

After shunting, trams commenced the return journey passing the engine house on the left about half a mile distant from the terminus and gripmen threw the rope and coasted along to automatically pick-up the same rope just beyond the engine house. Although the usual three marble strips indicating 'throw' were inserted in the roadway, there was also a red lamp affixed to a pole outside the engine house with THROW ROPE written on the glass. The trams then proceeded back to the Clifton Hill terminus to rejoin the line back to the city. Although the Northcote tunnels were not as deep as those of the Melbourne system, the same grips were used as the MMTB installed smaller pulleys to allow for clearance by their grips.

#### ALONG THE NICHOLSON STREET BRANCH .....

This line was installed to assist moving the very heavy traffic in Bourke Street and most of its revenue came from the city sector. Route colour was BLUE.

Commencing from the Spencer Street terminus, Nicholson Street trams followed the same procedure as described in the Clifton Hill workings until reaching the engine house at Gertrude Street ... approaching the engine house on the DOWN the city rope was thrown and the front of the dummy was stopped right at the points which were set for Clifton Hill traffic. The conductor alighted, lifted a lever in the road to change the points and then lifted the rope into the grip by means of the drum pulley. (This actual operation both on surface and underground is recorded on the movie film held by MMTB). As the tram proceeded over the points, the conductor stood with lever in hand and as the rear step of the trailer drew level, he dropped the lever and mounted the step. As the tram proceeded north, it crossed a trailing set of dummy points in front of the main entrance to the Exhibition. These points were used at times for short shunting; sometimes for an auxiliary service from Bourke Street when the Exhibition was in use for some special occasion and at other times when traffic was stopped in Bourke and Evelyn Streets.

The Nicholson Street rope crossed above the Johnston Street rope at the Elgin Street corner so gripmen carried it right through to the terminus at Park Street where a fly shunt was made.

On the UP journey the rope was carried right through to Gertrude Street. A stop was made some yards before the building line then, after the conductor had alighted, the gripman upon receiving the conductor's beckoning signal accelerated, threw and coasted over points to pick-up the Bourke Street (city) rope automatically some 20/30 yards beyond the engine house and continue the journey into the city.

/CLOSURE:

CLOSURE:

The Clifton Hill, Nicholson Street branch and Northcote link were the last lines to close. Several dates had been suggested for closure but there were many delays as the proposed conversion to electric traction had been put aside in favour of double deck buses (for Northcote) and single deck (for Nicholson Street). Melbourne citizens did not really favour buses and there were suggestions (in certain quarters but regrettably not strong) that a cable line be retained.

The Second World War had started by now and the decision to discontinue cable services was held over. The supply of cables was seriously affected as the English suppliers were engaged in making war materials for the British war effort so it was decided to run the services as long as possible.

Operations continued for some time and another cable was due for delivery early 1940. However, the ship carrying the cable was sunk by enemy action off the coast of Africa and this forced the MMTB to make a decision to cease running the cable cars. Consequently on Saturday, 26th October, 1940 the last tram ran along Bourke Street thus ending a famous and spectacular era of the great city.

As so much vandalism had occurred when other cable services ceased, the MMTB made no announcement of the closure and just before 9pm dummy 588 hauling trailer 579 glided along Bourke Street to Clifton Hill terminus. A few persons realising this was the last tram climbed aboard, but generally the departure was quiet. Buses took over operations straight away and continued services for a period of about fifteen years - they were never really a success nor popular.

Records show that gripman, Ron Haughton, was the driver of the last tram. After the cable services finished, he transferred to driving electric cars and once said that it was very lonely sitting in the little box in front with nobody around him like the cable dummy. There certainly was an air of friendliness on the cable cars.

Actually some trams did run again ... about the end of November, 1940 the rolling stock stored at Nicholson Street shed was run around to Clifton Hill and Northcote. This was affected by running along Nicholson Street and shunting at the crossover in front of the Princess Theatre in Spring Street then reversing to run back along the Gertrude Street and Smith Street tracks. The transfers were made in the early morning. Nicholson Street shed was demolished to make more room for buses.

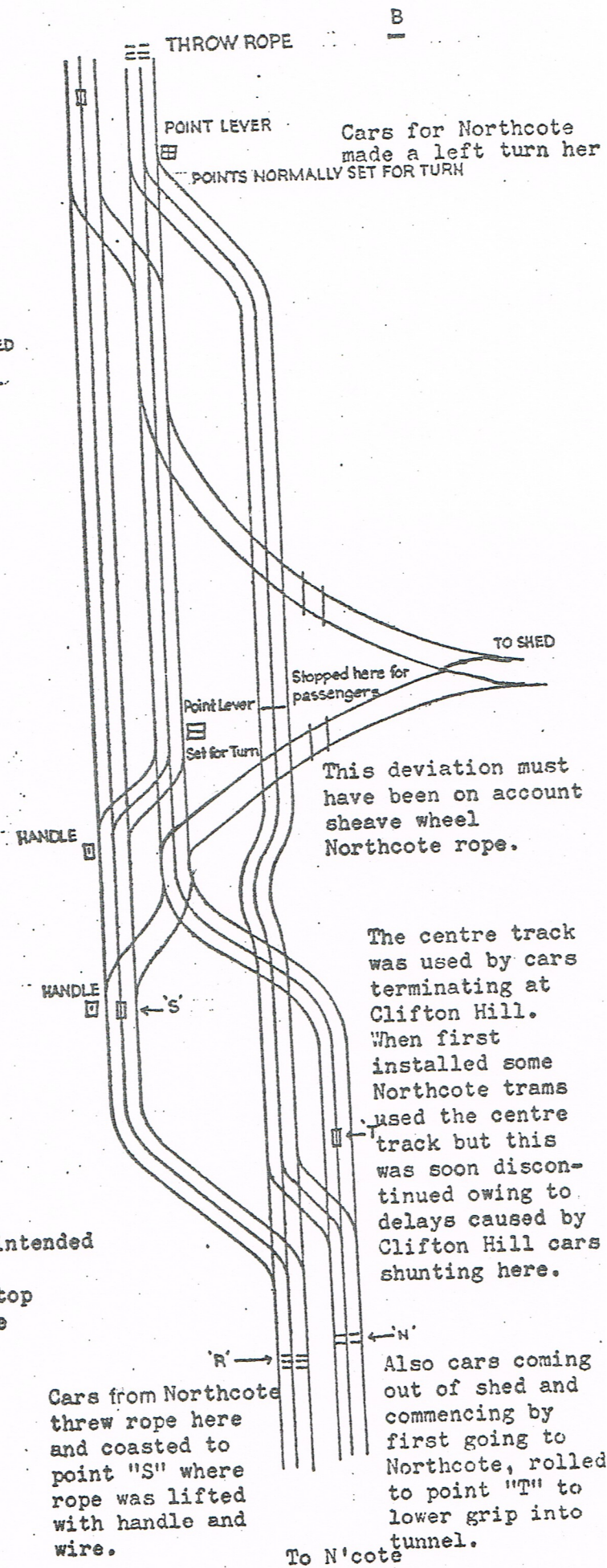
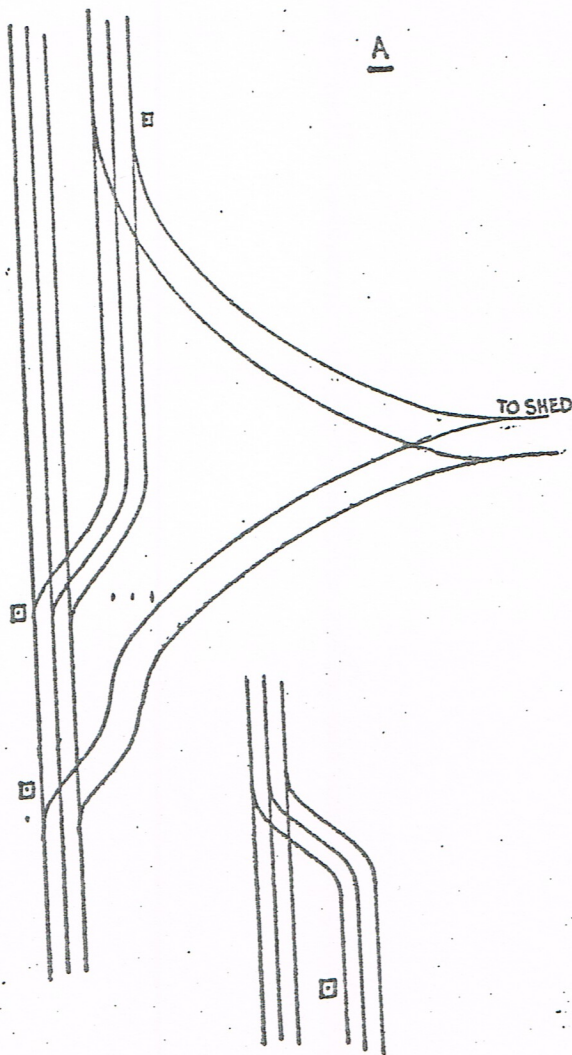
/During

During the mid 1950s the cable lines were finally removed and electric lines installed to replace the buses. Extended services operate to-day (1973) beyond Northcote (cable) terminus and also that of Nicholson Street terminus and like the cable cars, a great many passengers are still carried in the city area.

