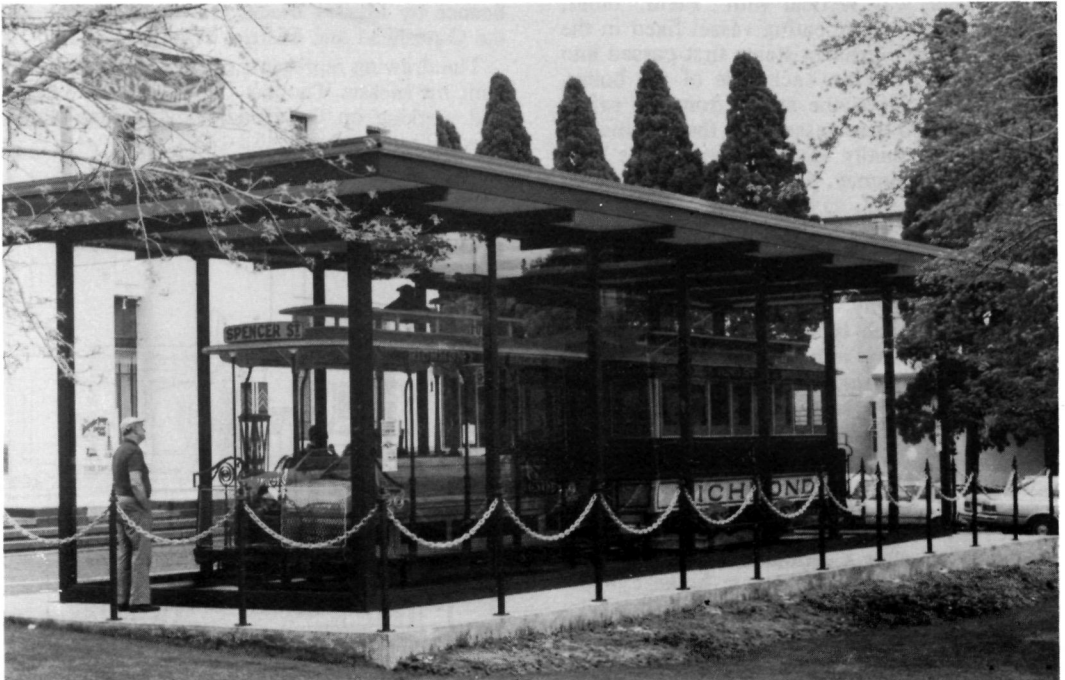


Melbourne cable saloon car No. 1 being off-loaded before repositioning in the glass display case.

CITY OF BOX HILL



Melbourne cable saloon car No. 1 is carefully lowered onto rails before being manoeuvred into its display case and behind the grip car. CITY OF BOX HILL



Melbourne cable grip car No. 1 in its display case outside the Box Hill Town Hall only a short distance from the Box Hill terminus of the first electric line.

BOB MERCHANT

WILKINSON'S TRAMWAY LOCOMOTIVE

Peter Stock's item on the steaming of the Wilkinson patent steam tram engine *John Bull* at the National Tramway Museum, Crich, in the November 1989 issue of *Trolley Wire* generated a number of enquiries regarding this type of tram engine.

The following description of the Wilkinson patent tramway engine appeared in *The Locomotive* for 15 June 1923.

This engine was designed and patented by Messrs Wilkinson & Co., of the Holmehouse Foundry, Wigan, and many were built by them.

It was first put to work on the lines of the Wigan Tramways in 1882.

It was a wide departure from the usual type of engine employed for street tramway working. The two main objects in view were, firstly, to get rid of the visible exhaust steam without the trouble and expense of condensing apparatus, and secondly, making every part of the engine easy of access, whilst at the same time keeping the motion work clear from mud and dust.

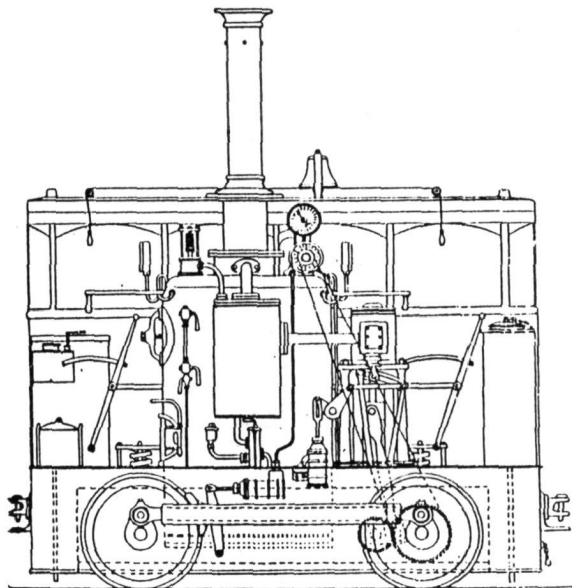
These conditions were fulfilled as follows: The boiler, which was vertical with "Field" tubes, had a cast-iron superheating vessel fixed in the fire-box, and the exhaust steam first passed into two receivers, one on each side of the boiler, which also received the steam from the safety valves, etc., and then passed into the superheater in the firebox, finally escaping through the blast pipe into the chimney. This, however, was only partially successful, as in cold, damp, or misty weather it frequently happened that although the exhaust was invisible close to its exit, yet it assumed the usual dense cloudy appearance a short distance away. The engine proper was of the vertical launch type, with a pinion on the crankshaft gearing into a spur wheel on the driving axle. A peculiarity about the reversing gear was that the levers had neither catches nor quadrants for notching up, there being only the forward and backward positions. This was connected to the governor gear and the whole arrangement was designed to act also as the engine brake, there being no other at first provided, but after a serious accident occurred, this was modified, and a steam brake cylinder acting on the driving wheels was applied.

The governor was of the "Allen" paddle wheel type, and by forcing oil to the valve of a supplementary steam cylinder (connected to the weigh shaft lever), reversed the engine, thus acting as the brake. In several instances,

however, ordinary screw brakes were applied also. The regulators in the smaller engines were a form of gland cocks with inverted handles. The whole design of the engine was most ingenious, and very handy for getting at for inspection or repairs. The cylinders, motion work, etc., could be removed bodily and another set substituted in a very short time. The coupling rods, it will be noticed, were sheathed with wood in order to deaden the clanging noise when the engine was running. There were three sizes of these engines built, with cylinders 6-3/4 inches, 7-1/4 inches, and 7-1/2 inches diameter and 10, 11 and 12 inch stroke. The wheel bases varied from 5 feet 6 inches to 5 feet 8 inches and the weights in working order were respectively 5-3/4, 6-1/2 to 9 tons.

These engines were also built under licence by the firms of Beyer Peacock & Co., Manchester, and Thomas Green & Son, of Leeds. They were extensively used in Wigan, Huddersfield, Birmingham, Stoke-on-Trent, Coventry, West Bromwich, Rochdale, Bradford, Leeds and Plymouth, etc., etc. They were also built under licence by Messrs Black, Hawthorn & Co., for the Gateshead and District Tramways.

The drawing represents one of the smaller size built by Messrs Thomas Green & Son, Leeds, and working on the Headingley section of the Leeds Tramways in 1882-1883.



WILKINSON'S PATENT TRAMWAY LOCOMOTIVE.

HERE AND THERE

NEWS ITEMS OF INTEREST FROM ALL OVER

Glenelg Tram News Diamond Jubilee

The Glenelg tram line celebrated its Diamond Jubilee on 14 December 1989. The same cars which were built to serve the line (H type) also celebrated their 60th birthday. In comparison to the celebrations which marked the Golden Jubilee ten years ago, the event was fairly low key.

Cars 351, 371 and 372 were decorated with murals for the occasion and ran for several weeks before the event in this form. The murals were painted by students from a number of schools situated near the line. They were painted on vinyl sheets and stuck onto the side panels of the trams. The murals depicted a number of different scenes associated with the area, e.g: scenes from along the line and history of transport in the area. A gathering of employees and retired employees (Old Comrades) was held at Glengowrie Depot on the Jubilee Day.

A few weeks prior to this event, gold car No. 377 (this tram was painted in gold livery to celebrate the Golden Jubilee in 1979) ran a special trip on 29 November 1989 to celebrate the official opening of extensions to the Glenelg Post Office. Australia Post used the trip to re-enact the mail service in which mail was carried on the trams from 1930 to 1962. During a ceremony in Victoria Square, the Lord Mayor of Adelaide, Steve Condous handed over a bag of mail to Australia Post's State Manager, Kevin Curd. A reciprocal mail handed over at Glenelg occurred between STA General Manager John Brown, Glenelg Mayor Brian Nadillo and postal manager Jim Mitchell. This event also coincided with the recent release of Australia Post's tram stamps.

Car 378 Returns

The Body of H type 378, which was handed over to the Port (Adelaide) Centre Joint Committee by the STA on 22 December 1986, has been re-acquired by the STA and is to return to the Glenelg line. It is still intended to maintain the fleet at 21 cars. However, the availability of an extra body will give greater flexibility to the current refurbishment programme at Regency Park Workshops.

