

"FARES PLEASE"

MAY 1983

PO Box 632, Ballarat 3350

NEWS OF THE BALLARAT TRAMWAY PRESERVATION SOCIETY

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New Members: We welcome the following new Members to our Society and trust they will enjoy their Membership with us:-

<u>Number</u>	<u>Name</u>	<u>Location</u>
575	A. Chapman	Bungaree
576	L. Richards	Beaufort
577	J. Belfrage	Preston
578	K. Welsby	Preston

Graham Jordan, the Membership Officer will be mailing the 1983-4 Membership Renewal Notices in either June or July and we take this opportunity in asking you to renew your Membership with us. After being \$5 for some years the Board has raised the Membership Fee to \$6. This has been necessary in line with inflation in the community.

The car with a trailer: Bill Scott answered our appeal for a car with a towbar to take the parts of the 'B' class tram that the society had in store at Mentone to Ballarat. One drop end roof, window frames, saloon mirrors and a saloon door along with moulded interior saloon advertising boards and many other fixtures were ably delivered to our tram depot. Peter Allen, who is rebuilding tram 26, has particularly welcomed the delivery of these materials and we all thank Bill Scott for hauling them to Ballarat.

Thanks also to Dave Mickle and Colin Rosewarne who also offered a car with a towbar.

Souvenirs: Our order of souvenir teaspoons has arrived and they are considered excellent. The photographs of the tram in the Gardens has reproduced with great detail and the spoon itself is a good design. Each spoon is individually boxed in a plastic case with a clear top and the spoon sits on a red foam layer in a white plastic base. The price of these is \$3. Postage is 60c for up to 3.

The Sales Department has just re-ordered the following enamel badges. 'R' class steam locomotive, Orange 'B' class diesel electric locomotive and the V.R. Comeng suburban train. Other badges in stock are V.R. Silver suburban train, 'Polly' tank locomotive, 'Y' class diesel electric locomotive and Ballarat trams 27 (single truck) and 38 (Maximum traction). Postage for these is 27c for up to 5.

A new postcard showing trams 38 and 27 passing at the Gardens Loop has been ordered.

Restaurant Car: The charter for the 'Theatre Historical Society' tour on Sunday 3rd April was a great success when 15 members of that group, on a tour of Ballarat theatres as part of their Easter Convention, had their lunch on tram 38 whilst travelling through the Gardens. Under the leadership of our Member Ian Hanson, who is also President of that group, the passengers consumed a variety of sausage rolls, pies, pasties, sandwiches, cakes and biscuits along with tea and coffee whilst travelling along Wendouree Parade at a time when two trams were providing the 'normal' service because of the Easter crowds.

A number of those from the convention came from Sydney and were doubly impressed at the novelty of eating lunch in this way plus having a good old fashioned tram ride. A photo of this event may appear in 'Trolley Wire' magazine in the future. The Sales Department was well patronised after the tram ride. Our thanks to Stephen Butler, Chris Jacobson, Peter Winspur and the others at the depot who made the day such a success. Special thanks the Aileen Chapman who excelled in the cake baking section for her much sought after cakes and scones. Thanks also to Graham Davis of Davis Bus Service who made special arrangements for the group to travel to and from the Gardens on the ordinary bus service.

Company Car: The Society has acquired a motor car for use around Ballarat. A group of members has donated a 1959 Morris 1000 and this is based at David Macartneys' house. The car will be particularly useful in providing transport between Ballarat and the Society residence at Bungaree now that passenger trains do not stop there. The car will also be used to

run the many errands around Ballarat by a number of members who travel to Ballarat by train and presently have to rely on local members cars for transport. We are now well off in the business world in having a Company Car.

Press Clippings: A page of Press Clippings is included in this mailout. These have been reproduced with the help of Member Tony Sell who has access to the necessary reproducing equipment and the Board thanks him very much for his offer to help us. A reminder to Members that if you find any interesting clippings please forward them to the Society.