PERSONAL FOOTNOTE:

As mentioned elsewhere I had a great personal interest in the cable trams and their operation. In 1933 when I acquired a 16mm movie camera, I took pictures of some of them running and then later in 1938, realising that the cable services would soon be history, I decided to take more pictures. The MMTB men, especially at the engine house at Gertrude Street and also members of the tram crews were most helpful and I was able to record many feet of (now precious) film. I am grateful to those who helped me for in the 1930 era a person making movies was considered somewhat 'crazy'. On the day prior to closure, I was informed by MMTB officers of the coming event and I made a desperate effort to be at the scene. Unfortunately my work prevented me being available all day but at 11.30am on Saturday, 26th October, 1940 I rode along Bourke Street to the engine house and there threaded a colour film into my camera and took several feet of film... I do believe that this is the only colour film ever recorded of a cable tram in Melbourne. My final ride was from Spring Street to the corner of Swanston Street and Bourke Street where I alighted. The tram was from Northcote but I do not remember its number. As I walked along Swanston Street I looked back realising that there was little chance of my returning in time for another ride and so watched the last of the cable services I was to see. Eventually my film of the Cable Trams was to be seen by hundreds ... for that I am very pleased.

C.N. GOVETT - Brisbane 1973



The terminus at Clifton Hill

- A. Before March, 1925.
- B. Extra crossovers and connections installed to form the two systems; note crossings indicated by arrows. These were never extended or used. It would seem that the original intention was to extend the Northcote line in a southerly direction and join up somewhere at the top of the diagram, but plans must have been changed and what was intended to be the "UP" track was used as the "DOWN". The rope was thrown at the top of the diagram and cars for Northcote coasted on a decline until they automatically picked up the rope at point "N".

The centre track was used by cars terminating at Clifton Hill. When first installed some Northcote trams used the centre track but this was soon discontinued owing to delays caused by Clifton Hill cars shunting here.

Cars from Northcote threw rope here and coasted to point "S" where rope was lifted with handle and wire.

Also cars coming out of shed and commencing by first going to Northcote, rolled to point "T" to lower grip into tunnel.

To N'cote

THE NORTHCOTE LINE

This was a separate line taken over by the MMTB to be linked with the Clifton Hill line in March, 1925.

Route colour with MMTB:       RED     red light  
Engine House:                On corner of High and Martin Streets.  
Cables:                      One     ... approx 5m.  
Speed:                        Approx. up to 11/12mph.  
Car shed:                     At engine house.

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For further details of the Northcote Cable Tramway see the reference in Mr Twentyman's cable tram story.

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The route and journey prior to link with Clifton Hill line .....

From Queen's Parade, Clifton Hill, right at the terminus of the Clifton Hill line to Dundas Street, Thornbury.

Trams shunted at Clifton Hill by dummy running to end of UP track then rolling back over crossover to wait on the DOWN track some yards before the railway gates while the car was pushed by conductor and gripman up slight incline over points then allowed to roll back around crossover to dummy. When ready to start the rope was lifted in by means of handle and wire set between the two tracks.

The car then commenced its outward journey by bumping over the rough railway tracks. After crossing over the bridge over the Merri Creek, it made two separate slight turns to enter the due north run up High Street.

It ran between rock edged reserves of trees and shrubs and plants on either side of the roadway as far as Westgarth Street where two slight turns were made, first left then right to bring the track into line with the centre of the narrower part of High Street. A small shopping centre is situated at the foot of Rucker's Hill. The slope up Rucker's Hill is an artificed embankment to eliminate the very steep climb to the top of the Northcote hill. On the west side the embankment is contained by a brick and stone wall of varying height. On the east side it slopes away as an earth embankment on the top of which was planted a row of peppercorn trees.

/A good

A good deal of subsidence took place on the hill while the cable track was there. The track, in places, became far from level. Some correction was effected when the Tramway Board renewed the outside rail for the whole of the route. Great unevenness of wear had taken place during the years. As the outside rail was close to uneven dirty metal roads, the grit had acted as a file and left a shallow groove with a high lip on the inside of the flange while the inside rail remained fairly level. The outside rail for the full length of both tracks was replaced with new rails and the blocks on both sides also renewed making an excellent track for cyclists and motorists.

The track led over the top of the hill to the Northcote Town Hall which was always a compulsory stop. The route continued through the Northcote shopping area to Separation Street (end of first section). Continuing north from there the track made another slight curve to the left and after a couple of hundred yards crossed the railway from the Northcote siding into the brickworks. As soon as this crossing was made, the track again swerved a few degrees to the right and continued in a due northerly direction up High Street. It passed the car shed and engine house at Martin Street - a track led from the shed across to the DOWN track.

The terminus at High and Dundas Streets was of the roll back type but later altered to a flying shunt for dummies.

On the UP journey which was really almost downhill, the rope was thrown just before the engine house and picked up automatically about opposite Martin Street - a slight deviation in the slot beams assisted.

An unslotted turn out from the car shed led into the UP track. The route continued on to Clifton Hill without any further rope throwing until the terminus was reached.

The conductor always uncoupled the safety chain between car and dummy at about the bridge over Merri Creek and stood with car brake in right hand and as soon as the car had gone over the railway crossing pulled out the pin attached to the dummy (this action with his left hand) which released the draw bar. He then brought the car to a standstill well in front of the points over which the dummy would roll back after discharging its passengers.

EXTRACTS FROM MELBOURNE "ARGUS"

28th September, 1887

"BRUNSWICK TRAMWAY LINE. - Threading the Cable.

The threading of the cable on the Brunswick tramway was successfully accomplished during yesterday, the sight causing a good deal of excitement to a large concourse of spectators who watched the process with interest. The cable was fixed in three sections; the first from the Melbourne Post Office to Flinders Street terminal pit being commenced shortly after midnight and was quickly completed. A start was next made about 7 o'clock from the engine house and continued to the Moreland terminus, the double line being laid in an hour and a half. The final section from the engine house to the Post Office was laid early in the afternoon and the whole of the work was completed before 3 o'clock. The work was carried out without a hitch, everything working very smoothly. The horses employed numbering twenty-four were supplied by Messrs West and Company of Collins Street west and did their work most efficiently, the greatest strains being at Elizabeth Street north end and climbing the hill at North Brunswick which is of a very steep gradient. The splicing of the cable is the only work now required to be done, which, when completed, will allow the trial cars being run along the line.

1st October, 1887

"Eight trial cars were run on the Brunswick tramway line yesterday, and it was found to be in good order. This line crossed others at Bourke Street and Collins Street - the busiest intersections in the city - and therefore special care has to be taken in conducting the traffic. Two officers of the Tramway Company and two constables were stationed at the Bourke Street and Collins Street corners to regulate the traffic. One of the officials at each crossing was provided with a staff bearing a green flag at one end and a red one at the other, with which he signalled to the gripmen when the line was clear for them. Large numbers of persons watched the proceedings at these points. Several slight blocks occurred near the Post Office, where there was a jumble of horse vehicles and cars, but no mishap occurred, and it is expected that all chance of accident will be obviated as the public become used to the crossing system. The lease of the line was signed yesterday by the Tramway and Omnibus Company's representatives, and the seal of the trust was attached to it. It is probable that the line will be open for traffic to-day.

The question of granting free passes to members of the Legislative Assembly who have sat for seven years was referred to at the meeting of the Trades-hall Council last night, when Mr F.H. Bromley gave notice that at the next meeting he would move that the council protest against the proposal. Mr D. Bennet, the secretary of the council, also gave notice that he would move that the Government be applied to to grant railway passes to members of the Trades-hall Council."

THE BRUNSWICK LINE

Date of opening: 1st October, 1887.  
Round trip: From Moreland Road to Flinders Street - 8.90miles.  
Route colour: Red - red light.  
Engine house: In Brunswick Road about two hundred yards from Sydney Road at the rear of the Sara Sands Hotel.  
Cables: Two - City 31,620 ft (Flinders Street)  
22,560 ft (Victoria Street)  
Suburban 16,695 ft (Moreland Road).  
Speeds: City and suburban 8 m.p.h. in first week then 9 m.p.h. from 1st October, 1887 - 10 m.p.h. from 31st August, 1889.