Under the programme there are normally two cars in the workshop at any one time. For example, in June 1989, H 357 was 90% complete while H 369 was 70% complete (Car 357 has since returned to Glengowrie for trials from September 1989). Progress to date has been impeded by the lack of spare refurbished parts for immediate fitting to the next car. As the body of car 378 is in sound condition, it will be the next car to be restored. Upon the return to service of 357 another H car will be withdrawn and completely dismantled to create the pool of spare parts necessary to speed up the refurbishment programme. It is likely that the car with the worst body condition will be selected to create the pool of parts, thereby maintaining the fleet at 21 cars.

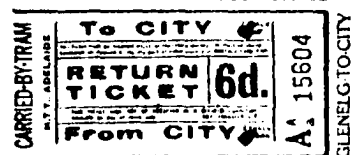
Other News

Cars commenced running to the summer holiday timetable from the beginning of December 1989. The timetable, which runs until the end of January to cater for the traditional increase in traffic, sees the use of coupled sets seven days a week.

Air vents are being progressively fitted to the aprons of all cars. They are situated just below the motorman's windows.

There has been a number of press reports about a possible extension of the tram line from Victoria Square along King William Street to

COMMEMORATING • THE • RE-OPENING
OF • THE • GLENELG • POST • OFFICE



The cachet used on mail carried by tram from Glenelg to Adelaide to commemorate the re-opening of the restored Glenelg Post Office on 29 November 1989.



The third Glenelg tram to be refurbished under the current programme (the others being Nos 361 [ex 363] and 358) alongside the Glengowrie Tram Depot in Morphett Road upon its return from Regency Park Workshops in September 1989. The depot office building is seen at the right while the car barn is partly visible to the right of the tram.

RON WHITE



Bus enthusiasts gather outside Enfield Depot on the last day of services from this depot. SPER and HCVA preserved buses are on display in the background.

DENNIS O'BRIEN

Adelaide Railway Station or to North Adelaide following a recommendation in a consultant's report into Adelaide's public transport system. The STA has commenced a feasibility study on the proposal. It will be interesting to see if anything eventuates from this!

Sydney: Enfield Depot Closes

On Saturday 30 September 1989, Enfield Bus Depot closed for the second time in its existence.

The depot, in Tangarra Street, Enfield, in Sydney's western suburbs, was completed as a five road tram depot in October 1911 and opened with the commencement of the electric tram service on 3 February 1912. It served the Ashfield, Burwood, Cabarita and Mortlake lines of the isolated Enfield system and replaced an earlier steam tram depot.

The electric tram services were provided by 80-seat O class cars although two 70-seat N class cars supplemented the fleet in the late 1940s. A number of electric service vehicles were also housed at Enfield, including break-down car 115s (former C class car 290 now preserved by the Sydney Tramway Museum)

which arrived in 1914 and remained until the closure of the depot.

The depot closed with the running in of the last car, O class 1061, during the early hours of Sunday, 22 August 1948. The trams remained at the depot until December 1948, when they were transferred back to the main Sydney system.

The carshed was remodelled for use as a bus depot which opened for the servicing of buses on 9 January 1950. AEC and Leyland double and single deck types were the mainstay of the depot's fleet until the introduction of underfloor types in 1953.

Members of the HCVA and the SPER staged a display of a selection of former Government buses of the types which ran from this depot and the SPER's half-cab Leyland 1275 gave a number of demonstration runs to the public during the afternoon.

Steam Trials

A little bird has told us that steam motor 103A from Parramatta Park, and undergoing an extensive overhaul by the RTM at Thirlmere, was in steam on Friday 5 January 1990. It is understood the timber body is complete but not yet fitted.



Gold liveried H class car 377 and a sister await departure from Victoria Square for the run to Glenelg.

BRUCE THOMAS COLLECTION

C.O.T.M.A.



Council of Tramway Museums of Australasia

WELLINGTON CONFERENCE 1990

From Bill Kingsley
(COTMA Executive Officer)

The further news on our Wellington Conference is that the venue has been determined. Our home away from home will be no less than the Royal New Zealand Police College! The amenities there are quite tremendous and the whole Conference is certainly shaping up to be one of the best yet. The College is situated between Wellington and the Museum at Paekakariki (Mackay's Crossing) and this will be most convenient for us.

Accommodation is in single rooms (non-serviced but bedding supplied) with shared facilities. Laundry and drying facilities are provided in the communal areas of the accommodation blocks.

For the married couples we have made arrangements for use of the College's small number of chalets and flats if they are not in use. A backup booking for a number of double rooms at a very reasonable price has been made at the Aotea Lodge which is next door to the Police College.

Conference facilities at the College are excellent with all necessary equipment, whiteboards, overhead projector, video, etc., available. Two conference rooms have been booked, one each for COTMA and the NFRS. The two conference rooms also give us access to four syndicate rooms, if required, for smaller workshops.

Delegates also have the use of the other College facilities such as the lounge bar, heated indoor swimming pool, gymnasium, squash courts, tennis courts, television lounges and a shop.

We have been informed that there may well be a trolley bus festival of some form in Wellington at the same time as our Conference. So it is all happening for us.

Notice has been received from the team at PETS in Perth that, at this time, the the PETS delegates to the Wellington Conference will number no less than 14, yes 14, members and their wives. Now just realise that Perth is the furthest museum from Wellington by a huge

margin. Will any other museum be able to beat those numbers?

Remember that all Conference bookings should be made through your own museum as you must be an official delegate of that museum.

From Les Stewart (WTM)

Because the off-season air fares do not commence until the first day of June, the Conference programme enables delegates to arrive on that day.

Friday 1 June 1990

Evening — Conference registration and informal gathering over drinks.

Saturday 2 June

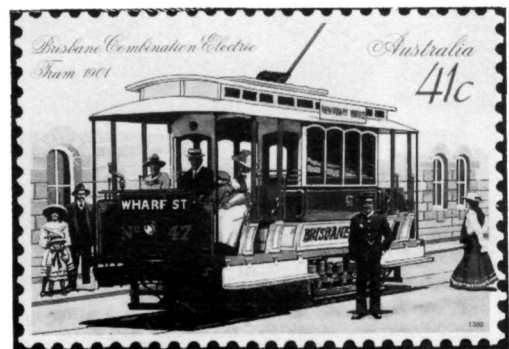
Day (optional) — join with National Federation of Rail Societies (NFRS) delegates for trip to Palmerston North. Visit North Island Main Trunk Electrification facilities and steam hauled trip through Manawatu Gorge.

Sunday 3 June

Day — Conference opening followed by papers and workshops. Evening — Museum update; usual evening of slide and video presentations by individual museums. A set of guidelines will be issued on this event.

Monday 4 June

Morning — Continuation of papers and workshops. Afternoon/Evening — Visit Wellington Tramway Museum with evening barbeque.



As the NFRS Conference finishes at lunchtime, it is possible that Silver Stream Railway and/or Steam Inc. may be in steam during the afternoon for visiting NFRS delegates. If this is the case there would be an option for COTMA delegates to visit these museums on the way to WTM.

Tuesday 5 June

Day — COTMA General Meeting. Evening — Closing Dinner (guest speaker?).

Wednesday 6 June

Day (optional) — A trolley bus tour of Wellington, inspection and ride on Cable Car and tour of Kilbirnie Workshops.

Thursday 7 June

Day (optional) — Open day at WTM. Visit Trolley Bus Museum at Foxton and Southwards Vinatage Car Museum at Paraparaumu.

From Richard Gilbert

, Tour and Travel Organiser (BTPS)

COTMA is planning group travel arrangements for the Australian delegates who wish to participate in the 1990 Conference.

The Conference will run from 1 June to 6 June 1990 and our group travel is being planned to take advantage of any concession air fares that can be arranged. Post Conference there will be a visit to the Ferrymead Museum (THS) at

Christchurch, and as a further option a tour of the magnificent scenery of the South Island.

A basic plan has been formulated and is printed here to get an initial response.

Itinerary

Friday 1 June

Depart Melbourne 8.30am and Sydney 8.00am or 10.50am for Wellington. Conference commences in evening.

Saturday 2 June to Thursday 7 June

Refer to conference details above.

Friday 8 June

Ferry to Picton on the South Island, then "Coastal Pacific" train to Christchurch. All the trains on the South island have been refurbished and have buffet cars. This 218 mile journey is most enjoyable.

