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THE RAILFAN SHOP

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4 UNITED STATES RAILROADS IN 1948	CYRIL HENSHAW
10 N 110 BOOSTER TRIALS, 1926	W. A. CLIFFS
14 661	
18 ARTICULATED RAILCARS RM100-RM134	DOUG HOY
23 SILVER FERN	WAL LARSEN
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Among the offerings contained in the pages of this issue is an article on New Zealand's articulated railcars prepared by Doug Hoy. Doug is well known to many A.R.E. members, having resided in Melbourne for a while, and having represented the Association's interests in New Zealand for a number of years since his return to Wellington. Currently he is with the Publicity Branch of the N.Z.R., where he gets to deal with correspondence from the railfan fraternity, among other, less onerous, duties. The N.Z.R. was, in 1982, restructured into a Corporation, and expected to cover its costs. In the first full year of operation a profit of \$24.2 million was recorded, a result that would be regarded with envy by most rail managements here. Not content with this, however, the N.Z.R. has now commissioned a firm of American consultants to prepare a report on future plans for the rail system. The results of the report have now been published, and, as most readers will have already guessed, there's nothing there for the railfan to cheer about. Massive staff cuts are suggested; up to 40%, or 8,000 jobs. The branch lines must go. The passenger trains must go. Some of the Workshops must go. About the only cheerful note is that the North Island Main Trunk electrification is probably too far advanced now to be abandoned. Should any of our readers get the opportunity to visit New Zealand during the next year or so, they would probably be well advised to make the trip, and scrounge an extra week or two leave while they're at it. And steer clear of the economists.

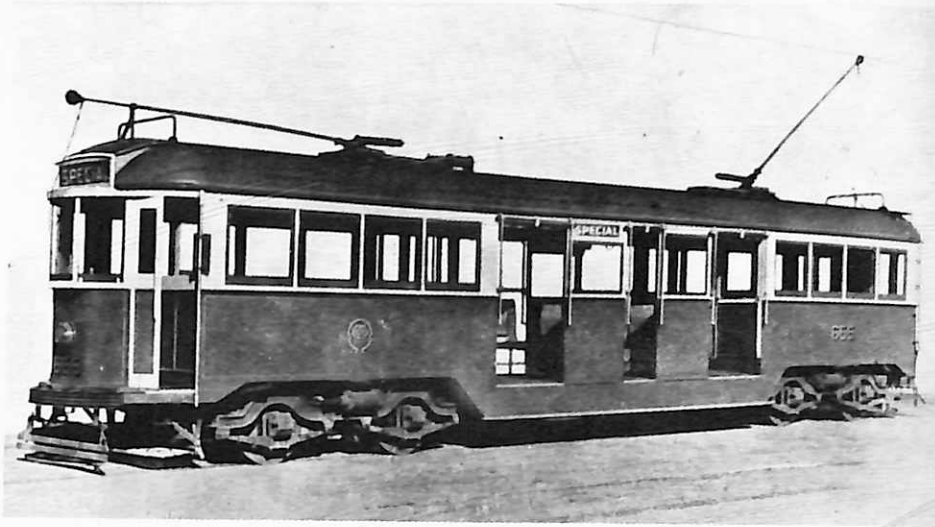
FRONT COVER: Ballarat single truck car No. 30, now in America, sways down Sturt Street West during the last autumn of the tramway system.
ROBERT BELZER

OPPOSITE: 3803 is being cleaned up for its next duty, though the elderly 19 class behind it will have to go forth without the attention of the cleaners. Eveleigh, 7th April, 1966.
MICK MORAHAN