	<u>City</u>		<u>Suburban</u>
12	4 June, 1893	11	22 September, 1900
13	22 September, 1900	10	27 October, 1900
12	27 October, 1900	11	13 April, 1902

Fares: See separate Schedule.

General:

Bogie cars, which ran only on the Brunswick line, were serviced at Brunswick but the dummies were serviced at Nicholson Street depot. The route was almost straight and had very easy grades consequently there was little real strain on the cables. When the line first opened, the city cable ran through to Flinders Street via Sydney Road and Elizabeth Street and was the longest of all cables viz: 32,000 feet. At first standard type trailer cars were used but as traffic increased the MTO Company decided to introduce longer cars which ran on bogies. In December, 1900 the first one came into service and by August, 1903 forty-two were in operation. By the end of 1918 fifty-eight were constructed and were carrying heavy traffic. At peak periods and to supplement traffic when football games were played at Prince's Park Oval (Carlton) the standard cars attached to the Brunswick shed were brought into operation. (The long bogie cars were occasionally diverted to the West Melbourne branch line to cope with crowds attending the Stadium on the occasion of boxing or wrestling contests). For details of the long bogie cars as above see description of trailer cars and diagram elsewhere.

/The



The cables propelled by the engine house in Brunswick Road ran to the suburban terminal at Moreland Road and to Flinders Street in the city. The latter rope passed UNDER those of Bourke and Collins Streets. The Bourke Street rope was held down by a depression pulley operated by a signalman on the north/west corner. The section from Victoria Markets to Flinders Street was later propelled from North Melbourne engine house, reverting to Brunswick (12 June, 1904/13 August, 1905) and again until closure, reverting to North Melbourne. REFER TO CABLES page 3 for reference.

A horse tram operated in conjunction with the Brunswick cable line at Gatehouse Street ... this was a short line to the Zoo gates and passengers would transfer from the cable cars to the horse cars for the ride through the parkland. Tragically the horse cars were destroyed by fire during a police strike on 5th November, 1923. The four cars and shed were completely destroyed but the horses were happily unharmed. The line never reopened.

A Journey On The Brunswick Line - Circa 1923 was as follows:

Trams were hauled from the car shed, situated near the terminus on the west side of Sydney Road, by horse and made ready for the road. As a slotted track led from the shed grips were lowered before dummies were moved to the road. The rope was placed into the grip by drum operation and upon signal the tram proceeded on its (almost straight) journey to the city. For the first part of the trip, the trams traversed a long shopping area and picked-up and set down many passengers. Continuing on along Sydney Road, the trams came to a full stop at Brunswick Road and gripmen readied themselves to cross into the wide three lane section on Sydney Road. Upon signal, the tram was started, gripmen threw the suburban cable and after coasting a short distance, automatically picked-up the city rope to continue the journey. By now trams were traversing along the centre of the thoroughfare and fairly free from other traffic. About midway, the Carlton oval was passed on the left and then, to the right, Gatehouse Street (horse car interchange) was reached. The University of Melbourne to the left and then trams made a very slight turn to the left to continue on along Elizabeth Street passing still down the centre of a three lane roadway. Finally, trams reached the corner of Victoria Street and came to a full stop.

Upon starting again gripmen then threw the (Brunswick powered) rope and coasted across the points (from North Melbourne line) and when opposite the Victoria Markets automatically picked-up the Elizabeth Street cable and continued their journey to the terminus passing through the large shopping area and crossing Latrobe Street before stopping at Lonsdale Street corner. At this point (during 1925) a new line branched off to the left but Brunswick city bound trams continued straight on and crossed the West Melbourne line points which joined Elizabeth Street from the right. The journey continued on across Bourke and Collins Streets with gripmen finally throwing the rope - which they had held since Victoria Street - and bringing the tram to a full stop. Passengers usually alighted at this point as it would normally be a minute or so before shunting operations took place. By now the safety chain had been released between trailer and dummy and both vehicles moved by gravity across to the DOWN line. There were three crossover lines at this terminal - two for trailers and one slotted, this being in between the other two - thus trams could be shunted across either. As there was always a constant shunting operation at this point (Brunswick, North and West Melbourne cars) extra men were employed to assist in shunting duties only and they would jump aboard the trailers and immediately move the wire grills from side to side, alter the destination boards, release the hand brakes, and ensure that the coupling and safety chains were in position. In addition they would place the cable into the grip and wave the gripmen when all was ready. Shunting was very speedy and passengers often jumped aboard both dummy and trailer whilst the shunting was in progress but everyone seemed good natured and the job went along smoothly.

(There was always a steady flow of tram traffic in Elizabeth Street and often extra cars on the Brunswick route. The extra cars carried a small white round disc above the destination board of the dummy - this signified to shunting officials that the car could be shunted ahead of the one on the normal schedule without upsetting the ordinary table sequence.)

Dummies waited on UP track if cars were switched on first (or top) crossover.

Dummies switched to UP track ahead of cars using the bottom crossover then slowed down and followed cars to end of track at Flinders Street.

A crossover near Lonsdale Street enabled (Brunswick) trams to be short shunted on their journey to the city. This operation was carried out at peak periods and thus gave a better service to those passengers who joined the cars north of Bourke Street and also saved a bottleneck of traffic at the Flinders Street terminal.

/Trams

Trams proceeded along Elizabeth Street crossing Collins and Bourke Streets (holding the rope all the time) and then stopping at Lonsdale Street. Upon signal the trams proceeded straight ahead finally stopping a few yards from the Victoria Street corner. A steady number of passengers would have been carried in the section just traversed and an almost full complement would be aboard to proceed to Brunswick and stops in between. Near the points at Victoria Street a signalman was in charge. He was housed in a small sentry type box and directed gripmen to proceed after setting the points. As the points were set for Victoria Street traffic, it was necessary to alter them for straight through traffic and then, upon signal Brunswick bound gripmen accelerated, threw and then coasted to a point ahead and automatically collected the Brunswick rope to haul them to the Sarah Sands. At this latter point, as on the inbound journey, the city rope was thrown and suburban rope collected at Brunswick Road and trams continued on to the terminal at Moreland Road. At this point the level ground did not allow for gravity shunting so, upon being uncoupled, the dummy moved forward, threw rope and then crossed to the UP track and, after picking up the UP cable was moved slowly back to a point that brought the rear of the dummy parallel with the (now) front of the trailer. A stout wire rope was hooked to both dummy and trailer and the latter eased carefully to the UP track where the two vehicles were joined and readied for another trip to the city. Should trams be terminating their running, a horse pulled the vehicles into the shed from the UP track.

On the Brunswick line, the grip was pushed forward on the UP journey consequently pulled back on the DOWN journey.

#### CONVERSION TO ELECTRIC TRACTION:

The Brunswick line was converted to electric traction in conjunction with that of North Melbourne (West Melbourne converted to bus operation) but unlike North Melbourne line which was withdrawn in full on July, 1935 the Brunswick section continued for some time. At first the long bogie cars continued to run along Elizabeth Street (being still propelled from North Melbourne (a single rope operating)) and it was not until 29th September, 1935 the Elizabeth Street section was stopped and the cable turned back at Victoria Street. The cable was again cut to permit still shorter running to Leonard Street. On 26th April, 1936 the electric line finally opened.

ARGUS.. 30 Sep 1935  
**WRECKERS ON LAST  
CABLE TRAM**

**EVENTFUL JOURNEY**

**WINDOWS BROKEN AND  
SOUVENIRS TAKEN**

**ELIZABETH STREET LINE CLOSED**

Waving pieces of wood and iron, which they had taken as souvenirs from the dummy and the trailer, a noisy crowd of men and women "mourned" the passing of the cable trams in Elizabeth street, early on Sunday morning. At 12.7 a.m. the last cable tram to travel along Elizabeth street between Flinders and Victoria streets, began its journey to Brunswick, with non-paying passengers clinging to the sides, standing on the roof, and jostling in the inside. Yesterday motor-buses began running from the temporary tram terminus at Victoria street to Flinders street.

Undeterred by the chill change in the weather, accompanied by rain, which occurred about midnight, between 80 and 100 persons boarded the tram while it was being shunted at Flinders street. Before the tram left the terminus the lights and the bell-strap had been seized. As the tram travelled toward Bourke street there were crashes of glass as one or two windows were broken, and there was an almost continuous smashing of wood-work. Both bells were torn from their fittings in the trailer. After having obtained possession of the large bell on the dummy a man placed it on his head like a helmet, and sat on the roof of the dummy. A youth, who had wrenched the destination sign from the dummy, sat on another part of the roof and displayed the sign above his head.

