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THE LONG TRAMROAD TO OPENING

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The Brisbane Tramway Museum Society has
joined the ranks of operating museums in Aust-
ralia. The road to achieving this has been long
and hard. An insight into this is given in the
article by Gary Ford commencing on page 3.

The Official Opening by the Governor of
Queensland on Sunday 10 August 1980 is cover-
ed in Museum Notes & News.

* * * * *

The report on the COTMA Conference held
in Brisbane in June has not yet come to hand.
It will be published in a future issue.

FRONT COVER: *The BTMS Ferny Grove Museum tramway in action.
Car 554 turns from the McGinn Road terminus area onto the single
track leading up to the depot. In the background the Valley signal
cabin serves as the ticket office at the gate.* - Tim Atherton

THE LONG TRAMROAD TO OPENING

THE STORY OF TRAM PRESERVATION IN BRISBANE

by G. R. Ford

April 13 1969 is regarded as one of Brisbane's blackest days, for on the last few moments of that Sunday evening eleven years ago, electric traction ceased to propel public transport in Queensland. It was to be 10 years 7 months and 4 days before the citizens of Brisbane would again be hauled through the suburbs by electric power, with the opening of the first stage of the railway electrification from Ferny Grove to Darra and a further 7 months and 2 days before they were again able to ride their trams. On 15 June 1980, just after midday, tramcar operation officially recommenced in Brisbane when the Lord Mayor, Alderman F.N. Sleeman, drove tramcar 47 through a ribbon, in the presence of the Deputy Premier of Queensland, Dr. Lew Edwards M.L.A., at the Brisbane Tramway Museum at Ferny Grove. The road to opening has been long and hard, as the following story will show.

Trams fell out of favour in Brisbane in the early 1930s, as they did in most parts of the world at that time, but it was not until after World War 2 that Mr. G.R. Steer's recommendation that trolley buses be used in future, could be trialled. Mr. Steer had been replaced by Mr. S.L. Quinn as General Manager

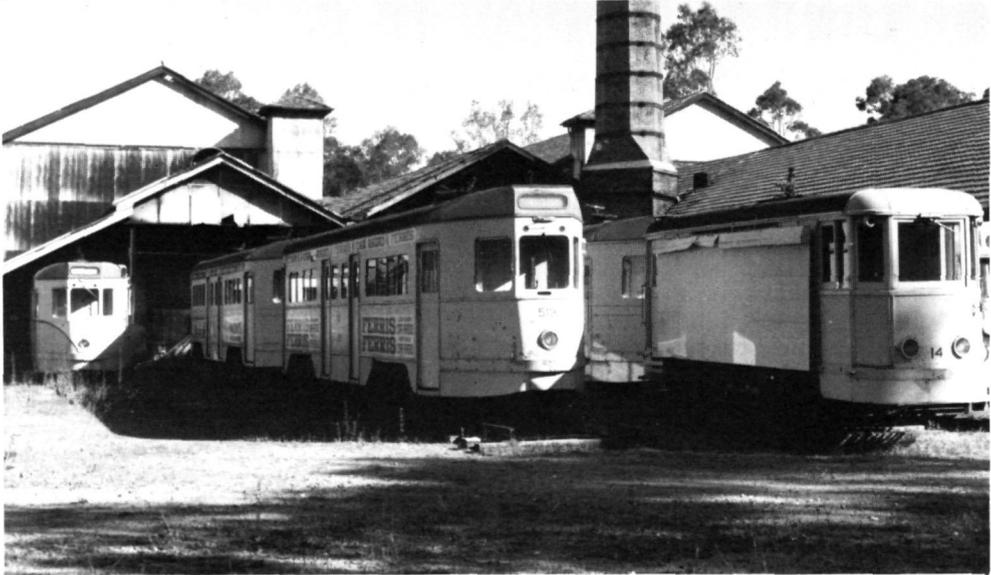
and although tenders had been called in 1946 post war shortages precluded the system from opening until 12 August 1951. The route chosen was from the Gardens to St. Lucia and Taringa via Gregory Terrace. The only portion to open to passenger traffic though, was the old Edward Street tram route, as objections from property owners on Coronation Drive to overhead wires outside their homes halted the wires at Lang Park. It was Mr. Quinn who enticed Mr. G.A. Baker, a man who was to play a leading role in tramcar preservation, to Brisbane to install the trolley buses.

For a short time after the war trams were again in favour, new vehicles were built and extensions made; the last major one being to Mt. Gravatt in 1951.

It was against this background that the first attempt at tramcar preservation was made. It was suggested that a Bogie Brill, then being replaced, be kept for historic purposes, but as the fleet was then at its greatest extent, 428 cars, and the new ones were longer than those being replaced, depot space was at a premium and the request was refused. As a result, Bogie Brills are the only large class of



Drop centre 277 being unloaded at the new site in front of what is now the workshops.



Part of the museum fleet in open store at the old tile factory.

Brisbane tram not preserved in a museum.

The next move came from SPER in Sydney in 1958 with a request for Dreadnought 180 and 10 Bench 65. The former was made available and eventually left for Sydney in 1962.

Following the AETA convention at Easter 1959 when 65 made its first appearance for many years, together with Baby Centre Aisle 99, it was decided by the Transport Department that these cars should be restored and used together with a replica horse tram and other cars in the Cavalcade of Transport, which was part of the Queensland Centenary Celebrations on 10 December 1959. Subsequently it was decided to keep these cars as historic vehicles.

Following a change in timetabling Dreadnoughts became surplus in 1961 and did not reappear on the streets until after the disastrous Paddington Depot fire of September 1962. By Christmas, following the first major closures of the system, as a direct result of the fire, they again went into mothballs prior to scrapping. It was following a trip in 136 on 4 July 1964 that Brisbane fans first knew that the Brisbane City Council intended to preserve at least one of each type of tram. The list then stood at 41, 47, 65, 99 and 136. Although suspected by some even then, no one knew for certain that Brisbane was to embark upon a policy of scrapping the tramway system.

The Wilber Smith Traffic Plan of 1965 announced that trams should be scrapped. Talk was heard in all quarters about the impending closure, although the Transport Department continued to

order supplies. Scrapping the handbrake cars commenced and several FMs with major accident damage were stored. It was only through quick action by Robert Thomson and Neal Elfick that 231, the first Drop Centre, did not make its final journey in June 1967 and joined fellow DC 386 on the preservation list. It was now becoming obvious that the Brisbane system was about to succumb to diesel power.