Depot Works: The major task undertaken since our last report has been the relocation of tram 39 inside the depot. Rails were laid behind 39 to the rear of the depot and this tram pushed onto the track. The lightly constructed track that had 39 sitting on it at the front section of the depot was demolished and a more permanent track laid. This effectively will complete the laying of No.6 road in the depot building. The whole task was accomplished during the Anzac day weekend with an excellent turnout of workers on the Sunday. Our thanks to Peter Allen, Geoff Cargeeg, Rolf Jinks, Graham Jordan, Trevor Kruger, Barry McCandlish, Dave Macartney, Paul McDonald, Andrew Mitchell, Lindsay Rickard, Daryl Soden and Howard Stoney.

Arrangements have been made to cart surplus rails of the wrong type or shape, some point castings and other 'junk' to the Council Depot and bring back sufficient straight rail to give enough rail on hand to complete the laying of the final two depot tracks. A complete study of track and space requirements inside the depot has been made and to give sufficient flexibility within the depot it will be necessary to transfer 39 from 6 road to 7 road. It is planned to carry out this job around October. Preparations are currently underway to lay 6 road outside the depot and connect it with the portion already laid across the level crossing.

Tramcar Maintenance: Work continues on the trams in what seems to be a never ending story, with only slight changes in the plot and characters.

18 - Warren Doubleday is nearing the end of the task of rejuvenating the braking system. Some of the work had to be done at Miller Brothers Engineering Works in rebuilding or replacing excessively worn parts. The waist level ply panels that were water damaged inside the tram have been replaced and David Macartney continues to repaint the tram. Most of the exterior work has been completed.

26 - Peter Allen continues on the rebuilding of the end saloons having spent a couple of weeks of his Annual Leave working on the No.2 end. The Motormans bulkhead at both ends are now almost complete except for the window frames and some minor items.

27 - One of the hazards of tram car operation is dewirements and if circumstances are 'right' serious damage can result to a tram. A recent dewirement did cause some damage to the roof of 27, although it was minor, it was another job to be completed. The trolley pole made a small hole in the roof of 27, over the No.1 end Motormans cabin. It took Graham Jordan a few hours to replace a couple of roof slats and patch the canvas in the roof. It was amusing to note that the 'tramway rumors' which emanate from time to time had enlarged the hole to massive proportions extending, in some cases, all the way to the floorboards. While Graham was at work he noted that the S.E.C. or perhaps even the MMTB had suffered the same fate at some past time.

40 - Progress on this car is slow, although Rolf Jinks has commenced replacing the framing bars under the car which support the frame, and new cable to replace the current earth cable that connects the two motors, compressor and line breaker is being procured. It is hoped to have the wheels back from the MMTB within the next two months and now that the axle box patterns have been completed it is anticipated that we will be able to report more extensive progress on the rebuilding of the bogies for this tram soon.

661 - Repainting of this tram continues when time can be found in between other jobs.

671 - Andrew Mitchell is well underway with repainting the roof. After he completes this job he plans to start on painting the floors in various trams.

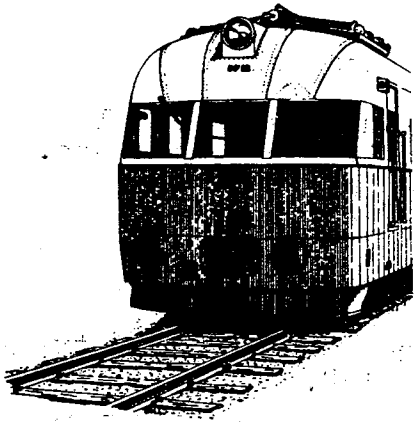
Next 'Fare's Please' issued in July

Sump Pump: Arrangements have been made to purchase a small submersible pump to replace the one in the No.4 road pit temporarily some years ago. This floating pump, which is actually a drink machine pump, has done an incredible service over the years but is finally wearing out.