Saturday 9 June

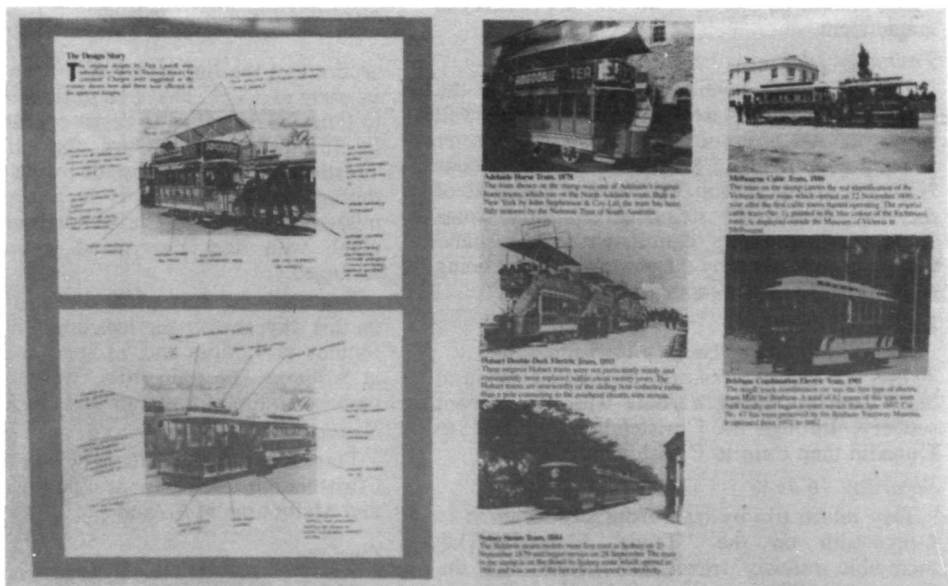
At Ferrymead with social evening.

Sunday 10 June

At Ferrymead. Possible bus trip around the former Christchurch tramway system and along the magnificent road to Lyttleton. Option 2 travellers then return to Australia.

Monday 11 June

Take "Southerner" train from Christchurch to



Part of Australia Post's display at Stampshow '89 was this board illustrating part of the tram stamp design story. At left can be seen enlargements of proof copies of two of the designs annotated with suggested design changes. On the right are descriptions and photographs of the trams used for the stamp designs.

BOB MERCHANT

Dunedin, a 230 mile journey to this railway workshops centre. The afternoon and early evening will be spent travelling on the "Taieri Gorge Limited" train which is operated by a railway enthusiast group and travels along a most rugged and unspoiled landscape following the Taieri Gorge for 77 miles. The train has a buffet car, photo stops and a guide who points out interesting spots along the way.

Tuesday 12 June

A ride on the Ocean Beach tourist railway which is a recently constructed line operated by enthusiasts. Then a lunchtime departure on the "Southerner" for a 139 mile journey to Invercargill. Both Dunedin and Invercargill had tramway systems and the depots and other remnants can be seen.

Wednesday 13 June

A shortly-after-breakfast departure by bus to Queenstown. This 100 mile journey follows the route of the former railway, and lunch is had at the old railway station at Lumsden. This was once a four-way railway junction and all the railways are now closed. The journey on to Queenstown, beside Lake Wakitipu, is magnificent. We may be lucky enough to convince the railway bus driver to take us off the highway at Kingston for a look at the "Kingston Flier", which will not be operating at this time of year. Queenstown is an international tourist mecca. There should be lots of snow and the scenery is magnificent.

Thursday 14 June

Day in Queenstown. A morning ride on the gondola chairlift to overlook the town is well worth it. An afternoon cruise on the former railway steam ferry "Earnslaw" to the Mount Nicholas sheep station will be the highlight of the day. Whilst the steam driven ferry chugs along, its passengers can listen to the piano being played and enjoy the nostalgia whilst being surrounded by snow capped peaks.

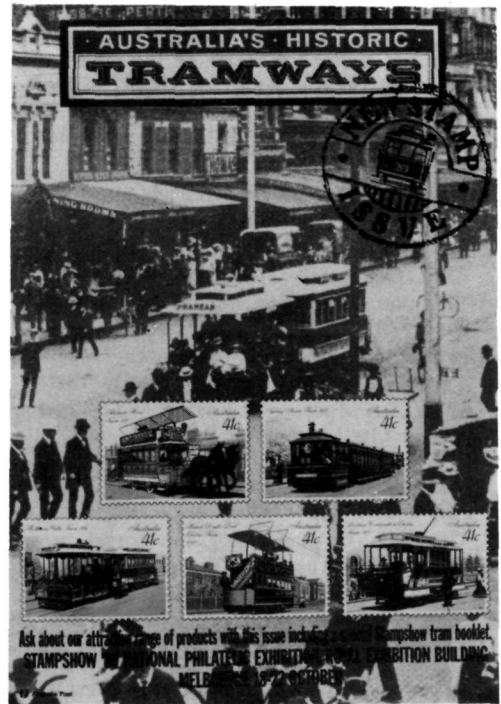
Friday 15 June

Alternative routes back to Christchurch.

1. Bus via Mount Cook, the highest mountain in New Zealand, along a route with magnificent scenery, through to Christchurch. 2. Bus to Dunedin then train to Christchurch.

Saturday 16 June

Day return trip by train from Christchurch to Greymouth on the "Tranz Alpine". This incredible railway travels 44 miles over the Canterbury Plain to Springfield, then rises to 2417 feet ASL at Arthurs Pass, traversing river valleys, along mountain sides, over viaducts and between snow covered alps. On leaving Arthurs Pass it travels through the 5 mile long Oira Tunnel which, on completion, joined the two



This attractive poster was produced by Australia Post for display in post offices to advertise the new stamp issue.

sections of the line which had been constructed as early as 1874. The section from Arthurs Pass to Oira is electrified to assist operation on the 1 in 33 grade. After Oira the railway enters Westland and runs beside wide rivers and through bush country. It is a trip not to be missed. On return to Christchurch another social night with the Ferrymead people can be arranged.

For any who may wish to return to Australia on this day, the air services are: Christchurch to Sydney at 4.55pm and 6.05pm, and Melbourne at 9.00am. The train from Greymouth will not be back in time for any of these services.

Sunday 17 June

Day at Ferrymead then by air to Australia. Christchurch to Sydney at 4.55pm and 6.30pm, and Melbourne at 4.25pm.

Options

We are offering three options:

Option 1: The Conference only, with forward travel on Friday 1 June and returning whenever you wish.

Option 2: The Conference, the trip to Christchurch and the weekend at Ferrymead.

Forward air travel on Friday 1 June and return on Saturday 9 June or Sunday 10 June.

Option 3: The whole itinerary. The Conference, the trip to Christchurch and the tour of the South Island.

Costs

These are still to be finalised in detail. COTMA will book air and rail tickets, accommodation, Dunedin based trail trips, and "Earnslaw". Accommodation will be in hotels of good standard, in shared rooms but not necessarily with private facilities. Persons requiring sole use of rooms can be booked as such, but from experience it is double the accommodation cost.

The prices below are in Australian dollars and do NOT include Conference fees, which will be advised later.

Option 1: \$552. *Option 2:* \$720. *Option 3:* \$1300.

Should you return to Australia Saturday on either Options 2 or 3, the cost would reduce by one night's accommodation.

Please understand that these costs are not final but certainly have been researched. It may be possible to reduce the air fare. Most accommodation houses charge extra for breakfast but adjustments will occur according to whether they do or not.

Railway employees in Australia get "free" travel in New Zealand and those eligible should make arrangements accordingly. Family groups can be booked together in hotels for a cheaper rate. Please let us know if you are in either of these two categories.

A North Island Tour

It is also possible to provide a PRE-Conference tour including a visit to MOTAT at



The only Australian stamp depicting tramcars, other than the five stamp 1989 set, was the one shilling 1956 Olympic Games issue, with trams as detail in Collins Street. MAX STERN & CO.

Western Springs in Auckland. The tour would cover that interesting country north of Auckland but the forward air fares would be more expensive since it would take place before the start of the off-season on 1 June.

Saturday 26 May: Fly to Auckland.

Sunday 27 May: At MOTAT.

Monday 28 May: Explore Auckland and ride suburban trains.

Tuesday 29 May: Bus to Paihia, ferry to Russell and back.

Wednesday 30 May: Bus through the forest to Darguesville then to Auckland.

Thursday 31 May: Silver Fern railcar through National Park and Raumiru spiral to Wellington.

Passports

You should be organising these now or soon.

Contact

For all enquiries for travel bookings, please contact Richard Gilbert, COTMA Tour and Travel Organiser, 3 Oak Avenue, Mentone, Vic 3194. Home phone (03) 583 8034.

Friends in Movement

Mr. Kevin Shea, previously Managing Director of the Metropolitan Transit Authority, is now Chairman of the Country Fire Authority. While at the Met, Kevin's sympathetic understanding and generous support for the work of COTMA and the tramway museums was highly appreciated. Thank you, Kevin, for your real and tremendous help. It was great to see and share with Kevin at Bylands on 24 September for the opening of the track extension. He is a CFA man from way back and seems very happy in his new role. I know that we all wish Kevin the very best.