A MUSEUM SOCIETY IS FORMED

Following the 1968 AETA Convention, which was generally acknowledged as being the last one to be held in Brisbane, at least four groups of people approached the BCC Transport Department concerning the establishment of an operating Tramway Museum in Brisbane. W.D. Daniells represented one group with mainly ARHS members, G.R. Ford represented a group of individuals, J.A.S. Hoyle the AETA and S. Tyrrell yet another private group. As Steve Tyrrell was the most advanced with his proposal, Alderman Harvey, Chairman of the Transport Committee and Mr. D. MacNaughton, Manager of the Transport Department, suggested that all join with him.

As a result, notices were posted announcing that a public meeting would be held on July 1968 to discuss the establishment of an operating tramway museum in Brisbane. The obvious name had already been chosen. Sixty persons attended the meeting, including several BCC Aldermen and an interim council was elected. Bill Daniells became President. Formalities were quickly attended to and a meeting was called on 2 August to elect the

permanent office bearers for the ensuing twelve months. At this meeting the by laws were drawn up; the membership fee determined - \$5 p.a. for ordinary members; the decision to incorporate the Society taken and the equipment to be applied for was determined. Most were ratifications of decisions made unofficially in the previous few weeks. It was finally resolved that the Lord Mayor, Alderman Clem Jones, be officially informed of the existence of the Society.

Even at this early stage the Society was organising tram tours, the first in 136, then in 553 on 7 August on the last day of The Grange/Ashgrove line with the last use of Gregory Terrace on 15 September.

And so it was that the Brisbane Tramway Museum Society now existed, but it was not until 12 August 1969 that it was incorporated. On 22 July registration had been obtained as a tax deductible charity under section 78(1)(a) of the Income Assessment Act. On 11 July 1979 the Society was registered under section 78(1)(aa) which provides for donation of historical relics to the Society to be fully tax deductible at market prices.

It is in this form that the Society has continued to the present, although the number of Council members has been increased from 5 to 8 and several of the early committees have been restructured or disbanded. The Editorial and Research Committee has been abandoned completely, while the Tours Committee is now the Traffic Branch and also incorporates publications. Research is now in the

hands of individual members, under the control of the Secretary and the Archivist. The Society is fortunate in having perhaps the most complete archival collection of any transport museum, thanks due mainly to the activities of three members. Within weeks of the formation of the Society it was resolved that a house publication be produced, called 'Dreadnought'. The first issue appeared in September 1968 and the last issue Volume 6 Number 9 in September 1974, from which date the BTMS house journal was incorporated in Trolley Wire. A newsletter commenced in October 1974 and is still in production. It is quite appropriately called 'Baby Dreadnought'.

GAINING EXHIBITS

Even before the Society was formed, approaches had been made to the Brisbane City Council for various tramcars and equipment needed to operate them. On 24 August 1968 the Acting Town Clerk, Mr. I.C. Hawes, informed the Society that providing information was satisfactory to the Council in all respects, the Council was prepared to donate to the Society tramcars of historical significance and all the spares and equipment needed to run them. It was not realised how magnanimous this offer was to prove, nor was it realised the enormous problems it was to cause the infant society.

The interim council had submitted a proposal on 11 July. It was felt that it would be fortunate if only a few of the tramcars on the list were gained. It was not really expected that all and more, with the exception of 16, plus all the spare parts and



BTMS members lifting the Evans Road section of the Salisbury line.



The site for no. 1 depot

equipment and more would be given. The response was such, then, and over the next few years that in hindsight it was possible that the BCC would have given the entire system to the BTMS had it been asked for. As it was what was taken delivery of immediately upon the closure of the system was to provide enough headaches to warrant one owning a headache powder factory.

Delivery was taken of the first vehicle, car 47, on 24 February 1969, when the Chairman of the Transport Committee, Alderman Roy Harvey, handed it over, with the other cars, to the Society, in trust, to preserve and operate for the benefit of the citizens of Brisbane. The full conditions were set out in a letter from the Transport Department Manager. The trams were delivered to the Museum's initial site at Ferny Grove on the following dates:

24 February 1969:	15, 41, 47, 65, 99
25 February 1969:	128, 136, 140
6 March 1969:	277, 300, 341
31 March 1969:	386, 400, 429
10 April 1969:	480, 494, 519
14 April 1969:	14, 231, 554

By 26 March the decision had been made for 554 to be the official last tram and around 11.50pm on Sunday 13 April 1969, 554 was handed over to BTMS President Bill Daniells by the Lord Mayor of Brisbane, Alderman Clem Jones, so ending 84 years of tramway operation in Brisbane.

Apart from the initial request which resulted in the BTMS obtaining the trams, rail and all the remaining spare parts, plus patterns and other

associated material, the following vehicles and equipment has since been obtained:

- Trolley buses 1 and 34, on 8 April 1969
- Kedron and Coorparoo substation equipment on 8 April 1969
- Ipswich Road Tram Depot trackwork and point-work on 7 July 1969
- Doomben Track and track components and tools on 7 July 1969
- Valley Signal Cabin on 7 July 1969
- Two welding trucks, two compressors and tower waggon, on 7 July 1969
- One and a quarter miles of overhead and one mile of feeder cable on 7 July 1969
- Part of Ipswich Road Depot building, on 13 February 1973
- Baldwin locomotive, 3ft 6in gauge, and spares and mercury arc rectifier from Queensland Electricity Generating Board, on 6 November 1975
- Diesel buses 77 and 80, on 11 November 1976
- Sydney R/R1 1936 (body only), on 23 September 1977
- Diesel bus 241 (arrived from storage), on 4 January 1978
- Buildings, equipment and spare parts from Milton Tramway Workshops, on 22 February 1978
- Trackwork and permanent way gear from Bulimba Powerhouse, on 14 June 1978
- Also many other items from various organisations and individuals, too numerous to mention
- Most track, buildings, etc, were dismantled and moved by Society members.

The late Mr. D. MacNaughton, Transport

Department Manager at the time, Mr. G. Baker, Electrical and Mechanical Engineer, Mr. W. Dann, Traffic Manager, the late Mr. T. Jesser, then Workshop Superintendent, Mr. D.R.C. Harding, present Manager, Mr. N. Green, Chief Engineer, Mr. M. Chaseling, Workshop Superintendent and of course Alderman Harvey, then Chairman of the transport Committee and Alderman G. Thomson, also a past Chairman, helped considerably in the acquisition of this equipment. Without their full co-operation it would not have been possible to establish such a fine collection. Companies too, such as, Avis, E.F.S. engineering, L.P. Jensen, Esso, Southern Cross, Seaworld, Birdlife Park, International Harvester, Readymix, Pioneer Concrete, Westinghouse, Atkins Transport and TAA, have also helped considerably through donations of one kind or another and through assistance in acquiring exhibits.