There were two constables and a tramway inspector on the tram, but they were powerless against the crowd. Their tactful warnings prevented more serious damage. Scores of motor-cars followed the tram in a column nearly 200 yards in length. One motorist, while he was driving beside the tram, handed a hammer to a youth in the car, and asked him to knock a piece of wood from the side. His request was fulfilled, and he drove off. Several irresponsible youths attempted to remove the pin which holds the dummy to the trailer, but they were thwarted by the conductor (Carl Federson) and the gripman (Walter Boyd). One youth received an electric shock while he was attempting to remove a lampshade. Another youth took a wire fender with the intention of using it as the door of a fowlhouse. Unsuccessful attempts were made to kick in the roof of the trailer.

The wrecking was intensified at the Moreland road terminus, but a squad of constables intervened, and several persons were thrown off the tram. At the request of several women in motor-cars, a man broke pieces of wood from a broken window shutter, which he had found, and distributed them among the women. While he was assisting in shunting operations R. Wilson, a tramway employee, had his cap stolen. A number of persons who entered the tramway sheds on the dummy were ejected by the police.

Apparently expecting some such demonstration, the tramway authorities minimised the damage somewhat by placing on the last run an old dummy and an old trailer.

ARGUS ..

13th Jan, 1936.

**NOISY FAREWELL**

**LAST CABLE TRAM ON  
BRUNSWICK LINE**

**TWO PERSONS ARRESTED**

**SOUVENIRING ATTEMPTS FAIL**

Scenes of bolsterous revelry, which ended in the arrest of two persons, attended the running early yesterday morning of the last cable tram on the Brunswick line. Firmness mingled with tact was exercised by the police in controlling the crowd of between 200 and 300 persons who travelled on the tram.

When the tram left Leonard street at 12.21 a.m. a police wirelegs patrol car followed immediately behind it, about 12 constables in uniform and, in plain clothes travelled on the tram, and a motor-cycle patrol and car containing traffic police attempted to regulate the hundreds of motor vehicles which extended for nearly half a mile behind.

Vandalism always seemed to be a part of the last ride of the cable trams. The Brunswick cars were no exception.

Almost as soon as the tram moved off the electric light globes were removed from the trailer and the bell strap was stolen. In the darkness many attempts to remove portions of the woodwork were made. Eventually the police were compelled to draw their batons to prevent serious damage, and they struck a number of men light blows on the hands, arms, and shoulders. One man who wrenched portion of the handrail off its fittings and brandished the sharp-pointed stick to the danger of other passengers was struck by a constable. Another man who broke a window was arrested. The conductor, Frederick Powell, defended himself with his ticket-book when a man attempted to steal his cap. Others wrenched at his metal number badge and other equipment. After much jostling and tugging in the darkness a man tore a metal badge bearing the letters "M.T.B." from his uniform. An unsuccessful attempt was made to "souvenir" the cap of the gripman, W. Purcell. During the journey the police were compelled to push about 30 violently struggling revellers off the slow-moving tram. One man who fell, or was pushed, from the tram near the intersection of Sydney road and Albion street, narrowly escaped being struck by a private motor-cycle outfit.

A daring attempt to "souvenir" the bell on top of the dummy was made by a man at the Moreland road terminus, where about 3,000 people had gathered, but after he had successfully dodged a constable who attempted to dislodge him by striking him with a strap, he fell to the roadway. Portion of the crowd hooted loudly. One of the doors of the sheds was almost forced in, and tramway employees had to prop it with steel bars and wooden posts. Only the handrail, a window, and a number of advertisement-cards were damaged on the tram.

Yesterday electric trams began to run between the city and Leonard street, and motor-buses continued the service to Moreland road. The conductors and gripmen will be employed on the trams and buses.

At the Brunswick watchhouse a man was charged with offensive behaviour, and another man was charged with having wilfully damaged a glass window.

THE CARLTON LINE

Date of opening: 21st December, 1887.

Round trip: 6.43 m (to St Paul's Cathedral)  
6.88m (to City Road - 12th June, 1903)

Route colour: Red - red light

Engine house: North side of Johnson Street, a few yards from Brunswick Street. Steam propulsion.

Cables: Two - City (Flinders Street) 23,400 ft  
Suburban 15,000 ft  
City rope later reduced to 19,000 ft.

Speeds:

	<u>City</u>		<u>Sub</u>	
	9	21 Dec 1887	9	21 Dec 1887
7.5/ 8	8	21 Sep 1888	7.5/ 8	21 Sep 1888
	9	9 Jun 1889	9	9 Jun 1889
	10	16 Jan 1892	10	16 Jan 1892
	11	24 Aug 1895	11	24 Aug 1895
	12	30 Oct 1900	12	30 Oct 1895

Fares: See separate schedule.  
See also GENERAL RECORDINGS pages 9, 10 (Prahran)

Closure: 15th April, 1939  
Bus traction operated.

From Melbourne "ARGUS" 22nd December, 1887

"The Carlton tramway line was opened for traffic yesterday morning, and was largely patronised during the day, everything working very satisfactorily. The city terminus is at Flinders street, from whence the line passes by way of Swanston, Lonsdale, Russell, Lygon, Elgin, and Johnston Streets to the Yarra at the Johnston street Bridge. There are five cross-sections on the route - viz at Collins, Bourke, Nicholson, Brunswick, and Smith streets - and extra men are stationed at all these places to regulate the traffic. No accident of any kind was reported in connection with the line yesterday."

/Notes

Notes re Cable:

JOHNSTON STREET, CITY ROPE

<u>No.</u>	<u>Mileage</u>	<u>Trips</u>	<u>Train Mileage</u>
1	*3.432	14,680	50,382
2	*3.432	16,133	55,368
3	*3.432	48,363	165,982
4	*3.432	26,022)	Carlton to
		)	19 January, 1889
	3.432	44,719)	Carlton
		)	242,783
	North Carlton		
	2.579	26,794	<u>69,102</u>
	Cut	18 July, 1889	<u>311,885</u>
5	3.432	30,437	104,460
		Carlton	
	2.579	22,875	
		North Carlton	<u>58,995</u>
			<u>163,455</u>
6	3.432	37,074	127,238
		Carlton	
	2.579	27,780	
		North Carlton	<u>71,645</u>
			<u>198,883</u>
7	3.432	34,197	117,364
		Carlton	
	2.579	27,045	
		North Carlton	<u>69,743</u>
			<u>187,113</u>
8	3.432	19,367	66,468
		Carlton	
	2.579	14,918	
		North Carlton	<u>38,474</u>
			<u>104,942</u>

\* Johnston Street - City Ropes to 20 January, 1889 ran to Flinders Street. The round trip was more miles but in making up comparative values of ropes, all ropes from the start are taken as to Swanston-Lonsdale Streets Junction only, so 3.432 will be right if extra or exact miles hauled by ropes that ran to Flinders Street; then full cost will have to be allowed and not cost of 19,000 ft as present ropes run.

.. extract from records of the Melbourne Tramway and Omnibus Company Ltd.

/The

The line <sup>NRS</sup> is opened with good patronage and ran for a distance of three and a half miles. One cable (suburban) ran in a straight line whilst the city cable passed around three right angled curves and a smaller one. This cable passed underneath no less than five other cables thus a great deal of wear was effected and gripmen were continually "on the ready" to throw and pick-up as required. The original terminus (city end) was at Flinders Street opposite the Cathedral (St Pauls) and cars traversed along Swanston Street then turned into Lonsdale, Russell, Lygon, Elgin and Johnston Streets thence to the terminal near the bridge. When the St Kilda line was constructed (traversing St Kilda Road to Princes Bridge) it appears the line along Swanston Street was connected and the cable apparently ran from the St Kilda Road Engine House to operate along Swanston Street (The St Kilda City No. 1 rope ran to Flinders Street until 20 January, 1889. No. 2 rope was extended to Queensberry Street - ran 34 weeks to 14 September, 1889.) This despite the fact trams did not run through from the south and passengers having to change to continue their journey. No doubt the cable (Carlton) was shortened to allow for less work and wear. The rope was cut back to operate only as far as Russell and Lonsdale Streets and trams coasted from that point into Swanston Street where an automatic pick-up operated. On the DOWN journey Carlton cars were hauled by an auxiliary cable along Lonsdale Street.. this was propelled off the sheave at the Russell Street/Lonsdale Street corner. After throwing the rope and coasting for a few yards, gripmen collected the Carlton rope to continue the journey.

On Saturday, 9th February, 1889, the North Carlton branch line commenced operating and linked with the Carlton line at Rathdowne Street corner. Then on 24th February, 1890 the Prahran line was linked with Carlton thus providing through routing from south to north. The route colour was red in both cases and three engine houses were used to propel the cars on the long journey during which five cables and one auxiliary were used .. for details of the Carlton (Johnston Street Bridge/Prahran) route see (this) CARLTON, ST KILDA, PRAHRAN routes .. the Swanston Street operation is included in the St Kilda section.