Sleepers: To complete the track laying of 6 and 7 roads, and to renew some of the original sleepers in the access tracks across the park, arrangements have been made with the Geelong Steam Preservation Society to obtain 50 new sleepers - standard gauge size, not 3'6". It is hoped that these will be delivered in July.

May School Holidays: This season has just finished and the trams were run over the entire period from Saturday 7th to Sunday 22nd May which proved to be a very worthwhile venture. On most days at least 100 passengers were carried and on Wednesday 18th May 225 passengers travelled. On Tuesday 10th May the 'Ballarat Courier' published, on the front page, a photograph and article about our school holiday running. Thanks to all our members for their help in providing the tram service over this period.

Railcar Appeal: On the reverse of this page is a circular from the Geelong Steam Preservation Society seeking funds to enable them to purchase a 'DP' railcar currently in storage in Tasmania. We are pleased to assist this group and all the details are on the reverse of this sheet. The society operates the 3'6" gauge railway from Queenscliff to Drysdale with a variety of motive power and operates on Sundays. It is well worth a visit and a ride and we wish them every success in obtaining this particular railcar.



HELP RESCUE A RAILCAR

TASMANIAN GOVERNMENT RAILWAYS ARTICULATED RAILCAR

BUILT: 1950 by COM-ENG Pty Ltd.

LENGTH: 78 feet.

WEIGHT: 34 tons.

CAPACITY: 50 Passengers.

Six of the above railcars entered service on the Tasmanian Government Railways during 1949/50. Now only three remain:- DP 26 is in the Tasmanian Transport Museum, DP 28 is operating on our Bellarine Peninsula Railway at Queenscliff in Victoria and DP 29 is lying idle in Tasmania, waiting to be shipped to Victoria. Freight costs will total \$4,500 and we hope that YOU will help bring DP 29 across Bass Strait.

When the Australian National Railways disposed of all Tasmanian passenger rolling stock in March 1979, several railcars were sold and scrapped by fishermen who purchased them to obtain the Gardner engines. This society was fortunate to be able to purchase DP 28 with funds donated by a member. By 1982 we could afford to move it to Queenscliff where it soon proved its value to us. A diesel railcar is able to provide a train service on days of Total Fire Ban and on other days when a steam locomotive may not be available. The only shortcoming is the limited seating capacity of 50 passengers. DP 28 is designed to run in multiple-unit with its sister railcars to provide a 100 seat train under the control of the one crew.

Privately purchased from A.N.R. in 1979, DP 29 has now been offered for sale to us. We cannot afford to miss this chance to double our capacity for railcar operations. Unfortunately, we also need more cash to be able to meet the purchase and transport costs involved, hence this appeal. DP 29 will cost \$6,000 by the time it reaches the Bellarine Peninsula Railway. Initial donations have already raised the purchase price of \$1,500 and once the freight cost is in hand we will be able to proceed with the movement of DP 29 to Victoria.

Once on the Bellarine Peninsula Railway, DP 29 will commence carrying tourists over the 16km of track between Queenscliff and Drysdale on the beautiful Bellarine Peninsula. We already have obtained many spare parts for DP 28 (including two power bogies minus engines from scrapped cars). All we now need is your donation (and your spare time if you wish to become involved in the operation of these fine railcars)

Please make a donation no matter how large or small. Donations of \$2.00 or more are allowable as Income Tax deductions, so you may benefit by making a donation at the same time as DP 29 will. Cheques, etc. should be made payable to the 'Geelong Steam Preservation Society Museum Fund'. (Taxation Department ref: VJ 80/17)

----- SEPARATE HERE AND SEND TODAY -----

DP 29 APPEAL
P.O.BOX 166,
BELMONT. VIC. 3216

Enclosed is my donation of \$.....towards the preservation of DP 29

If receipt is required, please tick ()

Name.....

Address.....

... tend to become an architecture of ambivalence. Designers either love to do them, or hate it.