OBTAINING A MUSEUM SITE

Many suggestions were made for the Museum site, ranging from Caboolture to Beenleigh. Eventually the site of a former tile factory at Ferny Grove was decided upon. Unfortunately the Society could not purchase this land and it had to be rented at \$40 per week. Quite a large sum for a new group to find at the time. This rent was paid from October 1968 until 31 March 1971 when the buildings were purchased from the owner. At this time the land was under threat of redevelopment. On 22 November 1968 the proposal to have Lanita Street Ferny Grove closed was gazetted. This was the old

Dayboro Railway right of way and would have made an ideal right of way for the tramway. Unfortunately objections were received and a closure order was therefore refused. This plus the sale of the land for redevelopment made it essential to find a new home for the Museum. The dispute with the developer that ensued over the alleged slowness to move was settled only with the threat of legal action by the BTMS and with the help of the BCC.

After several sites were looked at and rejected, the present site was offered, a disused sanitation depot, on 27 March 1972. Work literally began on the transfer of the exhibits and equipment to the new site before the ink had dried on the letter. The land, ten acres, is leased from the Brisbane City Council for a nominal amount on a twenty year renewable lease.

At last the Museum had a permanent home. The only unfortunate incident that occurred at the old site, apart from much broken glass, was the theft of over \$1000 worth of brass fittings from some of the cars. The biggest problems, however, was the removal of the hundreds of tons of equipment that had been accumulated in such a short time.

BUILDING THE MUSEUM

The enthusiasm of members in those early days was exceptional and the Society saw much progress achieved on the old site. To celebrate the new year in 1969/70, 231 was operated on a short length of track, using the motor from trolley bus 1 as a generator powered by a V8 engine. Thus less



Roofing no. 1 depot the hard way.

than nine months after the closure a tram operated in Brisbane again. It was considered sure that the Museum would be open to the public within twelve months. This was not to eventuate however, and tram operation was discontinued because members wished to play trams and not work. The next movement under power was during the move to the new site when trolley bus 34 was driven out of the scrub, using wandering leads, prior to being towed away.

The new site had two large wooden buildings, a large water tank and a run down cabin on it. The equipment was put in one shed and the older cars in the other. Unfortunately the rest of the vehicles and equipment had to be stored in the open. It was essential that further buildings be erected and existing ones improved. As a result a complete bay of Ipswich Road Tram Depot was obtained. Permission to erect the first depot was obtained on 20 December 1973. Ipswich Road Depot was closed on 5 January 1974 and by the end of May all the BTMS's sections had been removed and transported to Ferny Grove. In the meanwhile, car 15 became the first tram to move under its own power when on 16 October 1973 its inboard petrol electric generator set was fired for the first time. In November 1973 work commenced on the substation. This building was completed by the end of February 1974. Work commenced in June 1974 on the erection of Depot 1 and was completed, except for the roof, which was put on by members, by the end of the month. Associated trackwork was pro-

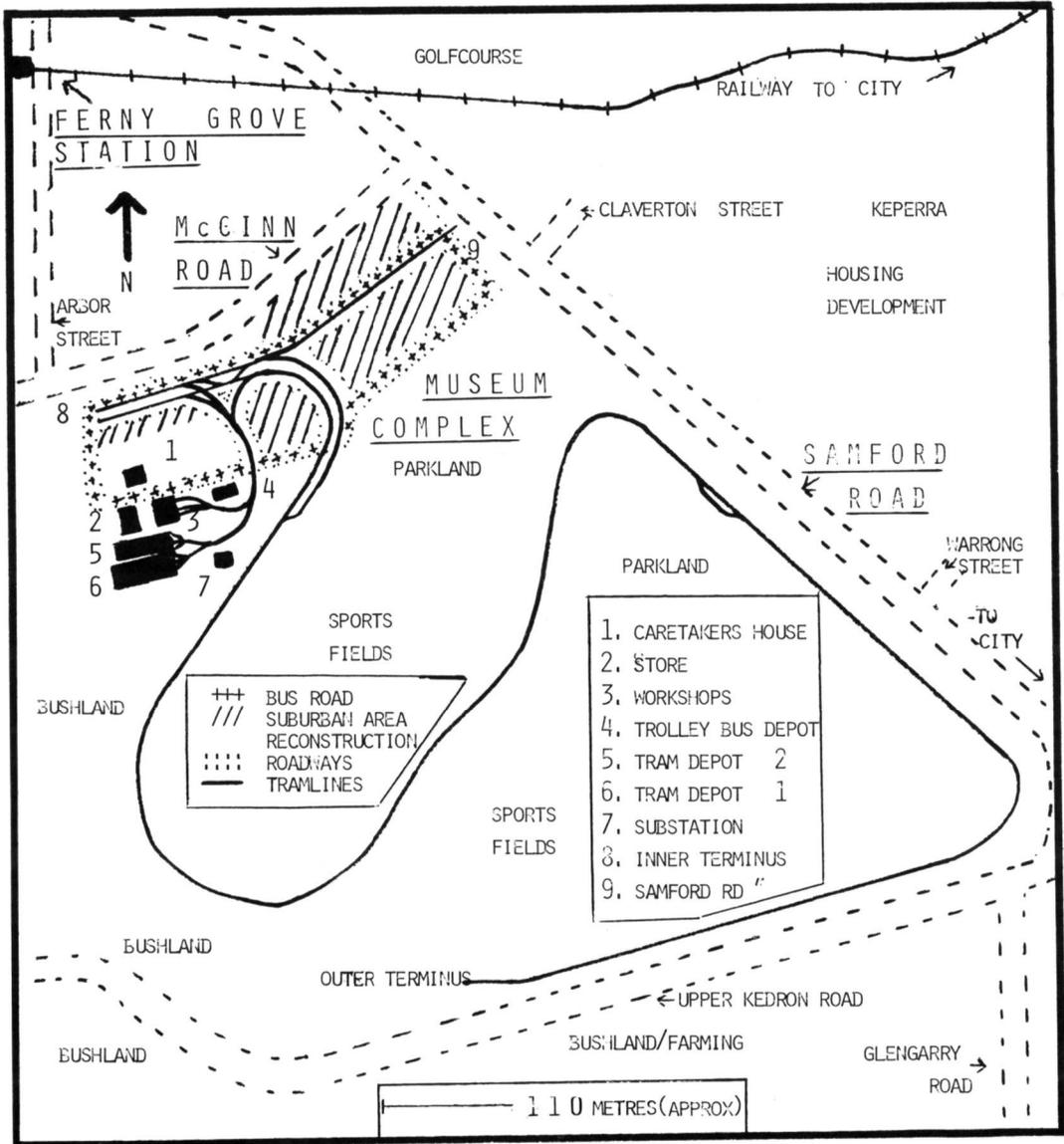
ceeding and on 2 November 1974 car 231 became the first passenger carrying tram to enter the building. Again the problem of people wanting to play trams arose, so it was resolved that no further tramcar operation would take place until the Museum was ready to open. The overhead was therefore removed.