A journey on the Carlton Line (Circa 1923) operated as follows ... By this time the service had, for many years, been through routed to Prahran consequently this detail refers only to the section operated by the Abbotsford engine house (two cables) ....

The car shed was situated on the corner of Trenerry Crescent and Johnston Street. It had a large wide entrance and tracks led out to the DOWN track. Cars were moved to and from the shed by hand and when coupled and ready for the journey, the gripman placed the cable into the grip by medium of the drum pulley.

/Upon

Upon signal, the tram proceeded along Johnston Street reaching Smith Street where passengers could transfer to Clifton Hill trams. As the Johnston Street cable passed under that of Smith Street, gripmen had to throw the rope to enable them to cross over and then pick-up to resume their long journey to Prahran. Upon reaching Brunswick Street where the North Fitzroy trams traversed, gripmen had again to throw the rope to cross and picked-up again to travel only a few yards before again throwing the rope to release the suburban cable. At this point in front of the engine house, situated on the right hand side of the UP tram, the lines (both UP and DOWN) were slightly deviated - this was to divert the grip to assist in collecting the cables. With the city rope now propelling the tram along Johnston Street, the second of the five cables on the journey was now in use and trams were carried to Nicholson Street where another coast over was effected across the blue routed City-Nicholson Street service. At this point all four pick-ups were automatic. The next major stop was made in line with the east side of Rathdowne Street where a junction was made with the short North Carlton branch line.

At this junction cars from North Carlton destined for St Kilda Beach joined the track and carried the same procedure to the city.

The rope was carried through at this point and the tram ascended the slight up grade to Lygon Street corner where it swung around a fairly wide curve of about 90 deg south into Lygon Street and carried the rope around the corner. As the tram journeyed on the cable was retained in the grip and the tram passed the Police Headquarters and Melbourne Gaol where a stop was made at Russell Street/Lonsdale Street corner, the rope having been thrown as the tram passed the museum (on the right). The stop was made some yards from the corner and the tram allowed to roll around the right angled corner (westward) and continued coasting to Swanston Street stopping a few yards back before coasting (south) and automatically picking-up in Swanston Street.

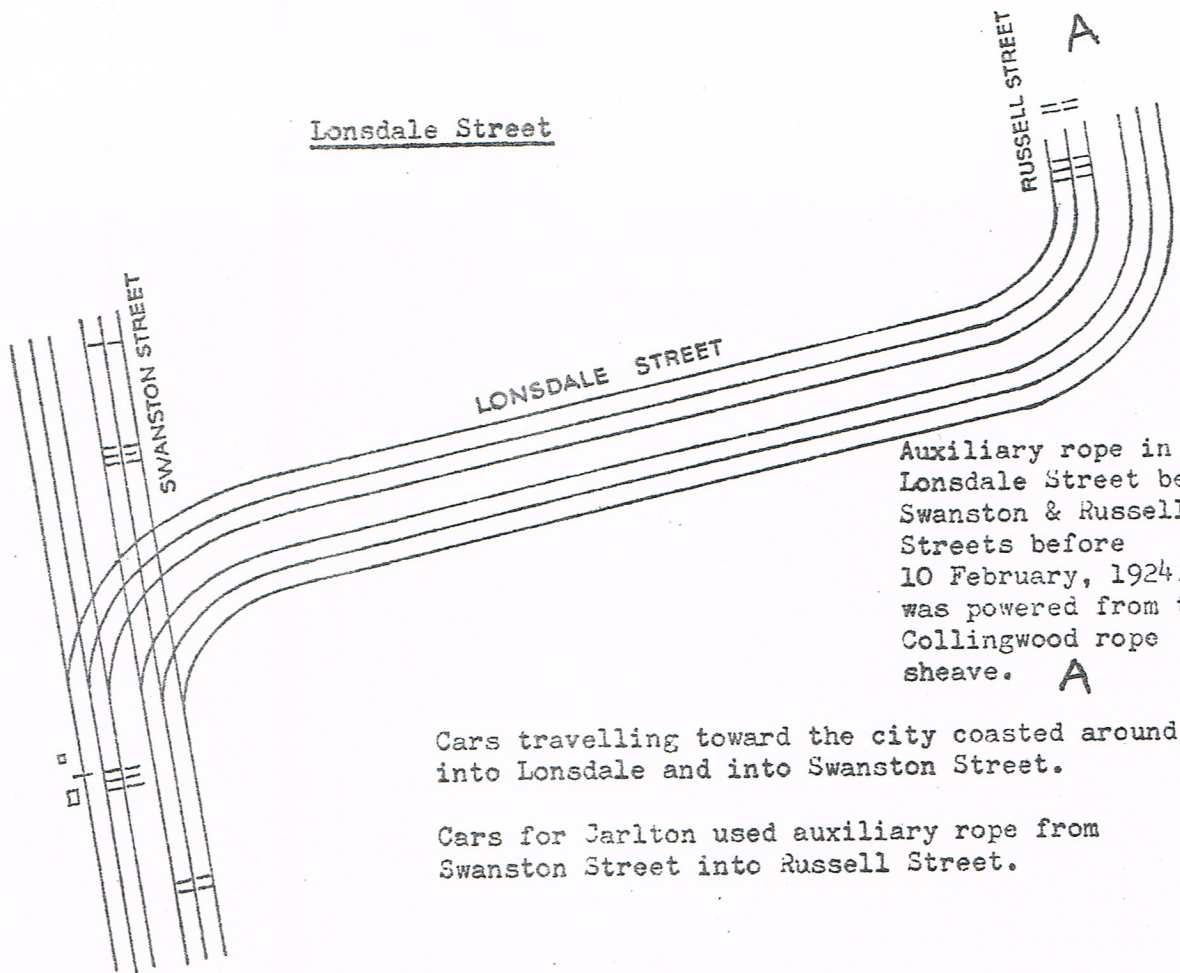
For details of the remainder of the journey see St Kilda and Prahran line details.

On the DOWN journey (to Carlton and North Carlton) trams traversed along Swanston Street and when approaching Lonsdale Street threw the cable and stopped close to the points leading to the east. The conductor alighted and set the points to enable the tram to move into Lonsdale Street and he then lifted the auxiliary cable (powered from the sheave at the Russell Street corner) into the grip by medium of the 'drum' hand operation. Upon signal, the gripman moved the tram forward and the auxiliary rope hauled the vehicle along Lonsdale Street and around into Russell Street where it was thrown and after coasting a few yards, the Carlton (city) rope was collected automatically.

This cable was retained in the grip until the turn into Elgin Street was reached. After a stop was made before the right hand turn, the tram accelerated and coasted around the corner along the down slope to the Rathdowne Street junction. A stop was made right at the Rathdowne Street points. The conductor alighted and lifted a lever to change the points for straight through running. The gripman allowed the tram to roll across the junction to the automatic pick-up on the east side of Rathdowne Street - the tram had not been propelled since throwing the rope at the Elgin Street corner ...

/NORTH





Lonsdale Street

Auxiliary rope in Lonsdale Street between Swanston & Russell Streets before 10 February, 1924, was powered from the Collingwood rope sheave. A

Cars travelling toward the city coasted around into Lonsdale and into Swanston Street.

Cars for Jarlton used auxiliary rope from Swanston Street into Russell Street.

NORTH CARLTON BOUND CARS TURNED LEFT AT THIS POINT.

Carlton bound trams proceed to Nicholson Street where another stop was made well back from the corner. Upon acceleration, the rope was thrown and trams coasted across to pick-up automatically on the far side. The rope was again thrown as the tram reached the engine house and the city cable released and automatic pick-up of the suburban rope effected. A few yards further on, the tram was stopped on reaching Brunswick Street. The conductor moved forward and signalled the gripman to move forward and coast across the North Fitzroy line; the trams moved on to Smith Street and again coasted across (the Clifton Hill line) and picked-up automatically on the east side. The cable was now carried on the hill in Johnston Street and descended to the flat of Victoria Park. It passed under the (Heidelberg) railway bridge and traversed about a half mile to the suburban terminus. Opposite Trenerry Crescent the rope was released and the tram brought to a standstill opposite the tramway's brick offices on the east side of the shed. The conductor lodged his takings for the trip whilst the gripman waited until it was time to commence the return journey.

When the conductor had finished paying-in he rejoined the tram at the front platform of the trailer. As the tram moved forward under its own momentum down the slight slope towards the (Yarra) river, the couplings were released and the dummy moved ahead of the trailer which was kept in check by the hand brake. Near the foot of the incline the dummy moved across to the UP track and the gripman then applied the brakes stopping the vehicle. He then stepped to the road and lifted the cable into the grip by means of a drum pulley. The dummy was then moved forward in a westerly direction over the points and stopped a few yards up the incline while the trailer was glided over the points from the DOWN to the UP track using the same track as the dummy. The trailer, upon straightening up, was brought to a standstill and the dummy slowly eased back to be coupled. This being effected, and the wire grills moved from side to side, the conductor moved quickly to the rear platform, released the hand brake, and when ready gave the two bell signal to proceed .. and so another long journey to Prahran commenced.