There is a local history of quality structures in our public gardens and cemeteries and some of the 100-year-old lavatories in Melbourne are even classified by the National Trust.

So it is not surprising that architects Denton, Corker and Marshall's new tram shelter, at the Flinders Street end of Elizabeth Street, shows signs of some attempt to make a building worthy of its prominent position.

The shelter, which is officially called a "modal interchange", is not large, but at least those waiting for trams at that busy intersection have a covering, although its ability to fully shelter is partial.

Such a building should protect people from the elements and contain them safely away from passing vehicles. It becomes a big umbrella shielding commuters from hot sun, wind and rain.

At least, that's the idea. This particular shelter is too

high off the ground to adequately provide protection except at its very centre. Because trams are high vehicles, the shelter roof is raised to account for the spidery electrical arms that power them.

The result at Elizabeth Street is a roof which will stop only that rain falling perpendicularly to the ground. Any angled rains fall under the roof and over those waiting for trams.

In a similar way, predominantly southern cold winds blow into the shelter unimpeded.

Of course, the past drought year in Melbourne has seen little rain, which highlights another requirement for the shelter to protect people from burning overhead sun.

But the architects have designed a clear glazed rooflight in the centre of this shelter which lets sun flood freely over the waiting crowds.

... considerations with which the architects were more interested.

Certainly the shelter's proximity to the mighty old Flinders Street Railway Station deserved consideration.

The architects have realized that and reacted by inventing a neo-classical, abstract interpretation of the Victorian monument.

By respecting the polychrome brickwork and neo-Romanesque architecture of that old building, with its arches, columns, pediments and domes, Denton, Corker and Marshall made a contextual link between the old and the new.

The shelter is constructed from pre-fabricated concrete sections shaped like giant ice-cream cones.

The cones are painted a murky ochre color with terra cotta brown trims striped over. The colors, like many adopted by the Tramways Board, are wrong. They should have been closer to those used on the Flinders Street station because that visual link is important and worth making strongly — which another color range would have accomplished.

... carefully end Elizabeth Street against Flinders Street, by reducing the bulk of the gay old station's facade and breaking down to a more human scale.

A cute contractor's box located at one end of the interchange is cleverly detailed, although not so neatly built, with aluminium window frames set flush with the wall — like a tram window. The metaphor works.

Brick paving distinguishes the asphalt roadway from pedestrian areas, although wet bricks tend to be slippery and uneven for shop-

pers struggling with both hands full to board a tram.

In that same vein, a larger-than-life rolled seat in the middle of the shelter is oversized. Although it works well for off-peak travellers, it gets in the way for peak-hour commuters.

It would be unfair not to acknowledge the generosity of the Tramways Board spending around \$400,000 to make travelling more comfortable and relaxed. So they should.

But \$400,000 buys a lot of umbrellas, and "modal interchanges" should, above all, shelter.

THE AGE, Tuesday 29 March 1983

The mystery of Melbourne's missing restaurant tram deepened on Friday when the Colonial Tramcar Company's application for a liquor licence was withdrawn at a hearing before the Liquor Control Commission.

A spokesman for the company said yesterday the application was withdrawn on legal advice, but would be resubmitted soon. He was confident the \$500,000 tourist project would go ahead, but declined to explain what the problem was.

The highly-publicised tram restaurant, hailed as a unique tourist attraction, has not been seen on city streets for several weeks. It began a series of promotional trips in January, but could not begin to operate as intended because it did not have a liquor licence.

The company had bookings up to six months ahead. The spokesman said people who had paid in advance for trips would have their money refunded.

For Irish-born entrepreneurs Paul Stephen-Daly and John Murphy the difficulties and delays in getting the world's first tramcar restaurant on the rails mean a bitter disappointment and heavy financial setback.

So far it has already taken them three years and \$500,000. The 51-year-old former green tram, No. 442, was transformed at the Preston tramway workshops into a maroon and gold thing of splendor, fitted out like a dining car from the historic Orient Express.