Work has continued at a fairly steady pace since then and Depot 1 reached the lock up stage in August 1978. Construction of Depot 2 started in May 1976 and is still underway; one side only remains to be clad. For the first time since acquisition all exhibits were under cover by early 1979. On 1 February 1980 the substation was officially commissioned and to celebrate, car 554 was driven into the depot under its own power. The substation was partially completed in November 1979 and as part of the celebrations for the opening of the electric railway, several cars were lit. It was during the beginning of 1980 that the decision was made to lay as much track as possible in mass concrete, since it was cheaper than using sleepers. The depot fan had been so laid in mid 1979 and its success prompted the decision. In September 1979 work started on a 52ft long pit, which was completed, except for some wiring, by 20 January 1980.

The Museum is being constructed according to a plan agreed to by an Extraordinary General Meeting of members on 1 August 1975. In brief, the plan calls for the creation of a 1950 period tramway street in the area between the depot access track area and Samford Road. This plan has been partly



The museum terminal area under construction.



amended from time to time as circumstances have changed and is now to include a 3ft 6in gauge railway parallel to the mainline.

FINANCING THE MUSEUM

The Society started with no money and has opened with no money, but during the intervening years has spent over \$83,000 in getting the Museum open. This does not include the publications account. Today, assets are worth over \$50,000, excluding the value of materials donated. Obtaining this has not been easy. All except for a State Government grant of \$19,242 has come from member's pockets and from functions. This averag-

es out to each member having donated approximately \$700 over eleven years. Quite a good effort.

The first monies came from tram trips; the first in 136 in July 1968 and the last in 41 on 20 October 1974. Yes, 1974. The last occasion that trams operated in Brisbane streets was this last operation of the horse car along the Belmont reservation. The horse car had also been operated at Chermside in August 1970 to commemorate the 85th anniversary of the commencement of horse trams in Brisbane. Boat, bus and train trips have also been operated.



Erection of the overhead took two days, using tower waggon 1.

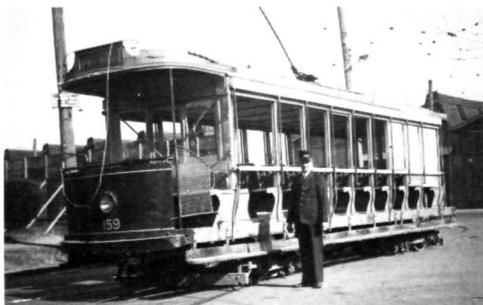
Now that the Museum is open there still are problems, for as well as meeting operating costs, the revenue must also be sufficient to pay for the finishing of the complex. The extensions are not going to be cheap and everyone's help will be needed. Donations of goods or money to the value of \$2 or more are tax deductible. The State Government has said that it will look favourably upon any further request for assistance.

LOOKING BACK.

It was very rewarding at the Tenth Anniversary Dinner in 1978, to look back and see just how much progress a few schoolboys and persons in their early twenties had made. Most of the active membership of the BTMS has always been young and, unfortunately, it is still these same persons who are doing most of the work. Like all museums, members are

needed who are willing to work before they receive their rewards. The members have worked hard and are now about to be rewarded with the pleasure of driving trams at Ferny Grove.

On 1 December 1970 the Society held a 45th Anniversary Dinner for the Brisbane City Council Transport Department, because at this stage, with the formation of the Metropolitan Transit Authority looming, it was felt that the Department would not be around for its 50th Anniversary. This has been proved wrong, as too have the Department officials who thought that the BTMS would never make it to opening. Thanks go to these men, for despite their possible doubts, they never conveyed them to the Society until they had helped to bring the opening within reach. It is to these men that the Society and indeed the general population owe so much.



One that got away! The major omission from the BTMS fleet is a Bogie Brill, open twelve bench car. 159 is seen at Light Street Depot in August 1947. This car was built in Brisbane by the BTC. -Late Ken Train



Laying the track while no. 1 depot rises above.



Work started in late 1979 on the pit.



Drop centre 231 making the first trip into no. 1 depot. 2.11.74.

CITY SECTION

News of the Melbourne and Metropolitan Tramways Board

TRACKWORK

The track renewal in Toorak Road, from Kensington to Williams Roads, South Yarra, was completed early in June and the men and equipment then moved west along the same thoroughfare to the section from Punt Road to Park Street. This length was completed by 12 July, both sections being done under traffic conditions without the use of temporary track due to the heavy motor traffic carried by this roadway.

The double track right angle crossing in the City at the Swanston/Collins Streets intersection was renewed on Sunday 8 June, while the curves from Swanston into Victoria Street were relaid on Sunday 13 July. The next scheduled major relay is Malvern Road Prahran, from Cromwell Road to Williams Road.

BUSES

The M&MTB's veteran AEC Regal Mk 3 buses have finally been withdrawn from service. Details of the last trips are as follows:
North Fitzroy Depot: No.559, Tuesday 6 May, run 161 Collingwood, Garden City, Kew - Earl Street; into depot at 6.15 pm.
Doncaster Depot: No.593, Friday 16 May, a tour of the area routes; into depot at 6.52 pm.
Footscray Depot: No.518, Wednesday 4 June, run 30 Sunshine to City twice; into depot at 10.38 am. However the Board arranged for an official last run to take place the next morning, Thursday 5 June, using bus 347 (which is being retained for historical purposes). It left the Queen Street City terminus at 10.34 am amidst TV coverage and ran to Footscray Depot. Several senior MMTB officers were present as well as many enthusiasts. It was farewelled by the Minister of Transport, Mr. R. Maclellan.