There was a dummy shunt in Russell Street. This enabled Carlton cars to shunt and maintain a suburban service when the city area was closed to traffic for processions or other events.

On 27th December, 1925 following the closure of Swanston Street to cable traffic, a line was constructed straight across the Lonsdale/Swanston Street intersection to enable Carlton and North Carlton traffic to shunt near Elizabeth Street opposite the Myer Emporium. Trams bearing destination COLLINGWOOD and NORTH CARLTON ran a service to Elizabeth Street corner. The auxiliary cable in Lonsdale Street was removed and a new section spliced taking the rope to the sheave near Elizabeth Street. City bound trams threw the rope before turning from Russell Street and then picked-up again carrying the rope to the terminus.

/Towards

Towards the closure of the lines, it was the practise to house most North Carlton cars at Collingwood shed. However, the last cars operating at night were run into the shed at the terminus and were first out next morning. For most of the day, the shed would be locked-up and operations (for the North Carlton branch) no doubt controlled by Collingwood staff. After "peak" traffic eased, North Carlton cars coming out of service were housed at Collingwood where all maintenance was carried out. When returning to service, these cars had to run through (on first run) to the city, as there was no shunt on either Rathdowne Street or Johnstone Street. There was a shunt near Russell/Lonsdale Streets corner which was used when city traffic was delayed by processions.

Business on the North Carlton line declined when the line was diverted to Lonsdale Street and only four or five trams operated during the day. Cable cars in Nicholson Street and electric trams in Lygon Street took most of the traffic. Conductors (N.C.) had to effect their bookings three blocks away at Nicholson Street office.

CLOSURE: The North Carlton branch line was closed on 1 August, 1936 and a bus service substituted. The route was extended to run through to Blyth Street, East Brunswick and at the city end continued along Russell Street and linked with a service to Port Melbourne at Flinders Street.

The old Carlton line (now Collingwood destination) ceased to operate on 15 April, 1939 and a bus service was substituted.

PRAHRAN AND TOORAK LINES

Dates of opening:	PRAHRAN	26 October, 1888		
	TOORAK	15 February, 1889		
Round trip:	PRAHRAN	(to Flinders Street	9.86 miles)	
	TOORAK	(to Queensberry Street	9.90 miles)	
Route colours:	PRAHRAN	Red	Red light	
	TOORAK	Yellow	White light	
Engine house:	On north-west corner of Chapel Street and Toorak Road h.p. 750.			
Cables:	Three	Prahran (Chapel Street)	22,110 feet	
		Toorak (Toorak Road)	15,270 feet	
		South Yarra (Domain Road)	17,640 feet	
Speeds:	<u>PRAHRAN</u>	<u>TOORAK</u>	<u>SOUTH YARRA</u>	
	9	26 Oct 88	9	15 Feb 89
	10	12 Oct 89	10	12 Oct 89
	10.5	7 Feb 02		
	11.25	24 Jan 03		all lines

During 1924 the speed of the South Yarra rope was increased from 11.25 to 12.25mph by replacing the original driver with the 13ft driver from the Richmond power house.

The cables were situated alongside the west wall of the engine house. They ran (from the west) PRAHRAN TOORAK SOUTH YARRA.

The car shed at South Yarra was closed as a running shed when conversion was started on the Swanston Street line - for a time it housed redundant cars. When the Prahran line was closed, the South Yarra shed was reopened to house the few cars necessary to operate the section from Domain Road to Toorak terminus until closure. A slotted shunt was installed in Domain Road near the Grammar School; the shunt installed came from the old Flemington Road terminus.

CHAPEL STREET ROPE

No. 1 opening to March 16th, 1890 - Trips 119853 x 4.054 miles = 485884 car miles

/SOUTH

SOUTH YARRA CITY ROPE

No. 1	Ranll weeks	2 days	Trips	19738 x 3.189 =	62944 car miles
2	27	6	48427		154434
3	20		42102	<sup>2</sup> / <sub>3</sub>	134263
4	20		47475	<sup>4</sup> / <sub>5</sub>	151400
5	12		27524	<sup>1</sup> / <sub>3</sub>	87774
6	3		6556		20907
7	8		17488	<sup>5</sup> / <sub>6</sub>	55772

NOTES ON TOORAK SERVICE

From opening, 15th February, 1889, to 24th May, 1889 Toorak cars ran between suburban terminus and engine house only - four cars ran morning service then 3 for rest of day. On Saturdays 4 cars until 6p.m. then 3 cars until close. On Sundays 3 cars from 1.30p.m. until 7.00p.m. then 2 until close. Approximately 30minutes for round trip @ 9m.p.h.

From 25th May, 1889 cars ran to Flinders Street, mileage half trip -

Toorak Suburban Terminus to Engine House	1.3755
Engine House to St Kilda Road	1.5945
Domain Road to Flinders Street	1.0955
	<hr/>
	4.0655 half trip
	<hr/>

December, 1889 all ropes 10 m.p.h.  
Maximum number of cars out 7 headway at peak 10 minutes.

23rd February, 1890 Toorak cars ran through to Queensberry Street.  
Time allowed for UP trip 38 minutes  
DOWN trip 37 minutes.

St Kilda City Rope made top rope at Flinders Street.

On 15th March, 1891 St Kilda - City rope made bottom rope at Flinders Str

/Fares:

Fares: Through fare (terminus to City) 3d.  
Workmen's fares (by special cars) 1½d.  
See also separate schedule - FARES  
Further reference - GENERAL RECORDINGS p 10, 11.

General: Building alterations were carried out at Prahran shed  
1919.  
Electric lighting was installed on Toorak trams 1919.  
Motor bus competition caused a loss on the Toorak line  
1922.  
There was very heavy flooding on both lines during 1907.

Closure: The lines were closed in sections over a short period.  
On 27 December, 1925 Prahran and Toorak trams ran only  
to City Road.

On 3 Jan 1926 Toorak shed closed and cars transferred  
to Prahran. On 12 January, 1926 Prahran and Toorak  
trams ran to St Kilda Road (at Domain Road) being  
propelled by the Toorak engine house only.

28 August, 1926 Prahran line closed

29 August, 1926 Toorak trams housed at  
Toorak engine house

1 October, 1926 Toorak line closed.

M.M.T.B. Buses used during conversion.

Newspaper reports of 25th and 31st August, 1926 AGE AND ARGUS stated  
that seven tenders were received for the contract to convert the lines to  
electric traction and that the lowest from C.D. TIMMS for £113,653/3/1d. was  
accepted. A basic wage of 16/3d per day for labourers was agreed upon with  
margin for skill allowances.

THE PRAHRAN LINE

There was considerable delay in opening the Prahran route despite the fact the line was ready for traffic and trial cars had successfully operated. Newspaper reports of the day reported the situation almost daily ... the following items are from the Melbourne ARGUS:

22 October, 1888

"The tramcars to South Yarra, Prahran and Windsor will not be run to-day, as was definitely announced a few days ago. Trial cars only will be sent over the line, and if the working is satisfactory passengers will be carried in a day or two. The persistent delays in the opening of this line of trams are causing great dissatisfaction in the localities interested. Nearly three weeks have elapsed since the new Princes bridge was opened, and the public are still denied the accommodation to which they are entitled."

24 October, 1888

"Further trial cars were run on the South Yarra, Prahran, and Balaclava line of tramway yesterday, and the results were again satisfactory. The company, however, have not yet definitely decided when to throw the line open for public traffic, the excuse for the delay now put forward being that some slight alterations have still to be made to the line. This continued delay seems to point to the company having some more weighty reasons than those put forward for not opening the line."

25 October, 1888

"Mr C.S. Duncan, the engineer of the Tramways Trust, assures us that the many causes of delay in connection with the opening of the South Yarra, Prahran, and Balaclava line of tramway have arisen entirely from minor alterations which the difficult nature of the route has rendered necessary, after being thoroughly tested. The trial cars which have been sent over the line have been successful enough; but during their running certain improvements suggested themselves, and the trust is anxious that the line should be made as perfect as possible before it is handed over to the company for public traffic. The workmen were busy yesterday effecting these improvements, and to-day further trials will be made over the line, and on their success will depend the fixing of the opening date."

26 October, 1888

"The South Yarra, Prahran, Windsor, and Balaclava line of tramway will be thrown open for public traffic to-day. Cars will start from the Fish Market at intervals of five minutes, or more frequently if the traffic requires that they should do so. Transfers entitling passengers to travel as far as Queensberry Street will be issued in the same way as now obtains on the St Kilda line of tramway."