Keith Allender has also moved. Keith was Production Manager at Preston Tramway Workshops, our liaison with the Shops, and a staunch and valued supporter of our work. Keith has been promoted to Jolimont Railway Workshops. To you also, Keith, go our earnest best wishes as you pursue your career. Thanks for your tremendous help at a time when it was truly needed and greatly appreciated.

Destination Boxes

COTMA recently took delivery of a number of surplus bits and pieces from Kew Depot which would otherwise have gone to the tip, and including some destination boxes with blinds. These latter are for sale from Keith Kings, our spare parts officer, for \$15 each. Phone Keith on (03) 836 4932. Thanks to Hugh Waldron (AETA) for initiating these opportunities.

ST. KILDA . . .



Australian Electric Transport Museum

Pit Extension

Work is well under way on major extensions to the maintenance pit on the Workshop. The old pit of 3.6 metres in length is being extended to 11 metres. This will more than adequately allow free movement under our longest tramcar, H1 type 381, which is 56ft 4 in. long. Pit access will be by a set of steps at each end. Small alcoves are being built into each side wall at approximately the half way point to enable easy access to certain underfloor equipment such as PC5 controllers. The pit rails will also be removable at this point to allow an obstruction-free area for the lowering of heavy equipment

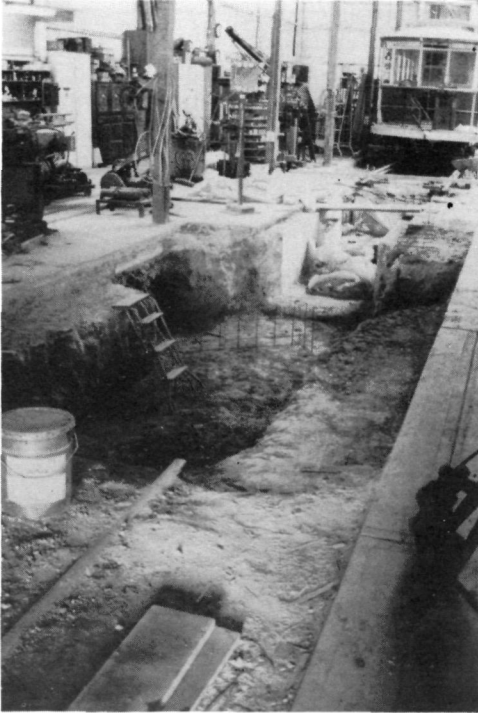
such as compressors into the pit. The old pit has been almost inaccessible in recent years without shunting of the cars normally stored on the workshop track (Road 2). This became more difficult when cars were partly dismantled for restoration.

To contain costs the excavations were dug by hand! Ian Seymour, John Pennack and Chris Dunbar toiled away for several weekends with some assistance from other members and CSO workers. An old pneumatic track tamping unit was effectively adapted as a digger. The unit was also used to break concrete — the old pit ends



Ian Seymour is using the pneumatic digger to excavate the western (and longer) extension of the workshop pit. The limited size of the former pit is clearly evident.

PAUL SHILLABEER



Another view of the western extension of the pit showing the excavations of the alcoves to allow easier access to certain car underfloor items. Car 42, a long term restoration project, is at the rear.

PAUL SHILLABEER

had been substantially constructed by members back in 1968! The cement floor has been laid and formwork for the walls has been constructed. The formwork was constructed by Building Technology students from Marleston TAFE as part of their formal training. The AETM has purchased a small cement mixer to do its own mixing in smaller controllable rates.

Some careful shunting of cars was required to allow access to the pit area during construction. Unfortunately H car 355 has been required to live out during the reconstruction and has been stabled on Road 7 in front of the new depot. Car 42 is the only tram remaining stabled inside the workshop on Road 2. Cars 118, 186 and 303 just squeeze into Road 4.

Track Maintenance

Mar Skinner and Peter Perin have continued the general track maintenance programme over the past few months with some assistance from the Salisbury Council and CSO workers. Council workers have excavated earth from each side of the track in the vicinity of the playground to enable easier access for sleeper replacement. Identification and replacement of poor sleepers in this area became rather difficult in recent years as soil washed from the playground "hills" has gradually covered the track.

Peter Perin has also been busy scouting the countryside for track accessories for the gradual upgrading of the line. Included in his hauls from railway yards at Murray Bridge, Balhanna, Riverton, Balaklava, Kapunda and Eudunda are ballast picks, spiked snatches, mechanical jacks,



Ian Seymour uses one of our ex-MTT 600 volt DC portable tramway welders to weld a length of angle iron used to repair one of the main depot support poles.

PAUL SHILLABEER



The cement floor for the western pit extension was laid in two stages. The section in the centre of the photo has been laid while wire mesh for the second section is in place.

PAUL SHILLABEER

crow bars, ample supplies of 50lb switch blocks, 60lb single lip bed plates, 60lb fishplates and several hundred 4 inch dog spikes.

Administration

The absence of a major Government funded project (ie: restoration of cars 264 and 186, and construction of the Display Gallery) has enabled the AETM to review all programmes and reassess our strategic priorities. As a consequence, a number of Executive Sub-Committees have been busy planning and organising our short and long term priorities. The Sub-Committees include track and overhead, site and safety, rolling stock, operations, and publications and catering.

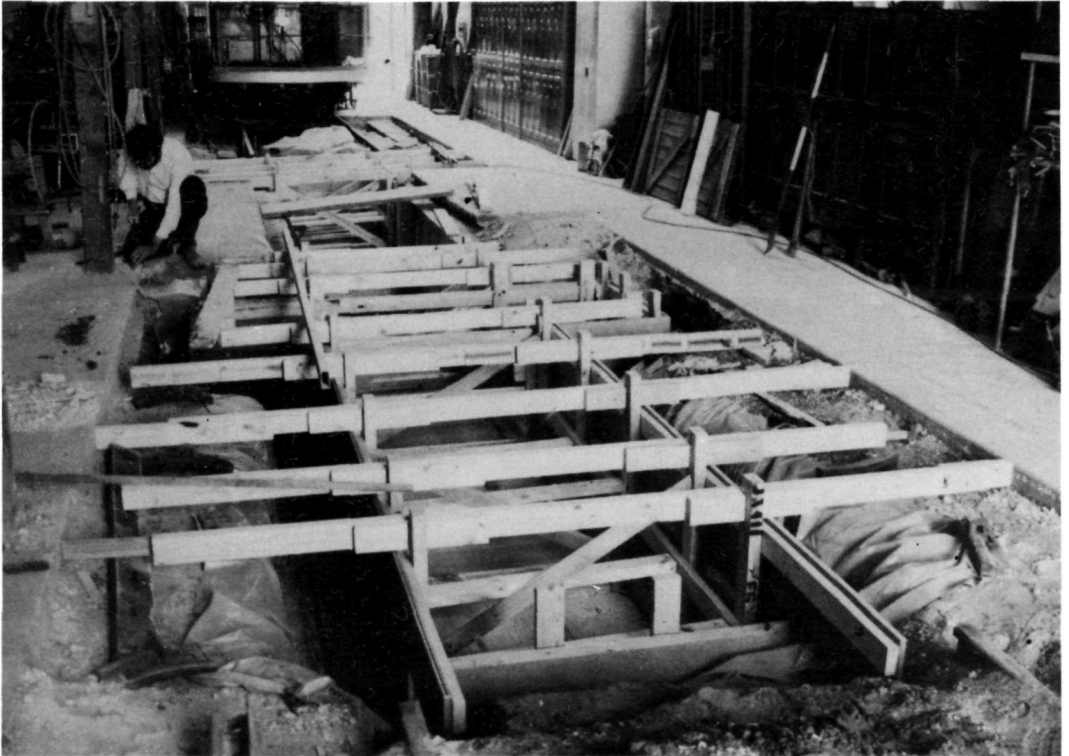
Other News

The oil store has been relocated from near the rear of the workshop to a safer place some distance behind the trolleybus shed. The recently acquired cement mixer has been used to provide a floor for the oil store. The space vacated by the oil store will be used for the re-erection of the welding shed which was dismantled a few

years ago to make way for the new Bodyshop building.

A start has been made on repairing some of the wooden support poles in the main depot. These former tramway overhead poles were erected in the early 1960s and some of them are starting to deteriorate.





The formwork constructed by Building Technology students from Marlestone TAFE for the new pit walls

PAUL SHILLABEER

WHITEMAN PARK . . .

Perth Electric Tramway Society



Activities at Whiteman Park settled back to a rather more leisurely pace after the very hectic months leading up to Rally Australia (*TW* Nov 89).

As in previous years, spring in 1989 has been the period of peak passenger numbers for the year, even without including the Rally. A second service car was often required on Sundays, and traffic levels were generally higher than in the corresponding period in 1988.

Special hires have been increasingly popular during spring —one on Friday 3 November required the use of four cars. a special service was also run on Melbourne cup day.

Track Upgrading

Good progress has again been made in this major works programme by Ron Waters' track gang.