The remaining buses were put to tender and sold during July, but the Board retains several

of these vehicles converted for auxiliary uses.

On 7 July, the MMTB was able to at last transfer the first of eight Volvo buses on hire to the Victorian Railways for use on the latter's Sandringham, Black Rock, Beaumaris, Southland services. No.892 arrived and was used on driving instruction as well as traffic runs on Tuesday 8 and Wednesday 9 July. It was then held in the depot pending an official ceremony by the local member for the Legislative Assembly, Mr. M. Crellin, on Tuesday 15 July when it ran the 10.16 am trip from Sandringham to Southland.

Buses 893 to 899 arrived that week, entering service progressively so that the full roster was being operated at the end of the week except for one run which is subject to vandalism problems; a VR Bedford is being used for the time being.

The four best of the VR buses will be retained; one as a spare at Sandringham and the other three for East Camberwell to East Kew.

TRAMCARS

Z3 tramcar 140 entered service on 22 July with the body of 151 being delivered from the builders on 18 July. Z3 131 was noted running trials in Elizabeth Street City about 1.30 pm on Monday 14 July, but it is reported that there is no intention in the near future of placing any of this type of car at Brunswick Depot. No date has yet been fixed for the introduction of the next group of Z class trams on the North Coburg route, although early July saw the transfer of three more such cars to Brunswick Depot.

The 2000 gallon flusher tram no.7 has been repainted safety yellow at the Civil Branch yard at South Melbourne.

The MMTB withdrew the tourist tram service which runs on Sundays from Batman Avenue City to Hawthorn Depot after Sunday 6 July for a winter recess. It will resume on Sunday 5 October.

M&MTB BUS FLEET ALLOCATION AS AT 1 JULY 1980

TYPE	CLASS	DONCASTER	FOOTSCRAY	NORTH FITZROY	STORED	TOTAL
MAN	J	30	10			40
Volvo B59	H			100		100
Leyland National	G	14		16		30
AEC Mk6	F	56	44			100
AEC Mk5	E			14	7	21
AEC Mk3	D				4	4
AEC Mk3	C2				16	16
Total		100	54	130	27	311

The active fleet is thus 284 buses. Of the stored vehicles, 22 were sold during July. Another 90 MAN are on order for a total of 130 of this type, with an option of a further 70.

M&MTB TRAMCAR FLEET ALLOCATION AS AT 1 JULY 1980

Class	BRUNSWICK	CAMBERWELL	ESSENDON	GLENHUNTLY	KEW	MALVERN	EAST PRESTON	S. MELBOURNE	Special	Training	Stored	Workshops	Total
L											6		6
PCC											1	1	2
V									1				1
VR			1								1		2
W2	11		38	43	43	41	12	34	2	5	31		260
SW2			1	1	1	2	1						6
W3											3		3
W5	28		40	11	12	11	10	9					121
SW5			2		6	4							12
SW6	16		14	23	18	35	2	12					120
W6	2		4	7	6	6	2	3					30
W7	1		5	4		5	22	3					40
X2										1			1
Y										1			1
Y1										2	2		4
Z	15	55					45						115
Z3							21						21
Total	73	55	105	89	86	104	115	61	3	9	44	1	745

- Notes: 1. Z class includes Z1, Z2 and ZC.
 2. East Preston depot includes North Fitzroy
 3. The L class are now officially stored.
 4. The VR class shown at Essendon depot is under a union black ban and is not used.
 5. The W2 class is being steadily depleted by scrapping.
 6. The main active classes of passenger trams are:
- | | |
|-------------------|-----|
| W2, SW2 | 228 |
| W5 | 121 |
| SW5, SW6, W6, W7 | 202 |
| Z, Z1, Z2, ZC, Z3 | 136 |

There are 687 cars normally available for traffic with the remainder stored or only used for special purposes. This does not take into account cars which are at the Workshops for repair or overhaul.

This list has been compiled from M&MTB official records and grateful acknowledgement is made to the Board for permission to use same.

AEC REGAL Mk 4 BUSES

The demise of this class of bus in M&MTB service came much sooner than expected. No. 622 operated the last run between Clifton Hill and Elsternwick in the morning peak on Tuesday 29 July 1980, returning to North Fitzroy Depot about 10am. The Mk 4s were the Board's first under-floor engined buses and entered service in 1956. They normally operated the Heidelberg route to the Olympic Games village when first introduced.

THE SYDNEY SCENE

Transport News from the Sydney Region

WATERFALL ELECTRIFICATION

— NEW TIMETABLE

The introduction of the new railway timetable which was scheduled for Sunday 6 July 1980 was not introduced until Sunday 20 July due to a threatened strike by guards.

The new timetable extended electric trains from Loftus Junction to Waterfall and intergrated Illawarra services with the ESR, thus bringing into use the underground platforms at Redfern. The removal of the Illawarra trains from the City Circle has resulted in a general rearrangement of services.

Bankstown trains once again run via St. James, as they did until the Tempe—Kingsgrove (East Hills line) shuttle was extended to St. James in 1937. Liverpool and Campbelltown trains operate via the City Circle in the evening peak as do some evening services. This has resulted in a reduction of frequency on the North Shore line.

The Illawarra services have been completely recast with all double deck stock and Wollongong/Port Kembla now joins Gosford and Lithgow in the public suburban timetable. Illawarra trains generally do not now serve Erskineville and St. Peters. Oatley becomes a terminating point for the first time since 1926. The ESR is closed between midnight and 5am and Illawarra services revert to the City Circle or Sydney Terminal during this time. Five weekday Waterfall services start from Sydney Terminal, four of which connect with trains to Wollongong or further. Four return to Sydney Terminal, three connecting with services from Wollongong.

The last single deck electric trains on the Illawarra went unnoticed in the evening peak on Friday 18 July 1980. Single deck rollongstock was transferred away from Mortdale and out depots during the week and on the Friday and Saturday when a number of 16 and 24 car sets were formed. However a few single deck cars remained at Mortdale during the following week. Double deck sets were transferred to Mortdale and out depots, including Waterfall which replaces Sutherland. Two 10 car sets ran to Waterfall on Saturday 19.

The railmotors, however, did not go unnoticed. For weeks prior to the expected change-over on 6 July people were having a last ride and photographing the CPHs and their FT trailers; it was reminiscent of a tramway closure.