661

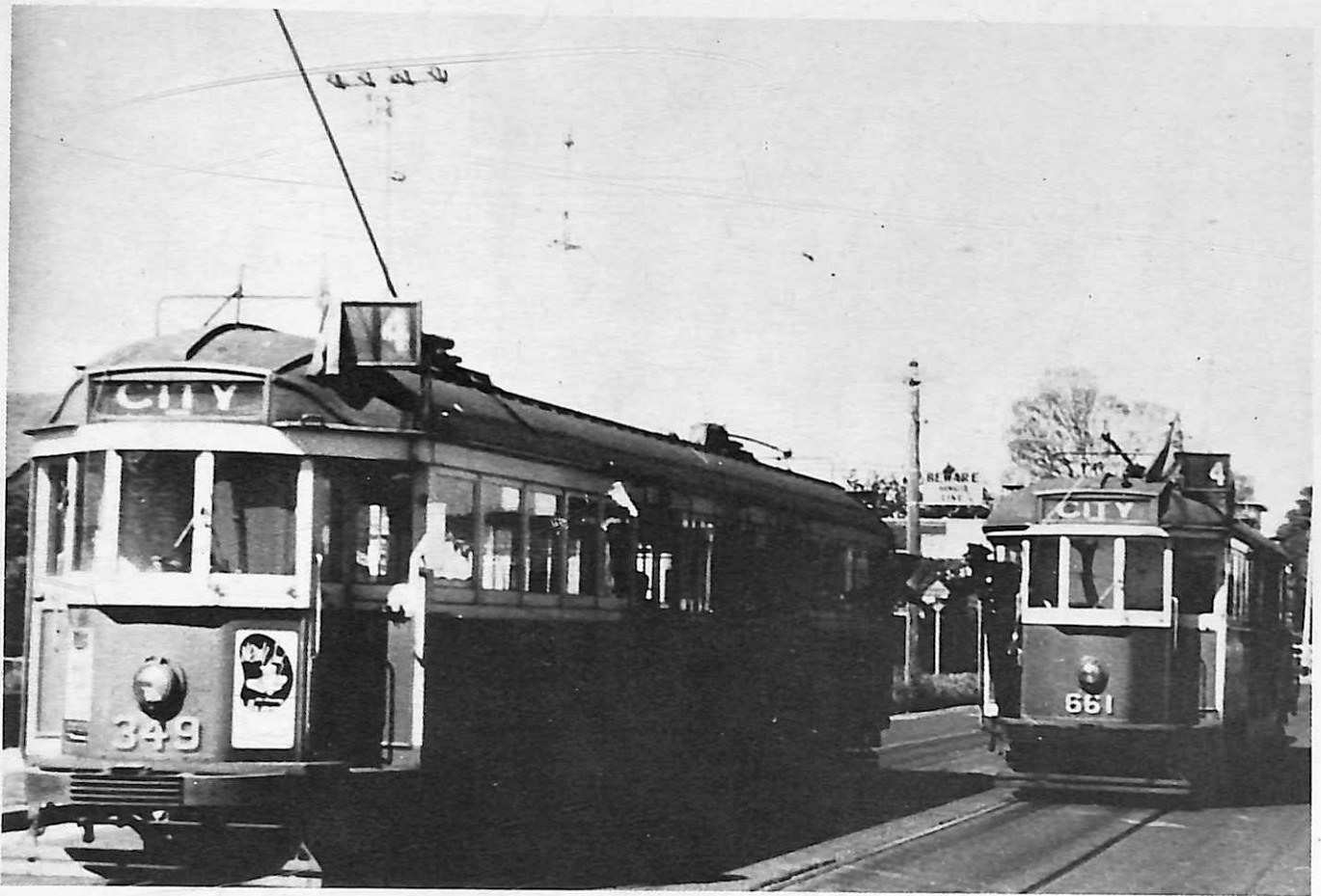
One of the smaller classes of Melbourne tram was the W3, numbering only sixteen examples. No. 661 entered service on 19th November, 1932, and spent the first few years of its life at Hanna Street (now South Melbourne) Depot. The car was transferred to Glenhuntly probably during the forties, and worked out its remaining years at that Depot, chiefly on the East Brighton and Carnegie runs. The whole class were rather abruptly withdrawn early in 1969 when some of the steelwork was found to be in need of major repair. The work was not felt to be justified on such a small and non-standard group of cars. 661 was stored until the mid-seventies, when it was acquired by the Ballarat Tramway Preservation Society, who were looking for some relatively modern cars to take the strain off their fleet of single-truckers. Eventually, it was decided to repaint the car in the chocolate colours of the Melbourne Tramways prior to 1926, even though the car had never been painted anything but green during its career. The resulting paint scheme looks a picture as the car glides through the Botanical Gardens, a pleasant change from the otherwise all-green fleet.



W3, 655, as built in 1932.

661 and 675 negotiate temporary track during the massive Elsternwick regrading project of 1960.
JOHN ALFRED





349 and 661 meet at the beginning of the Carnegie single track in the late fifties.

JOHN ALFRED



661 at Carlton Street in Ballarat in its final days as a green painted car. WILLIAM F. SCOTT

OVERLEAF: 661, fresh from a repaint, alongside Lake Wendouree, March 1984.

DAVE MACARTNEY



CHAPEL ST

GARDEN

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