A trial 80 metre section of straight track between Triangle East and Bullpen Crossing was respiked to 5mm under gauge. This has led to substantially better riding qualities and as a result, this policy has been adopted for all future upgrading of straight sections. The curve at Bullpen Crossing has now been realigned, double spiked, lifted and packed to improve its camber, with excellent results.



Tracklaying on the new fan for the tram body storage shed was almost complete on 18 October 1989. The rail at right remains to be spiked.

MIKE STUKELY

Further ballasting has been carried out on the Trade Village to Central Station curve and on the straight leading up to Central.

The final stage of the track upgrading will be undertaken in February on the section running north of Triangle Junction to the Trade Village level crossing.

Tram Body Storage Shed

In addition to the main line track upgrading, an intensive effort has been put into the construction of the new fan for the tram body storage shed.

By October, the laying of the turnouts was complete and the first two shed roads had also been laid. After the following weekend's work, all four shed roads had been laid, with just one rail still to be joined and spiked. This was soon finished off and ballasting was then carried out on the whole of the new fan, the four shed roads and the east end of the original carbarn fan. A total of 423 tonnes of roadbase was used.

The whole area now looks very tidy and well presented, and a major advantage is that road vehicles (including the tow truck and tower wagons) now have easy access throughout.

On 11 October, W2 car 368 became the first tram to venture onto the new fan under power, using the wandering lead. (The body of Kalgoorlie 4 had been moved into the shed in September). A number of minor problems of adjustment were pinpointed and these were remedied on subsequent weekends. Wiring of the new fan and shed is not planned at this stage.

With the new shed at last fully ready for occupation, the opportunity was taken to move in the bodies of two single truck trams, Perth B 46 and Fremantle 14, as well as several spare trucks, on 11 October. This has freed much-needed space in the carbarn. The new car storage shed will be officially commissioned at the same time as the commissioning of Fremantle car No. 29 early in 1990.

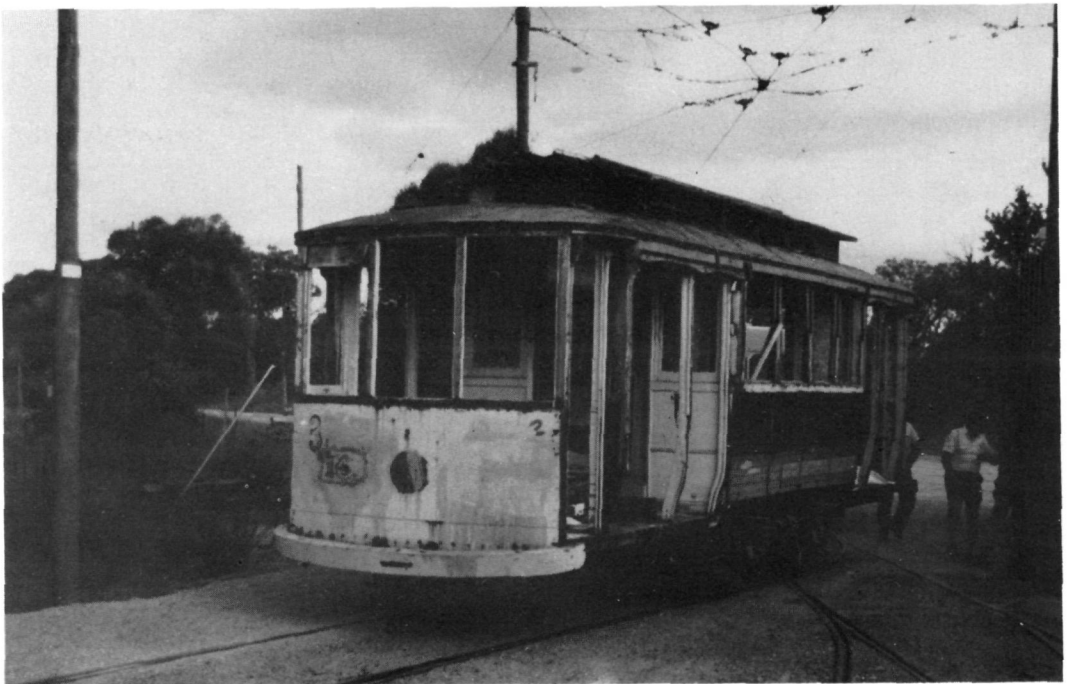
Overhead

For some time, the condition of the poles along the bullpen Curve (Triangle Junction to Entrance section) has been causing concern. These poles have proved to be too thin for the forces exerted by the overhead on this curve and have developed pronounced bends.



Useful parts for the restoration of our Western Australian trams are continually coming to light. On a salvage trip to Hamelin Bay on 4 November 1989, Paul Edwards and Harold Carr cut the bolts to dismantle a stress-bar from a Perth bogie tram. Eight Perth tram bodies were placed in this caravan park in the early 1950s; all had been sold and removed by the mid-1970s.

MIKE STUKELY



The body of Fremantle Municipal Tramways single truck car 14 on its way from the Car barn to the Car Storage Shed on 11 November 1989. It was supported on sleepers on a Melbourne No. 9 truck and towed by the former Perth MTT tow truck, which is obscured in this view.

MIKE STUKELY

In early November, new pole positions at closer spacing were marked out by Duncan McVicar and visiting Brisbane member, John Lambert. On 11 November, 10 new poles were trucked to these positions. They were measured and marked, then on 2 December the holes were bored and the new poles erected. This job was completed in the morning with the assistance of two trucks — one equipped with a hole-borer and one with a crane.

The wiring is expected to be transferred to the new poles during the February shut-down.

Further adjustments to the carbarn fan overhead have been carried out, and one additional pole to the east of the Car Storage Shed has been repositioned and back-stayed.

Fremantle 29

A number of time-consuming tasks have continued in the restoration of this car — the replacement of broken exterior window timbers; the filling and finishing of surfaces; preparations for the installation of seats; and the restoration of the air-pressure gauges (ex Melbourne 6W)

Lifeguards and brackets have been made and prepared for fitting.

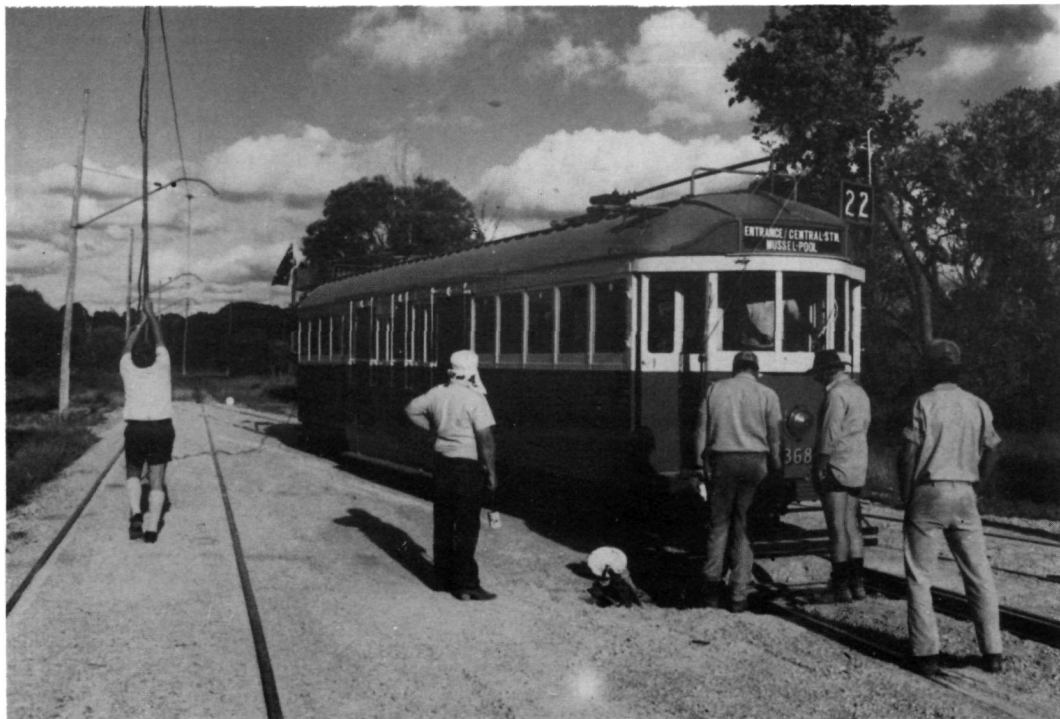
New Acquisition

The body of Perth C class single truck car No. 61 was transferred to Whiteman Park, on permanent loan to the Museum from the WA Department of Conservation and Land Management, on 20 December. Built in 1913 and listed as “scrapped” in 1932, this class of car had long been thought to be “extinct”. Full details and pictures will in the next issue of *Trolley Wire*.

Other News

In the twelve months to 31 October, Marin Grant has managed to raise \$954.60 for the Society through the collection of cans, bottles and scrap metal for sale. This brings his grand total, after just three years, to \$2881.55 — a magnificent effort.