In preparation for electrification the loading gauge was widened to Sutherland in 1924 and to Waterfall in 1925. Electric trains came to Sutherland and National Park in 1926 but although intended there was not enough traffic to justify extension to Waterfall. A steam shuttle service operated out of Waterfall to Sutherland, supplemented by through trains and holiday specials. The railmotors came in 1928 and initially operated from Waterfall. The Cronulla steam trams still ran from Sutherland.

The last allocation to Sutherland was 6 motors and three trailers. These usually made up two 3 car CPH—FT—CPH sets with a third motor being added if necessary for some peak hour runs. A 2 car CPH—CPH set usually ran to National Park on weekday mornings and then to Helensburgh. (In recent years the base service was extended from Waterfall to Helensburgh.) By Friday 18 July the 9 vehicles had been made up into three 3 car sets:

25—505—22 18—551—3 7—506—11

The last day, Saturday 19 July 1980, went quietly, but was not without incident. Set 7—506—11 failed on the 9.30 am ex Sutherland to Helensburgh. Only two sets were operating and to cover the timetable a 2 car double deck electric on driver training entered public service on the 10.30am and 12 noon services from Sutherland and return. Trouble struck again on the 6.30 pm trip from Sutherland when CPH 3 failed near Loftus. By this time the other two sets had left for Redfern, to leave the trailers before the motors went to Wollongong. After some delay, the four motors arrived from Redfern and coupled up to form a 7 car set which then proceeded to Waterfall where 3 was replaced by 22 and 3 sent dead to Wollongong. By omitting a trip to Helensburgh time was regained so that the last trip from Sutherland at 11.30 pm departed only 10 minutes late. SPER members made up the majority of the passengers. Set 18—551—22 made the last run and after arrival at Waterfall departed, nominally empty, for Redfern where 551 was left and the motors returned to Sutherland and stabled in the goods yard prior to operating the 12.40 am run to Wollongong on Monday morning.

The supplementary sign under the indicator on platform 2 at Sutherland for the last run read 'All stations to retirement' ... This however is premature for once more into the breach ... or, when everything else fails get a railmotor,



Three car railmotor set, CPH25-505-CPH22, stands at Sutherland awaiting departure for Waterfall. 18.7.80.

for the 6 Sutherland motors have taken up operation from Wollongong. There are now 13 CPHs at Wollongong together with 3 two car diesel sets, the 1100 and 1200 classes air conditioned railcars and some loco hauled car sets. The CPHs generally operate between Wollongong/Port Kembla and Thirroul, Kiama and Moss Vale with some trips to Waterfall and Sutherland. They run as single cars and up to 5 car sets. A 5 car set leaves Waterfall for Wollongong at 11.15am on Saturdays, having arrived as a 2 car set and a 3 car set.

ELECTRIC LOCOMOTIVES

The last four 85 class locos have been delivered on the following dates:

8507 on 6 June 1980
 8508 on 1 July 1980
 8509 on 4 July 1980
 8510 on 22 July 1980

8504 has been fitted with an illuminated E at each end to aid signalmen to distinguish the 85s from the similar 442 and 80 class diesel locos.

ROLLING STOCK

Former prototype suburban double deck motor car C3801 entered service as trailer N4797, in an S set on Monday 4 August 1980. It ran from Flemington depot to Lidcombe (approximately 1 mile) but due to excessive sway the set returned to Flemington and 4797 removed from service.

The electric hydraulic shunters for the car washing plants returned to the depots early in August. 3596 went to Mortdale, 3597 to Punchbowl and 3598 and 3599 to Hornsby.

Further single deck cars have been stored pending scrapping; this time on the Homebush Bay tip siding which trails off the up Brickworks line. The cars were worked around the balloon loop through the abattoirs and the pantograph on a motor car fouled on an over bridge. As at the end of July the following cars were stored at locations outside depots and workshops:

NORTH STRATHFIELD: 4478 4491 4463 4644 4352
 CANTERBURY: 3299 4564 3172 4628 3390
 4500 4505 4376 4552 4346 3140

TROLLEY WIRE

PIPPITA: 4385 4654 4435 4312 4663
4597 4481
BRICKWORKS: 4371 3407 3267 4562 4485
4596 4394 4595 4675
TIP SIDING: 4494 4380 4519 4752 4311
4454 4542 4439 4635 4421 4341 4343 4655 4647 4664
4441 4321 4590 4648 4511 4508 4584 4302 3331 3466
Car 4675 at Brickworks is a D.
Cars 4478 4491 4463 at North Strathfield and cars
4503 4376 4552 4346 at Canterbury are mounted on
2BC bogies from MHO passenger vans and are
subject to a speed restriction when being moved. The
M and MR bogies from these cars were taken for use
under the MHOs.
Car 4752 at the Tip Siding is a 1955 type car.

On Saturday 12 July 1980 three cars, C3117,
C3252, C3128 were sent to Simsmetal at Mascot
by mistake and were returned to Elcar the
same day. These cars had not been stripped and
3117 had an F type cast steel motor bogie
which would be changed before the car went for
scrap.

MAINLINE ELECTRIFICATION

At the Premier's Conference in June the
Australian Government offered \$300M over ten
years to the New South Wales and Victorian
Governments as a half share of the estimated
cost of electrifying the mainline between Sydney
and Melbourne and indicated an interest in
electrifying some coal lines in Queensland.
The Victorian Government accepted the offer
with reservations, it not being clear if the money
was to be a grant or a loan, but it was rejected
by NSW which is interested in the scheme
as far as Goulburn but has higher priorities for

AUGUST, 1980

Waterfall—Wollongong—Port Kembla and Newcastle—Muswellbrook.

A NSW request for approval to borrow \$180M for the Port Kembla scheme was refused. In July, however, approval was forthcoming. This can be considered an attempt at a trade off to get NSW to agree to the Sydney—Melbourne scheme as the Victorian Government has indicated it would consider the Melbourne—Albury section without NSW participation but this clearly would not be a viable proposition.

The Port Kembla scheme is primarily intended to handle coal traffic to the new loader from the western and southern fields. However passenger services will also benefit. Local and through services have been improved with the new timetable but electrification offers further improvements to a growing market.

BUSES

Tenders have been called for the supply of 100 single deck city type diesel buses, or 170 single deck city type diesel buses and 30 diesel engined double deck city type buses or, 170 single deck city type diesel buses and 30 diesel engined single deck articulated buses.

It would appear that the way is left open to acquire a total of 300 buses. As with the last two contracts the vehicles would be leased.

It is believed that articulated buses are preferred over double deckers although the latter would probably be cheaper and relaxation of axle loadings since the Atlanteans were ordered would enable a more satisfactory vehicle to be purchased.