The partners had hoped to have it running from last year's Melbourne Cup Day. It managed an inaugural trip to Flemington, but there was a serious technical hitch.

The tram needed a special inverter from Europe to convert the 600 DC voltage on which the tram network operates into a regular 240-volt system for its galley and refrigeration.

This problem was overcome earlier this year and the tram is physically able to operate. What precise legal and regulatory conditions the project yet has to meet before it can be granted a tourist facility licence remain unexplained.

By arrangement with the Tramway Board, the restaurant tram was manned by regular crew fare and staff and could travel anywhere on the tramway network within convenient reach of South Melbourne depot and the pick-up point beside the Arts Centre.

The schedule provided for three or four pre-booked trips a day carrying up to 30 passengers in two and four-seater booths, with food and wine served by the company's own stewards.

VicRail

PRE-REGISTRATION OF TENDERERS

Rehabilitation of Overhead Traction Wiring — Melbourne Suburban Area

Preregistration of tenderers is required for the rehabilitation of 630 (approx.) single track kilometers of 1500V D.C. overhead traction wiring.

The contract will include the replacement of most of the major components of the system including insulators, droppers, registration assemblies etc., but will not include removal of supporting structures or the replacement of conductors except where directed.

It is intended that VicRail will supply the material for the initial phases of the contract service, and that the Contractor will be required to supply the material for succeeding phases. Major design input will be done by VicRail, minor design will be required of the Contractor.

The contract will be required to be completed within two and a half years from the date of letting of contract.

Interested tenderers are required to send representations to a meeting with VicRail staff to be held on 27th April, 1983 at which the objectives and scope of the contract will be explained.

Inquiries about the meeting and any other details should be directed to Mr M. J. Grady, Project Manager, Suburban Overhead Rehabilitation, Overhead Division, Electrical Centre, 52 Batman Avenue, Melbourne; Telephone (03) 664 2822.

Applications for pre-registration should be addressed to the Secretary, Victorian Railways Board and be deposited in the Tender Box, Room 308, Victorian Railways Administration Offices, 67 Spencer Street, Melbourne 3000 prior to 11.00 am on 11th May, 1983 or posted to the Secretary, Victorian Railways Board at that address in sufficient time to enable the application to be deposited in the Tender Box by the time and date stated.

Envelopes enclosing each application shall be distinctly marked:—

"Application for Rehabilitation of Overhead Traction Wiring Melbourne Suburban Area"

SOUTHERN CROSS, Wednesday, May 4, 1983

The Train Traveller's Association (TTA) has rebuked Transport Minister Steve Crabb, claiming he has released large sums of money for freeway extensions and gone back on promises made last year to the electorate on public transport.

It now appears that the sweetheart arrangement that existed between the Association and State ALP during the 1982 election campaign has ended abruptly.

In the TTA's April newsletter, president Dr C. Sowerwine attacked Mr Crabb's plan to run a light rail network from St Kilda to the city and said he was applying a "double standard" to the state transport issues.

"The CRB gets the goodies and public transport gets the press releases," said Dr Sowerwine.

"It's one thing for politicians to find themselves short of money to keep promises but spending money and time on freeways and other projects repudiates their previous made

"It can't be said that Mr Crabb is in the grip of the CRB/RACV/TWU axis."

The newsletter was highly critical of a Ministerial transport study of the St Kilda and Port Melbourne municipalities, a summary of which was released to the press early this year.

Basically, the study calls for replacement of the existing rail line with a light rail system similar to that in operation in a number of European cities.

The new system would do away with the rail bridge over the Yarra River and run light rail vehicles along—existing rights-of-way to Cleveland St South Melbourne, feeding into a Spencer St/Swanston St/Collins St loop.

The TTA was concerned that the study could pre-empt the 1983 Transport Plan and that it was being carried out with "insufficient haste and urgency."