The southern fence in the backyard has been cleared ready for the southward extension of the compound. This also necessitated moving Melbourne 6W, which now resides temporarily in the carbarn.



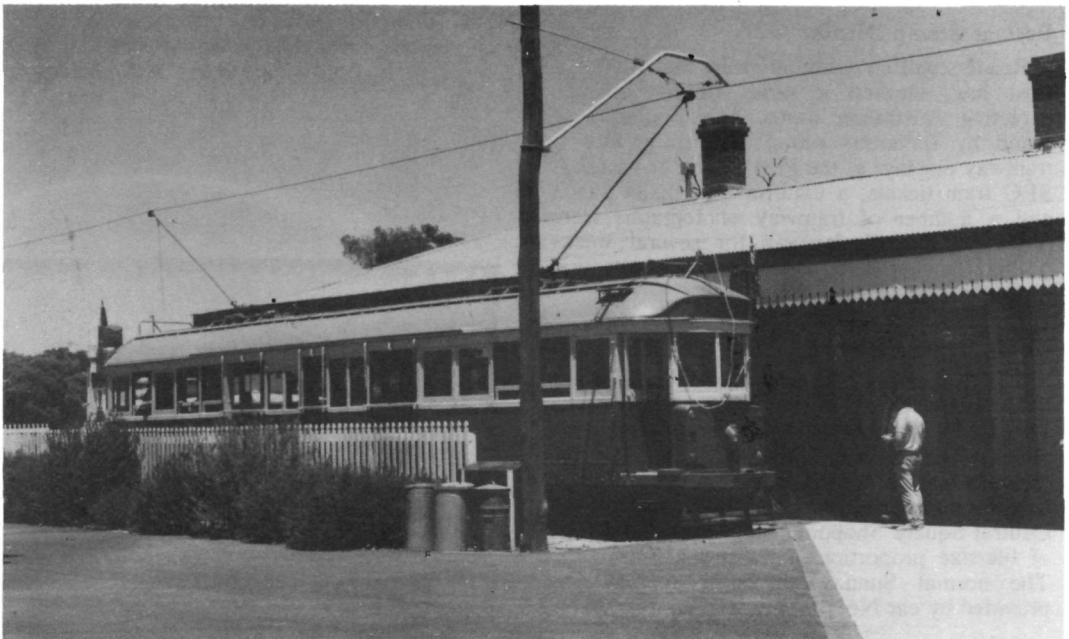
W2 class 368 is driven very slowly by Lindsay Richardson onto the newly completed and ballasted fan leading to the Car Storage Shed, while John Shaw (left) moves the wandering lead forward on the main line overhead. 11 November 1989.

MIKE STUKELY



John Shaw, assisted by other members, has developed the members' Leisure Garden to the north of the Car barn fan. A very successful Christmas function, organised by Social Officer Martin Grant, was held there on 16 December.

MIKE STUKELY



W2. 368 has just arrived at the Central Station terminus and the conductor chats with a passenger as the motorman changes ends.

PETER HALLEN

BALLARAT . . .

Ballarat Tramway Preservation Society



Annual General Meeting

The Society's Annual General Meeting was held at the depot on Sunday 15 October 1989, and was attended by 25 members. There was no requirement for an election so the Board was declared re-elected. One important change has been made to the composition of the Board: Frank Harahan has stepped down from the position of President due to work commitments. Richard Gilbert has taken over the position of President and Chris Jacobson is now Secretary.

At the meeting Frank was thanked for his contribution as the Society's President since 1976. During this time the depot has been extended, the tram fleet doubled and various restoration projects completed by a paid workforce.

At the conclusion of the meeting the customary members' tram ride to inspect the line was made in car No. 38, after which afternoon tea was taken in the depot.

Postage Stamp Display

Readers will no doubt be aware that Australia Post has released a series of five stamps depicting Australian trams. Our Society was asked by Ballarat's postal staff to provide a tramway display at the Post Office. A cashbag, SEC tram tickets, a uniform cap, ticket punch and a number of tramway photographs were provided. The display ran for several weeks during October and attracted much attention from the public.

Teddy Bears' Picnic

The Ballarat Children's Home organised a teddy bears' picnic in the Botanic Gardens on Sunday 29 October 1989 as part of Children's Week. The Society provided rides for the children and a special tram, car No. 27, was used for an hour after lunch. "Kidspac", of the Central Square Shopping Mall, provided a bear of life-size proportions as a further attraction. The normal Sunday passenger service was provided by car No. 40, and later by No. 26.

Rolling Stock

Work continues on the restoration of horse

tram No. 1. The windows have been fitted in the saloon, and the steps to each platform are being made and installed. Hanger castings for the bell strap, featuring the initials of Duncan & Fraser, have been made up from an original supplied by Doug Bunker of the Victor Harbor horse trams. Canvas has been received for the re-canvassing of the roof.

The dropcentre floor of No. 39 was found to be in poor condition, so a new floor has been fitted and covered with malthoid.

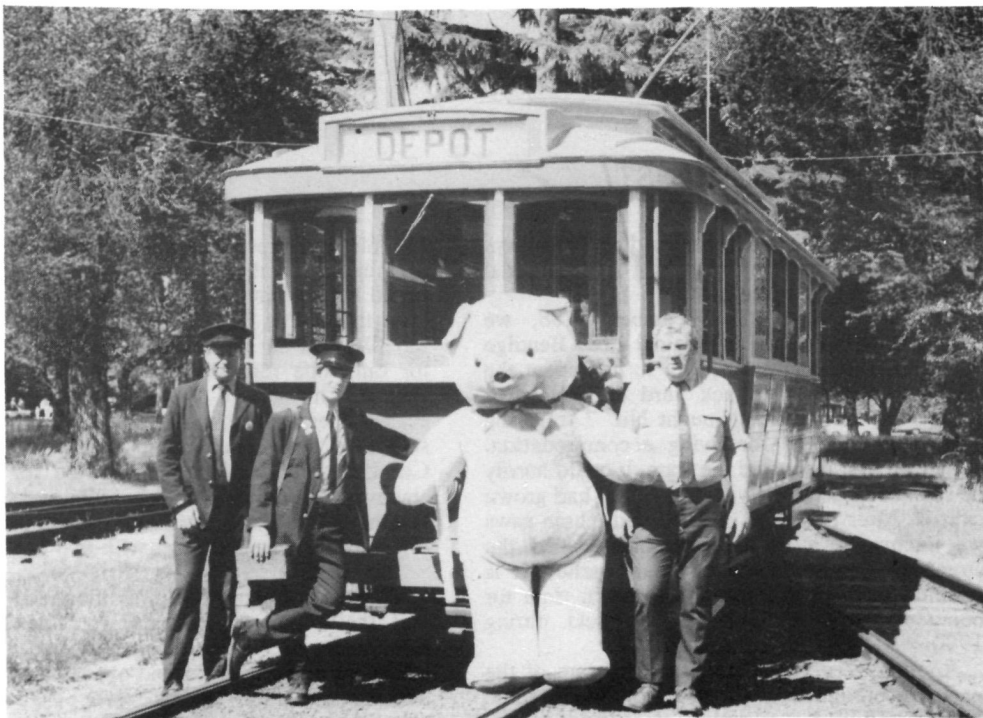
Car No. 13 is being prepared for a new coat of paint.

Around the Depot

Lockers and filing cabinets have been obtained to enable the archives to be properly stored at the depot.

Jackie Edwards, who has been a full-time and part-time member of the paid restoration team since February 1985, recently moved on to full-time employment. Her place has been taken by long-time BTPS member Barry McCandlish.



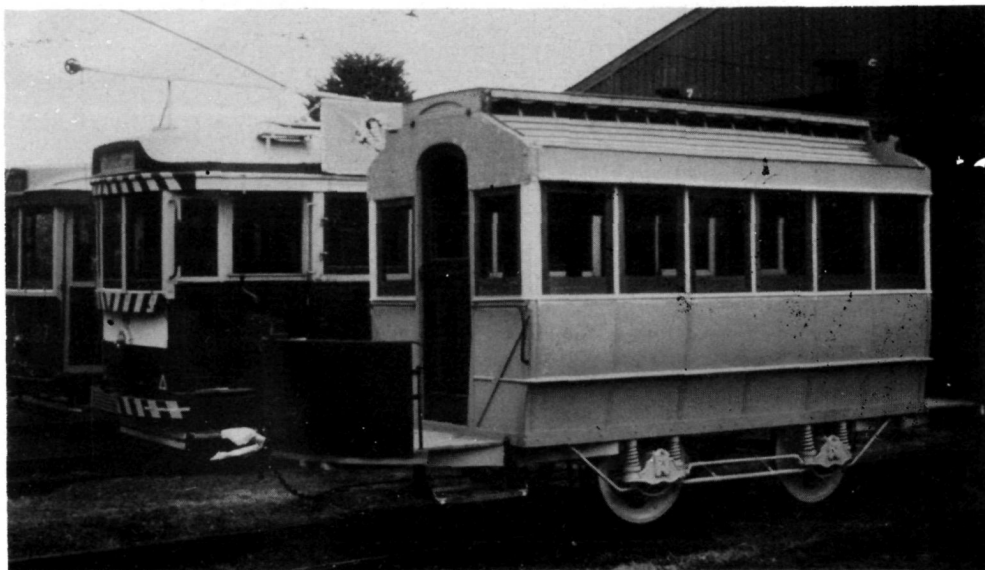


The 'Kidspace' bear and friends. From the left are Richard Gilbert, Phillip Bertram and Peter Walker, with car 27 on 29 October 1989.