An eight car single deck electric train stands in the down platform at Waterfall on Monday 16 June 1980 during driver training. Work on alterations and extensions to the station is nearing completion.



ILLAWARRA ACTIVITIES

ALBION PARK

During the last two months Illawarra Light Railway Museum Society activities have largely concentrated on projects outlined in the report which appeared in the last issue of this magazine.

Work has continued on the major overhaul of the tender of the 2ft gauge locomotive *Cairns* while awaiting the return of the reconditioned wheel sets and brasses. The accumulated coats of paint have been chipped away to reveal the original colour, lining and lettering of 'C.S.R. Coy Ltd.' on the tender sides.

Yallah station is now back in full use on open days. The lining of the two rooms was completed in July and a sales counter and book racks fitted in the former ticket office. A guards van fuel stove is now located in the large waiting room. Work is nearing completion on the permanent lighting and wiring system in the station building.

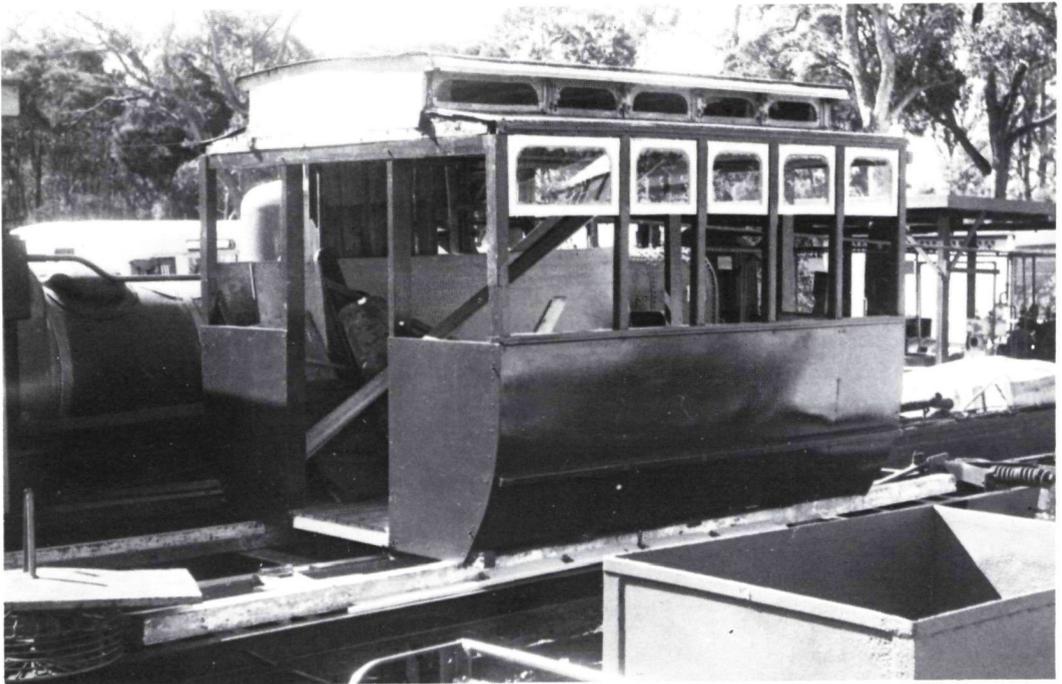
Work is progressing on the reconstruction of the former International bus body and its conversion to a centre saloon for a second passenger car on the ILRMS railway. A new timber floor was fixed in position on 21 June, while the fitting of new window sills commenced during July.

The diesel engine from the Rushton and Hornsby loco has been removed to enable a new bearing seal to be fitted to cure a major oil leak.

During June and July a second terminal track was constructed at the Tongarra Road end of the tramway so that two cars can operate in passenger service during future open days.

Restoration progress on the circa 1918 International bus body undergoing conversion to the saloon portion of a 2ft gauge carriage at the Albion Park Museum. 2.8.80. A photo showing the condition of this relic when delivered to the ILRMS museum appeared on page 30 of the October 1977 issue of this magazine.

- K. McCarthy



HERITAGE COMMITTEE OF WOLLONGONG-SHELLHARBOUR-KIAMA COUNCILS

On 27 February 1979 a Heritage Committee was established by Wollongong City Council. This was the result of the efforts of Alderman W. Mowbray and E. Wetherall and an outcome of the Industrial Archaeology course held by the WEA at Wollongong University during the winter of 1978. Early in 1979 the committee felt that its effectiveness could be increased considerably if the Shellharbour and Kiama Municipalities were included in the scheme; a proposal which was readily agreed to by those two councils.

The main function of the Committee is to provide a source of information to aldermen so that they can form considered opinions when confronted with planning requests which require the demolition of old structures or the excavation of historic sites.

Members of the Committee are drawn from such research areas as natural history; aboriginal, maritime, transport, industrial, architectural, political and oral history, representatives of the three councils; members of chambers of commerce, local industry; as well as representatives from historical societies, regional libraries and primary, secondary and tertiary education establishments.

The committee is not only an advisory group but also an initiation source, while it is also emerging as a body which gives encouragement to existing local groups engaged in activities relevant to the heritage of the region.

Committee members are actively engaged in compiling reference material in the area of their particular expertise. These manuscripts are taking the shape of Gazeteers from which aldermen can gain reference material, researchers can obtain clues to relevant dates and educational institutions can employ these publications as resource indicators.

The first book of almost 200 pages was produced last May and this is a 'Gazeteer of Industrial Sites in the Wollongong/Shellharbour/Kiama Districts'. This publication covers historical details of railways, collieries harbours, industrial roads, shipping, quarries, etc in the Illawarra region. Material from such *Trolley Wire* articles as 'Double Deck Buses in Wollongong' and 'Kiama Gravel Tramways' have provided material for this publication. The Heritage Committee produced an initial 40 copies for distribution to aldermen of the three councils, but demand by libraries, universities, etc has resulted in almost another 100 copies being produced.

Work is progressing on companion publications dealing with local landforms, architecture, industrial locomotives, local vegetation and

aboriginal sites. The last mentioned volume will be limited in distribution.