/5. Original

Original plans were for the Prahran (and Toorak) lines to traverse along Toorak Road to St Kilda Road (and link with the main line to the city). However, the line was constructed to turn into Park Street then into Domain Road where connection was made with the St Kilda Road line.

This route tapped a well populated area of both houses and flat dwellings and also took cars to a point near the southern entrance of the very popular botanical gardens.

When the line first opened the city terminal was at Prince's Bridge and transfers were available to enable passengers to continue their journey by taking another car operating in Swanston Street at Flinders Street ... this was very unpopular and the cause of considerable controversy in newspapers. This arrangement continued until 23rd February, 1890 when Prahran cars were throughrouted to CARLTON.

On this route running was effected:

CARLTON to PRAHRAN ... UP to Bourke Street then DOWN.

PRAHRAN to CARLTON ... UP to Flinders Street then DOWN.

In May, 1891 a round trip (Carlton/Prahran) was one hour two minutes each way with four minutes at each shunt. Total round trip - two hours twelve minutes.

From Chairman's Report - 19 August, 1892

"CONNECTION BETWEEN NORTHERN AND SOUTHERN LINES -

It was mentioned in the previous report that the Trust had been defeated in its wish to place a siding at the South Yarra Station and had appealed to the Full Court. The decision of the Lower Court was upheld; and, as it was impossible therefore to shunt the Toorak line cars at the South Yarra Station, other arrangements for working the traffic had to be made. After some negotiation between the Trust and the Company, the latter body agreed to connect the northern and southern lines in the following manner: the St Kilda cars to run through to Rathdowne Street, the Prahran cars to Johnston Street, and the Toorak cars to Queensberry Street. This arrangement obviates the necessity for shunting and transferring all passengers in Swanston Street near Prince's Bridge, which was very generally objected to, and the transfers are now arranged so as to give the minimum of inconvenience to passengers."

/By



By 1923, when the system was under the control of the MMTB, the destination (blinds) showed PRAHRAN when southbound and JOHNSTON STREET BRIDGE when northbound. For many years one dummy carried a fixed board destination signs CARLTON (north) PRAHRAN (south) - this dummy seemed to be used only at peak periods. Trailers were painted brown and cream.

A journey along the Prahran route (1923 era) was as follows:

Cars and dummies were moved from the car shed which was situated on the eastern side of Chapel Street about eighty yards from Carlisle Street. Two unslotted lines, one to the north and one to the south, led from the sheds and propulsion was by hand. (In the years I watched movement of trams from the shed, I never recall movement other than by hand and as a child I was occasionally allowed to "help"). Trams using the north line from the shed were usually extra services to assist at peak periods and shunted ahead of the normal services.

Grips were lowered into position and the cable inserted by hand operation (drum) and upon signal the tram moved forward along Chapel Street. One request stop was available before reaching Inkerman Road where trams were eased (if no passengers wishing to get aboard) and then moved up a slight incline to Alma Road passing a request stop at Argyle Street en route. Crossing Alma Road trams passed the St Kilda Presbyterian Church, an Army Drill Hall and All Saints' Church on the right and finally stopped at the Wellington Street/Dandenong Road corner. At this point passengers from the Windsor cable and Malvern electric lines joined the city bound tram and continued along Chapel Street passing through the populous shopping area and setting down many passengers until High Street was reached. Here electric cars from Glen Iris crossed and this was also 'end of the penny section' - a familiar call being made by the conductor. To enable the tram to cross High Street, the conductor moved forward on to the intersection and signalled the gripman to proceed and as the tram crossed the electric lines he jumped aboard the trailer at the same time the gripman making sure his other crew member was safe and had not been left behind. (I doubt if this ever happened as conductors became very skillful at joining moving trams.) The journey continued through the shopping area, passing many large business retail stores on both sides, the Empress Theatre on the left, the Prahran Town Hall, McLennan and Company (The Big Store) and to the Read's Corner at Commercial Road. Here electric cars from Camberwell crossed and again the conductor moved to the intersection to ensure a clear passage for the tram.

The journey was now reaching the engine house at Toorak Road corner and still passing through a shopping area - the large Australian Jam Factory was on the right - crossed over the Hawksbury railway (bridge) and finally stopped about one hundred yards from Toorak Road. At this point passengers wishing to transfer to Toorak cars had to alight and walk to the corner opposite the engine house to continue their journey on the yellow route (transfer tickets were always available).

/Although

Although the (Prahran) tram was stopped a considerable distance back from the intersection, the conductor had to walk, rain or shine, to the corner to ensure "all clear" as this was absolutely necessary for the tram had to negotiate a sharp left turn up a slight incline. The gripman, upon receiving signal from the conductor, ensured that it was safe to proceed, called for passengers to "mind the curve" and gripped the rope as speedily as possible in order to gain maximum speed. With one hand on the grip lever and a continuous ringing of the dummy bell, gripmen moved the tram forward then 'threw-the-rope' allowing the tram to coast around the corner into Toorak Road; then, immediately upon reaching the pick-up mark (two marble strips), closed the grip upon the South Yarra cable which automatically fed into the waiting jaws. Should a head wind prevail, it was necessary for the gripman and conductor to assist movement by pushing and many male passengers have lent a hand to move the tram around the corner. This was always a movement that called for skilful handling by the crew but the friendly passengers were always ready to assist - such was the way of life in the days of cable traction. In 1924 only two years before closure of the line, a change was made enabling trams to negotiate the troublesome corner without difficulty....

NOTE RE CURVE - CHAPEL STREET INTO TOORAK ROAD BY IAN MACMEIKAN -  
Engineer in charge of cable tramway operation during the period (about 1924).

Owing to dirt and dust on rails, trams frequently stopped on the curve. During the year an easement curve was installed which enabled a test tram to approach the curve at half speed to successfully make the turn. This operated until the closure of the line.

Trams now proceeded along Toorak Road passing the Regent Theatre, on the left, and South Yarra railway station, on the right, through a shopping area until Punt Road was reached. By now a Prahran tram could be running ahead or behind a Toorak tram so with both routes operating along this section of track a big strain was imposed on the cable. After crossing Punt Road, trams passed residential houses on the right and Fawkner Park on the left before reaching Park Street where a stop was made before turning. Trams started and then gripmen 'threw-the-rope' coasting into Park Street automatically collecting the rope when around the corner .. and so to Domain Road corner and another stop.

Here many passengers alighted to visit the Botanical Gardens and there was always plenty of patronage for city bound cars. Before turning into Domain Road, gripmen again 'threw-the-rope' and coasted to automatically pick-up and continue the journey. To the right was the vast Domain parklands with the 170' mast of VIM - Australia's first wireless station, and to the left Melbourne Grammar School. As trams approached St Kilda Road corner they crossed a shunt where, when St Kilda Road was not available to traffic, trams turned back to provide service on the Prahran and Toorak lines.

/By

By now propulsion by the Toorak engines was almost completed and the red and yellow routed trams accelerated to a point near St Kilda Road, 'threw' and coasted on to the (St Kilda Road) line automatically picking-up the cable (powered from the engine house about six hundred yards to the rear) and continued on to the city.

Gripmen now followed the same procedure as on the St Kilda line into the city, picking-up and setting down passengers as required.

#### THE TOORAK LINE:

The car shed for Toorak trams was situated behind the engine house in Chapel Street and a single unslotted line was constructed in the middle of the road to enable trams to move to and from Toorak Road. The shed was quite large and carried several storage lines and traversers. (A large stack of wooden brake blocks was nearly always to be seen in the shed.)

A horse was employed to haul the cars from the shed and he seemed to do so effortlessly. It was usual to pull the dummy and trailer separately and the grip had to be inserted when the cars were in Toorak Road. The horse(s) seemed to work quite independently and pulled cars to the required mark and after the rope was released would walk back alone to the shed. Towards the end of the cable service, a tractor was used to haul the trams (coupled) from the shed.

#### THE TOORAK/QUEENSBERRY STREET ROUTE - CIRCA 1923

Trams departed from the terminus at the corner of Toorak Road and Irving Road at frequent intervals. For the first part of the journey, the line passed residential homes on both sides and eventually reached the stately St John's Church on the Orrong Road corner. Crossing this main thoroughfare, the trams moved down hill to the Village shopping area stopping only as required and heading for Williams Road where a stop was made. Passing again through residential areas, the trams moved to a point near Chapel Street where it was necessary to stop as a change of cables was required. Conductors moved ahead to ensure that the road was clear and, upon signal, gripmen moved the trams forward - throwing the rope - and coasting to the pick-up point outside the engine house which was situated on the right. This pick-up point was the same one as used by Prahran cars and, although the Toorak cars were moving uphill without propulsion and losing momentum, they did not have the same problem (as a Prahran car) as no curve had to be negotiated. After collecting the South Yarra cable, the Toorak cars moved ahead following the same route as the Prahran cars - see description of journey under PRAHRAN LINE.