ALAN BRADLEY

Horse tram No. 1 pictured with cars 28 and 40 on 15 October 1989.

RICHARD GILBERT



BENDIGO

THE BENDIGO TRUST

In the last few months the Bendigo Tramways have been successful in acquiring some original Bendigo trams from the past.

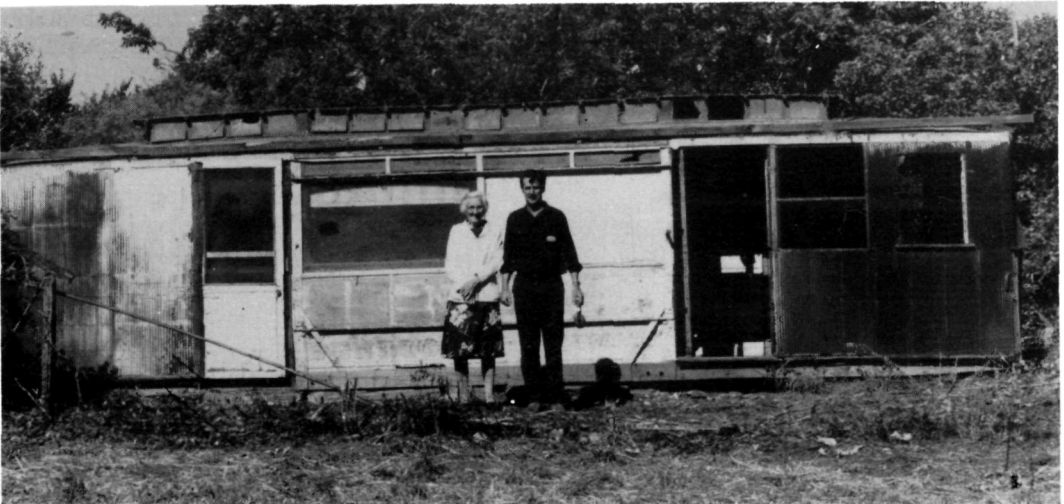
On Wednesday, 21 December 1988, we brought into our depot an original 1903 Bendigo single truck car. This car, No. 7, had spent the last 56 years in the back yard of a Bendigo home. The owners had bought No. 7 from the tramways in 1933 for living accommodation. When we first inspected the tram, it could hardly be seen because of the vegetation that had grown over it. After two days of work with chain saws we uncovered a tram which had graced the streets of Bendigo some 85 years earlier. It is planned to have this tram restored in time for our Centenary of Trams to be held during 1990.

Another very significant Bendigo tram of the past was brought into our depot on Wednesday, 19 April 1989. It was battery electric car No. 3, and was among the first trams to arrive in Bendigo in 1890.

Eight battery cars were imported by the Sandhurst & Eaglehawk Electric Tramway Co. They were constructed by the Anglo-American Brush Co. of London and assembled in Bendigo.

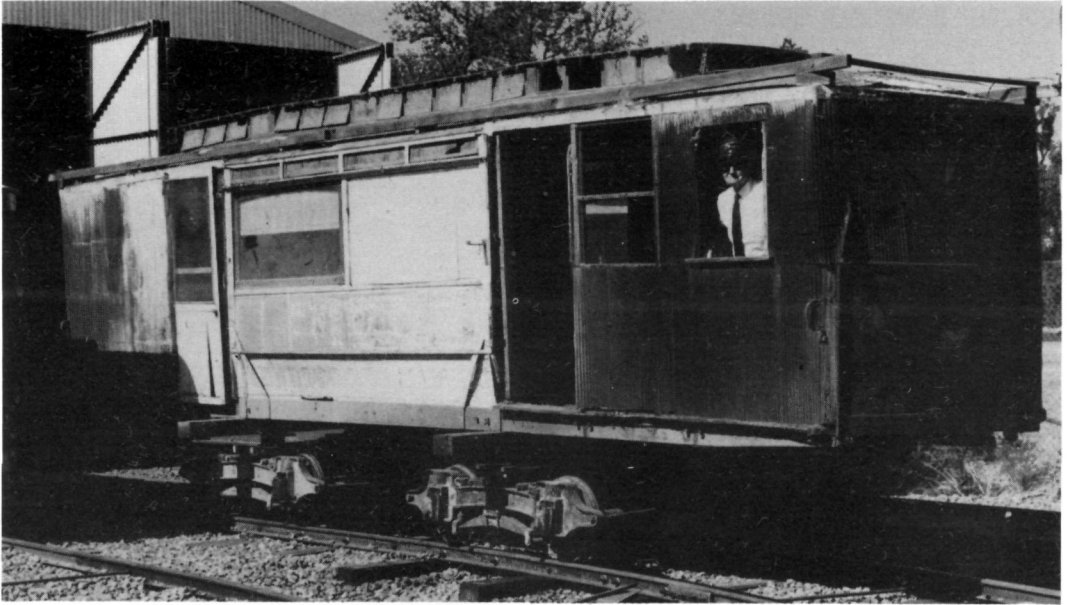
Trouble was experienced from the outset, and it was reported that only two of the eight cars were tested before leaving England, and then only on level track. The batteries were supposed to last for 30 miles on each charge, but usually lasted for only one return trip —about 8-1/2 miles! Failures in service were frequent and they ceased operation after only 14 weeks. They were sold to a new concern, the Bendigo Tramway Co. Ltd, who had them converted for use as steam tram trailers. The rebuilding consisted of lengthening the end platforms and replacing the original four-wheeled truck with two bogies.

The steam trams had limited financial success and the company sold out to The Electric Supply Co. of Victoria Ltd which electrified the steam tram line in 1903 and opened new routes. The steam tram trailers were used behind electric cars for a couple of years until replaced by former horse cars from Ballarat. The bogie trailers were scrapped between 1910-1913. Battery car No. 3 was converted and renumbered as steam trailer No. 2. Although the tram is in very poor condition, the number is still identifiable and it still has its bogies.



This is what was revealed on 22 December 1988 after two days work with chain saws cutting the vegetation away. Original 1903 vintage Bendigo electric car No. 7 had rested here for 55 years.

DENNIS BELL



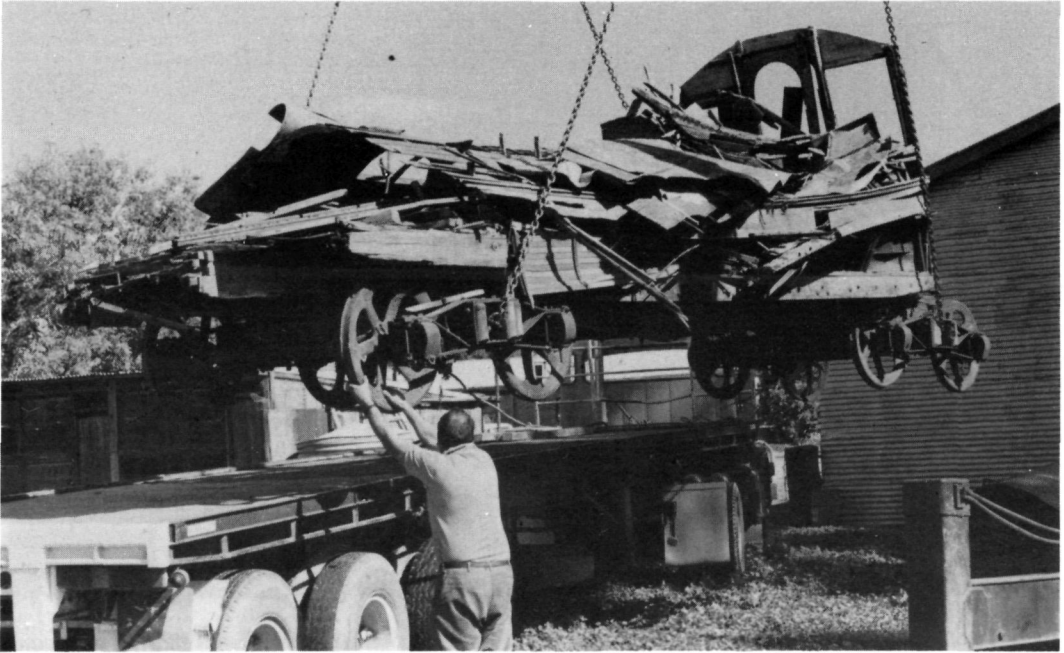
21 February 1989 and Bendigo 7 is back on the rails. No. 7 was built by Duncan & Fraser in Adelaide in 1903. It is 30 feet 3 inches long and rode on a Brill 21E truck.