"The report showed that what VicRail and Louis (the Louis Report 1980) had failed to achieve — namely closure of the St Kilda and Port Melbourne rail lines — the bureaucrats were recommending to the new Government and Transport Minister Crabb seems to have swallowed it hook, line and sinker," claimed the newsletter.

TTA secretary Les McIntyre visited St Kilda station last week and said the man who fought to save the St Kilda line (Mr Crabb) would now be responsible for closing it. He said Mr Crabb had been "backstabbed" by the bureaucrats.

"The most important aspect (of the planned light rail network) is that you will have Spence St as a rail line blocked with artificial double-bars and made from one end to the other," said Mr McIntyre.

"It will be frustrating for passengers locked into that ... it'll be one hell of a jam."

The Victorian Government plans to make big changes to Melbourne's traffic regulations to give trams priority over cars.

The proposed changes would make it illegal for cars to block the path of trams, and would prevent motorists from travelling along much of the length of Melbourne's tram tracks.

The new traffic scheme, drawn up by the Tramways Board and traffic authorities, will be discussed with local councils in the next few weeks, and could be operating by September.

Traffic authorities say the measures would cut up to 20 minutes from the time Melbourne's trams now take to travel the full length of their routes.

Other changes planned by the State Government would result in:

- More parking restrictions and clearways.
- Full and part-time tram-only zones.
- Changes to give-way regulations.
- Some road widening and other roadworks.

The Minister for Transport, Mr Crabb, said the Government was determined to separate trams from cars on Melbourne's roadways, but that all works would be done in consultation with local councils.



Trams only: a sign of the near future.

Several councils contacted yesterday said they would fight the moves. Spokesmen said the changes would force traffic off arterial roads and on to suburban streets.

The Prahran city engineer, Mr J. MacDonald, said the changes would be neither effective nor, in all likelihood, acceptable to the public.

He said that under the proposed changes, the responsibility for ensuring that the system worked was being left to the police. "To effectively duck-shove the responsibility on to the Police Department in terms of increased enforcement . . . is to me both irresponsible and, to a large degree, pure folly," he said.

Mr MacDonald asked if the Government, having failed to draw the public on to trams, intended the changes to "make life intolerable for motorists and pro-

mote tram patronage by default?"

He said the Government was relying on community acceptance to make the scheme work, but that that the traffic engineers might not fully understand it. "What would be the result if driver behavior, driver expectation does not live up to the lofty expectation of the planners? Surely the result will be bedlam, confusion, violation, inequity, injustice even?"

Mr Crabb said he was aware that councils wished to protect their parking and traffic rights, but that tram separation was a matter of principles.

"It is an issue of equity. At the moment there are 80 people sitting in a tram being held up by one person in a car turning right. We are looking at a scheme that will advantage the majority of road users, and it's a bit rough for the councils to condemn it before it's even started," he said.

Mr Crabb said the scheme would probably cost less than \$1 million.

Engineers working on the scheme said yesterday it could be operating effectively, if not fully, by September.

One of those working on the scheme said yesterday he did not expect it to be popular with motorists. "They will have to have a social conscience about it," he said. He said the plan could reduce traffic on some arterial roads to a single lane during peak periods.

The scheme would be expected to reduce many of Melbourne's hour-long tram journeys to 40 minutes, with the North Balwyn route likely to be the first to be changed. Mr Crabb said he was keen to see the "ridiculous traffic situation" in Collins Street improved quickly.

The scheme's opponents, largely from local councils, claim the proposal would cause severe traffic congestion, push cars off arterial roads on to residential streets in their bid to find short-cuts, and affect local traders because of increased parking restrictions.

Its supporters say travel times for cars and trams would be by improved traffic management.

The chief engineer of the Tramways Board, Mr John Grigg, said yesterday that delays to trams caused by other vehicles and traffic signals accounted for up to 43 per cent of tram travel time.

Continued PAGE 5

He said the first effect of the changes would be that "motorists will see trams whizzing past them".

The new traffic scheme would provide for full and part-time tram lanes from which cars are barred in most cases, and for a new regulation which would make it illegal for motorists to obstruct trams.