/THE

THE RETURN (DOWN) JOURNEY OF BOTH ROUTES

On the DOWN journey, Prahran and Toorak trams entered Domain Road from St Kilda Road, conductors firstly setting the points then by acceleration per the St Kilda Road cable 'throw' to coast around the corner and automatically collect the South Yarra rope to propel them to the engine house. The rope was held all the way - along Domain Road .. when turning into Park St and still held when turning into Toorak Road and along Toorak Road back to Chapel Street corner where gripmen 'threw-the-rope' and stopped on a slight incline outside the engine house on the left.

PRAHRAN CARS moved forward by gravitation around the right hand curve with the points always set for such movement and coasted to a point quite a few yards along Chapel Street where the Prahran rope was automatically collected and then the journey proceeded along Chapel Street (DOWN) picking-up and setting down until the terminus at Carlisle Street. A fly-shunt operated at the terminus and trailers used the same shunt as the dummy. The crew prepared the trams for the return trip : coupling, picking-up the cable: moving the wire grills from side to side on the trailer and awaiting the signal to move. Conductors always paid their cash into the office situated in the car shed on the arrival at this point - usually before shunting but not necessarily so. Thus a complete round trip had been made from one side of the city to the other - a total time of two hours and twelve minutes (1923 era).

TOORAK CARS on the DOWN journey followed the same pattern as those of the Prahran service until reaching the engine house where gripmen 'threw the rope' and brought the trams to a full stop. Conductors moved forward and raised a lever to set the points for straight-ahead and, upon signal, gripmen moved the trams forward and automatically collected the Toorak Road cable and then continued to the terminus crossing Williams Road, Orrong Road and finally the terminus at Irving Road right outside the Toorak Presbyterian Church. A fly-shunt operated and cars reassembled for the UP journey. The cable was placed into the grip by hand operation. A round trip Toorak/Queensberry Street took 75 minutes plus shunting. This was in the 1923 era.

CONVERSION: Following the closure of firstly the Prahran line and then the shortened Toorak line, construction of electric lines took place without delay. MMTB buses were used during the change over. The electric lines were extended beyond the old cable terminus in both instances: the Prahran line was extended across Carlisle Street a distance of 0.27m to connect with the new Brighton Road line and the Toorak line was extended a distance of 0.65m to connect with Glenferrie Road line. Neither of the links was ever used for ~~RAHRAN~~ services. In addition to the Prahran line a curve was installed to take North Richmond cars direct to St Kilda Beach and this service was well patronised during the summer months.

31st AUG 1926 AGE

### CHAPEL-ST. CONVERSION.

Contract Partially Signed.

TENDER OF £113,653.

Work to Commence on Monday.

Although formalities are not completed, it was announced by the Tramways Board yesterday that a contract had been signed by Mr. C. D. Timms, on behalf of a syndicate of himself and two others, for the conversion of the Chapel-street and Toorak cable lines to electric traction, and for extensions of the lines along Toorak-road, to Glenferrie road and Chapel-street to Brighton-road. The chairman of the board explained that the amount of the tender, which was the lowest of the seven received, was £113,653. This sum was within the board's estimate, and was considered satisfactory. The work would be commenced on Monday next at the northern end of Chapel-street, and men would be taken on gradually until about 200 were employed. Until Chapel-street was completed, some time in December, the Toorak trams would continue running, and the whole contract would be finished on 7th April, 1927. It was anticipated that the contract would be signed this morning by the two other parties concerned. An agreement had been reached between the board and the Australian Workers' Union which would obviate any question of wage alteration during the progress of the work, the basic wage under that agreement being 16/3 a day.

Mr. C. D. Timms, one of the successful tenderers, was one of the senior engineers employed by the Foundation Co. Pty. Ltd., which has just completed the conversion of the St. Kilda-road and Brighton-road systems. Mr. Timms had considerable engineering experience in South Australia, and later was in charge of conversion operations in Swanston-street, St. Kilda-road and the Esplanade. Mr. Cameron said yesterday that it was understood that the gentlemen associated with Mr. Timms were men with large capital.

#### Brighton-road Trams.

Officers of the Tramways Board said yesterday that traffic on the Brighton-road electrified line, which was opened for passenger traffic on Sunday, was satisfactory. It was expected that heavy traffic would be carried in the summer, when trams would be run direct from the city to Point Ormond.

25th AUG 1926 AGE

### CHAPEL-STREET TRAMS

The Conversion Contract.

SEVEN TENDERS RECEIVED.

Seven tenders were received by the Tramways Board for the conversion of the Chapel-street and Toorak cable lines, and it is expected that the board will reach a decision at its meeting to-morrow. The chairman of the board explained yesterday that the board supplied rails, sleepers and wood blocks, and installed the overhead gear, while the successful tenderer supplied labor, concrete, ashes and metal.

The total amount of double track in the contract is 9829 yards, and an agreement regarding wages for the duration of the work has been made with the Australian Workers' Union. The work will be commenced immediately the contract is signed. The contract price for the St. Kilda-road and Brighton-road lines, which were converted by H. del Cott Pty. Ltd., was £119,800, but owing to an increase in wages the board has paid considerably more than this amount.

#### Tramway Transfers.

Referring yesterday to a complaint by a correspondent in "The Age" regarding the absence of transfers on the Tramways Board lines, officers of the board said it was impracticable to grant more transfers than those already allowed. Melbourne was the only capital city in which transfers were given, and if further transfers were permitted, tickets for every conceivable transfer from one line to another, including all possible combinations of sections, would have to be carried by conductors, whose work would become impossible.

31st AUG 1926

### TRAMWAYS CONVERSION.

TOORAK AND PRAHRAN LINES.

Tender for Work Let.

The chairman of the Tramways Board (Mr. A. Cameron) announced yesterday that the examination of tenders for the conversion of the cable tramway lines to Prahran and Toorak had been completed by the board's engineers, and that it had been decided to accept the lowest tender received for the work, that of Mr. C. D. Timms, an engineer of wide experience in tramways construction. The amount of the tender was £113,653/3/1. A beginning will be made on the conversion work in Chapel street on Monday, and it is expected that both lines will be completed by April 7 of next year.

Mr. Cameron said that Mr. Timms had associated with him two other contractors who controlled a great deal of capital. He was not in a position to mention their names at the present time. Mr. Timms had carried out much tramway construction work in South Australia, and he had been a member of the technical staff of the Foundation Co. Ltd., by which the conversion of the first portion of the St. Kilda road system had been carried out.

Work will be begun at the northern end of Chapel street and continued down the street until the Chapel street line is connected with the electric line in Brighton road. This will entail the construction of a short section of new track from Carlisle street, the terminus of the existing cable line, to Brighton road. Conversion work on the Toorak line will not be begun until the Chapel street line is practically completed. It is expected that the conversion of the Chapel street line will be completed and an electric service inaugurated in time for the Christmas shopping period. When the Toorak line is converted the track will be extended from the present terminus along Toorak road to connect with the electric tram line in Glenferrie road.

Ultimately about 200 men will be employed on the conversion work. An agreement between the board and the Australian Workers' Union provides for a basic wage of 16/3 a day for labourers, with margins for grades of employment requiring skill.

THE ST KILDA LINE

Date of opening: 11 October, 1888

Round trip: From Brighton Road to Prince's Bridge ...8.59m  
From Brighton Road to Queensberry Street - from  
19 December, 1897 - 10 m.

Route colour: Apparently opened with BLUE -blue light.  
Changed when through routed to North Carlton -  
February, 1890.  
Later WHITE (Amber light) when running to Queensberry  
Street.

Engine house: On corner of St Kilda Road and Bromby Street.  
Engines 500/550hp.  
During 1922 a 350hp electric motor was installed  
to give additional power.

Cables: Two - City (to Flinders Street 14,580')  
(to Qberry Street 23,140')  
Suburban 30, 240')

Speeds:

	<u>CITY</u>		<u>SUBURBAN</u>	
	9	11 Oct 1888	9	11 Oct 1888
	10.5	28 Sep 1889	10	28 Sep 1889
	11	16 Mar 1902	12	2 Oct 1892
	12	21 Jan 1905		
	13.3	5 Oct 1924		

Fares: See separate schedule - Fares

Closure: Part closure 1924.  
Further closure 26 Dec 1925.

St Kilda suburban rope No. 1 from Oct 1888 to  
3 Jan 1891

Trains sent away 132292  
29976 Rathdowne Street cars

162268 x 5.56miles = 902210 train  
miles.

/THE