DENNIS BELL



This photo of Bendigo bogie steam trailer No. 2 (formerly single truck battery car No. 3) was taken on 19 April 1989. It had been on the property of an Elmore farmer for some sixty years.

DENNIS BELL

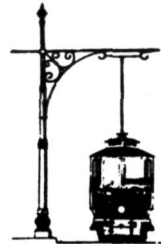


The 99 year old vehicle is hoisted aboard a semi-trailer for the trip back to the Bendigo Tramways depot.

DENNIS BELL

LOFTUS . . .

South Pacific Electric Railway



Works Report

The cladding of the walls of the display building extension facing Pitt Street and the railway was completed by the contractors on 13 October 1989. The brick wall on the Tramway Avenue side cannot be erected until we have built the concrete retaining wall to floor level.

Our two temporary sales buildings have been moved to beside the restoration building in Tramway Avenue on Saturday 11 November. They have been moved to enable work to be carried out in the area they formerly occupied.

The maintenance pit on Road 2 of the depot has been completed to the stage where the rails have been laid over and extended beyond the pit site, providing much needed additional storage space.

Work is progressing well on the reconstruction of Ballast Motor 93u at Maitland. Two new cab roofs have been built separately by a professional carriage builder and are at Loftus ready for transporting to Maitland when required.

R1 class car 1971 is in the workshop for restoration work to be done. A heritage grant was received some time back for this work to be carried out. Geoff Spalding, a professional coach builder, is being employed on Saturdays to carry out much needed roof repairs to this car. All the fascia on the western side and from each end has been removed and new roof timbers are being fitted where required.



R1 class 1971 undergoing roof repairs in the workshop. The fascia on the visible side of the car has been removed and coachbuilder Geoff Spalding is replacing rotted and damaged roof boards.

BOB MERCHANT

Members' Open Day

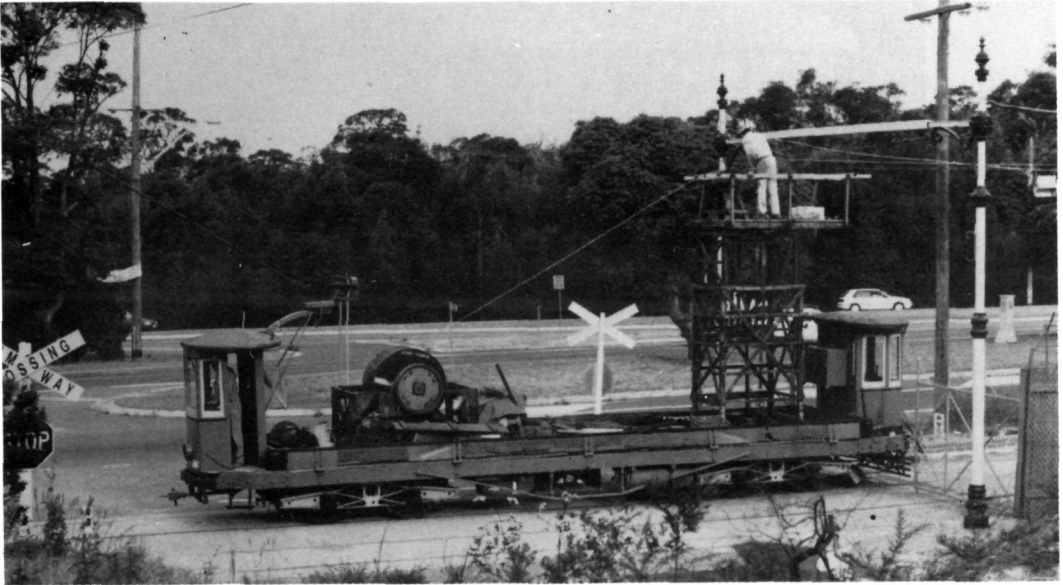
The annual Member's and Friends' Open Day was held on Saturday 2 December 1989. During the morning, in keeping with the tradition set at the old Park site, a lineup of all operable trams was organised. For this event, sixteen vehicles were involved, including the grinder and 99u which normally do not carry passengers, but did on this occasion! Another six operable cars were in the Display Hall but could not be moved out for this year's display. They may have to wait for the traverser to be installed.

Multiple unit operation with O class 1111 and O breakdown car 141s (ex 1030) proved very popular and made a number of runs during the afternoon.

Santa Claus made an appearance for the younger family members and, as usual, arrived by tram.

More than forty stayed for the evening barbecue in the picnic area, and tram riding and driving continued into the night.





Overhead line car 99U moves across Pitt Street, Loftus during the erection of overhead wire for the second track on 7 October 1989.

BOB MERCHANT

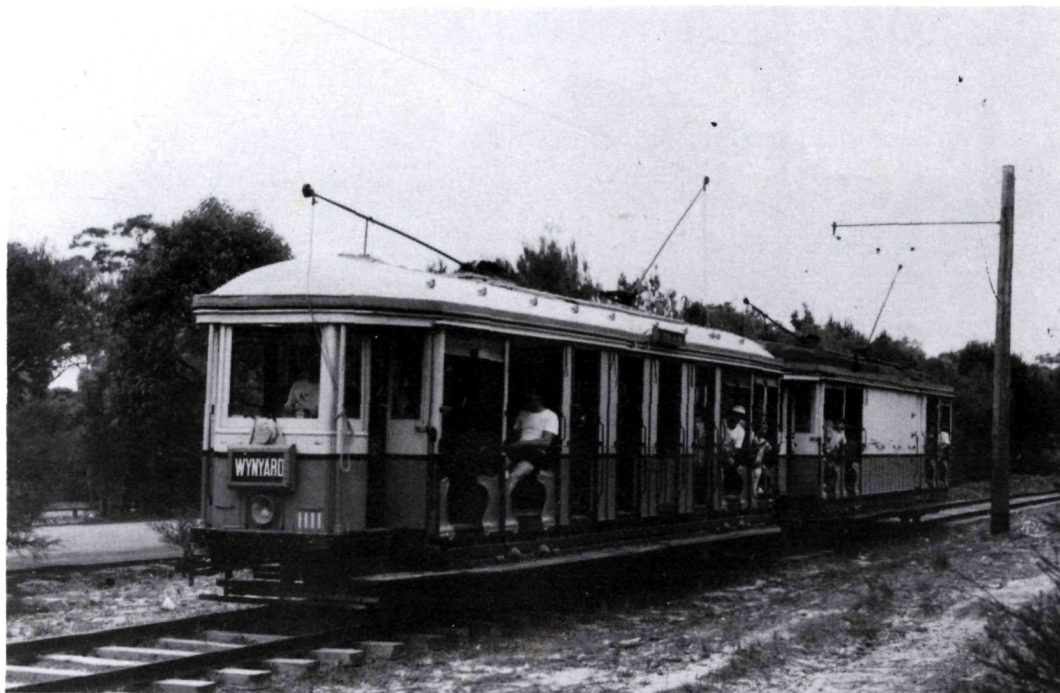


The lineup of sixteen vehicles on Members Day, 2 December 1989. All operated under their own power and included two which normally don't carry passengers, 99U and Grinder 2.

BOB MERCHANT

MUSEUM DIRECTORY

BALLARAT	Ballarat Tramway Preservation Society Ltd. P.O. Box 632, Ballarat, Victoria 3350
BENDIGO	The Bendigo Trust P.O. Box 333, Bendigo, Victoria 3550
BYLANDS	The Tramway Museum Society of Victoria Inc. P.O. Box 27, Malvern, Victoria 3144
FERNY GROVE	Brisbane Tramway Museum Society 20 Tramway Street, Ferny Grove, Queensland 4055
GLENORCHY	Tasmanian Transport Museum Society Inc. G.P.O. Box 867J, Hobart, Tasmania 7001
HADDON	Melbourne Tramcar Preservation Association Inc. P.O. Box 324, Prahran, Victoria 3181
LOFTUS	South Pacific Electric Railway Co-operative Society Ltd. G.P.O. Box 103, Sydney, New South Wales 2001
PARRAMATTA PARK	Steam Tram & Railway Preservation (Co-op) Society Ltd. P.O. Box 108, Kogarah, New South Wales 2217
RUTHERFORD	Newcastle Tramway Museum Ltd. P.O. Box 82, Jesmond, New South Wales 2299
ST. KILDA	Australian Electric Transport Museum Inc. G.P.O. Box 2012, Adelaide, South Australia 5001
WHITEMAN PARK	Perth Electric Tramway Society Inc. P.O. Box 257, Mt. Lawley, Western Australia 6050



Coupled set operation. O class 1111 and O breakdown 141s (ex 1030) ran in multiple unit during the afternoon of 2 December 1989. Despite overcast weather during the afternoon, it did not rain

BOB MERCHANT



a sper magazine