Full-time tram lanes would be marked by a broad yellow line and a tram lane sign. The zones would be protected by concrete safety bars, preventing cars from entering.

Mr Grigg said part-time tram lanes would be marked by a yellow line and a sign carrying the times during which cars were forbidden to enter. Outside these times, the new regulation preventing cars from obstructing trams would apply.

At most other locations without tram lanes, this new regulation would apply. Motorists would be permitted to use the tram tracks, but would have to move to the left when a tram came along.

Mr Grigg said the first changes to regulations and road works would be made by September. Other changes to signalling and regulations could be done by early next year, while road works and widening which would be necessary in several areas would take much longer.

DEAR READER, we have had a late entry for an UGH award, which is of such outstanding merit that the Board of the National Distrust felt we had to present it to you.

This is the completed tramway shelter at the southern end of Elizabeth St. It could well be the ugliest pedestrian shelter in the world.

Our trams have a special style mood: they are creatures which give charm and atmosphere to our town.

One would have thought that an artist of the style of Ronald Searle should have designed our tram terminal.

Tram travellers and tourists in particular look for nostalgia.

They would like some nice old park seats, circa 1880. They would want an utterly correct galvanised iron roof, aged cream weatherboard with dark green trim, slim cast iron Corinthian columns and lots of twiddled bits of cast iron.

But what have they done here? Is it the latest design for a West Berlin air raid shelter? Is it a launching pad for MX missiles about to be constructed in the deserted sierras of Wyoming or is it the first foundations for a gigantic wheat about to be built in the City?

AUSTRALIAN FEDERATED UNION OF LOCOMOTIVE ENGINEERS

LOCOMOTIVE JOURNAL MARCH/APRIL 1963

The South Australian Division has received a letter from Mr. J. W. Charter, Australian National Operations Manager, who advises us that the Chairman of the Jubilee One Hundred and Fifty Board has expressed the desire that Australian National run an Inter-Colonial Express Train from Adelaide to Melbourne and return in 1966.

It is proposed that the train shall be hauled by two R class Steam Locomotives. The train will be comprised of mixed carriages, a Guard's van and a Post Office van. The Inter-Colonial Express would travel from Adelaide to Melbourne, taking two and a half days enroute. There it would stay in Melbourne for one and a half days, for display purposes. The train would then return to Adelaide, again taking two and a half days on the return trip.

It is planned that the train would travel in daylight hours only and stop overnight in each direction at Bordertown and Ballarat, to enable maintenance work to be carried out on the Locomotives. When the Inter-Colonial Expresses used Steam Locomotives, at least four sets of exchange Locomotives and crews were utilised. This is not possible today, and so, additional time is required to complete the trip from Adelaide to Melbourne and return to Adelaide.

Australian National Operations Manager J. W. Charter has advised us of the train elements as follows:-

Locomotives:

"R" 207 built 1911

"R" 224 built 1915

"R" class engines pulled the first Inter-Colonial Express in 1887. The "R" class was later modified around 1901 and become known as "Rx" class. Two such Steam engines are still in service in Adelaide. Both types were used to pull the Inter-Colonial later the Melbourne Expresses up to 1926.

Carriages:

Sleeping Car "Finniss"

Sleeping Car "Angas"

Baggage Car

Centenary Cars - Three



Operations Manager J. W. Charter has asked us to advise him of any problems which we see in the running of this Inter-Colonial Express from Adelaide to Melbourne and return. The first problem which occurs to me is that with the retirement from the Australian National locomotive running service of so many of the older Locomotives who began their careers on Steam Locomotives, it may be difficult to find Locomotive crews who have a knowledge of Steam Locomotives and who,

particularly in the case of the Firemen, are physically fit to fire such locomotives as Ras between Adelaide and Melbourne.

We can only wait and see whether all such problems can be overcome and whether the Inter-Colonial Express will run between Adelaide and Melbourne in 1966.