Current projects being investigated, advised upon and/or encouraged are:

1. Restoration of the Mount Keira Colliery tramway bridge near Wollongong Harbour.
2. Assisting the current owner of Horsley Cottage at West Dapto in investigating sources of finance available to enable continued restoration of this early property.
3. Consultation with council regarding the renovation of Wollongong Harbour and the surrounding area without distracting from the historic significance of the location.
4. Restoration of the Mount Kembla Colliery updraught furnace ventilation chimney.
5. Advising Bulli Workers Club in the restoration of the 1886 Wesleyan church which, after being used as a temporary council chambers, post office and Miners' Institute became a miners' club in 1930. The Workers Club wishes to restore the architectural fabric of the building while retaining the interior as a games room.
6. Gauging public opinion and, if favourable, encouraging the excavation and restoration of the Smith's Hill Fort built in 1890 and filled in to form a small reserve in 1946-50.
7. Investigating the historical significance of Bass Point and the compilation of a report concerning its future.

8. Registering details of the existing dry stone walls in the Kiama region and compiling historical details of this fencing method.

The Heritage Committee does not see its function as a body advocating the preservation of all items at all cost. It does see its function as investigating sites and structures at risk and advising whether such sites or structures should be redeveloped after detail recording of its history, retained for restoration and recycling or dismantled and re-erected for preservation on a less valuable site.

The constituent councils have contributed to a budget of \$20 000 p.a. and approximately two thirds of this amount is being used as a salary for a Heritage Officer. Mr. Allen Grosse, a science graduate with majors in Industrial Arts has been appointed to this position.

The job description for this position was fairly detailed, but broadly speaking the Heritage Officer's position is seen as a liaison one between the Heritage Committee, the three councils, local learned institutions and societies and the public.

ILLAWARRA INDUSTRIAL ARCHEOLOGY SOCIETY

This group was formed at the close of 1978 as a result of the WEA course held earlier that year. The objectives of this society are to contribute to the study of industrial history of the

Illawarra area, predominantly through field investigation and archival research methods, to promote the publication of such studies and to encourage the growth of all such activities and training programmes that will help bring these objectives about.

Members of this society were largely responsible for the compilation of material used in the Heritage Committee's 'Gazeteer of Industrial Sites'.

The major activity at present being undertaken by the IAS is the restoration of the Mount Keira Colliery tramway bridge over Smith's Creek in Osborne Park adjacent to Wollongong Harbour.

MT. KEIRA COLLIERY TRAMWAY BRIDGE

On 27 August 1849 the first load of coal from the Mount Keira mine was delivered to Wollongong having been carried down Mount Keira Road. During April 1857 some 3½ tons of coal from the Mount Keira seam was taken to Sydney on the (old) SS *Illawarra*. The mine being developed was to be called the 'Osborne-Wallsend Colliery'.

During May 1858 Osborne petitioned Parliament for permission to build a 3 mile tramway from the Mount Keira Mine to Wollongong Harbour. The first section of the tramway from the mine to a location near the present intersection of Foley's Road and Macquarie Street, about half a mile west of the NSWGR Illawarra line, was opened in November 1859. The Mount Keira

Tramroad Bill of 1859 received Assent on 23 May 1860 and this enabled the tramway to be extended eastwards to Wollongong Harbour. This extension opened for traffic during May 1861.

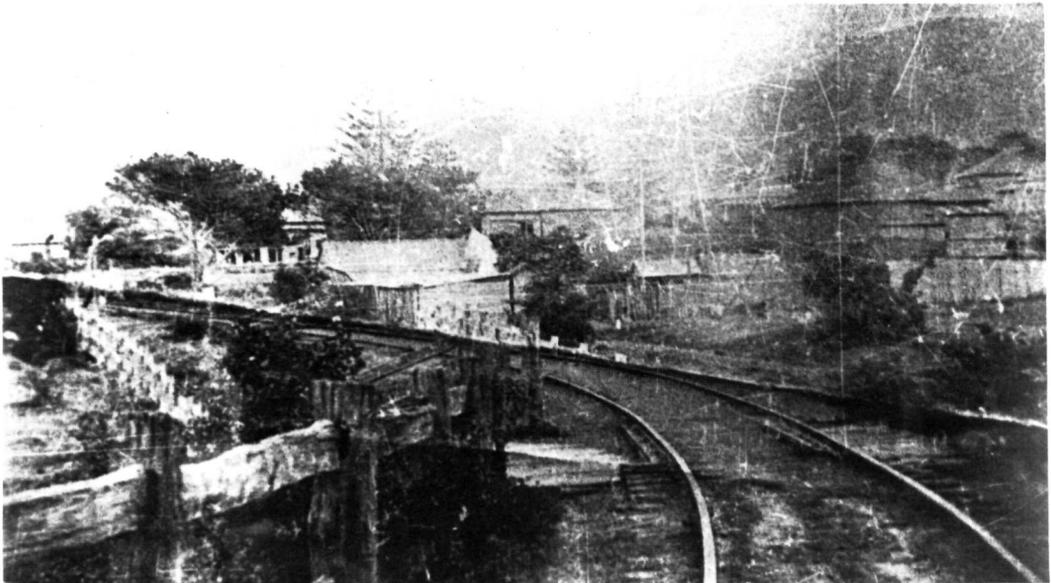
The tramway was constructed to a gauge of 3 ft 8½ in and was horse worked between the foot of the incline and the harbour.

The *Illawarra Mercury* for 29 November 1879 reported that the Mount Keira tramway was being prepared for locomotives. This entailed conversion of the gauge to 4 ft 8½ in. The Mount Pleasant Tramway, which also terminated at Wollongong Harbour, was opened for horse hauled traffic during December 1862. When this undertaking converted to steam haulage in 1884 the narrow gauge was retained causing mixed gauge trackwork to be used for the next 60 years at Wollongong Harbour.

The steam locomotives entered service on the regauged Mount Keira tramway in November 1879.

The passing of the Mount Keira (Tramway) Acquisition Act of 1889 enabled the NSWGR to purchase that section of the tramway east of the Illawarra Railway and on 10 April 1890 the connection between the harbour line and the NSWGR at the Gas Works opened for traffic.

The Mount Keira tramway between Flinders Street and Wollongong Harbour east of the Illawarra railway closed to traffic during May 1940 while the section westwards was abandoned from 5 November 1954.



This poor, circa 1910, photo of the Mt. Keira colliery tramway shows the Smith's Creek bridge decking in the foreground. The outline of Mt. Keira fills the right hand side of this view. The colliery was situated on the lower slopes of this dominating feature.

-Wollongong City Library Collection

The 1890 connection continued to be used as a siding after 1940 for the Wollongong Gas Works until October 1977.

The railway bridge across Smith's Creek in Osborne Park in all probability dates from 1878 when the tramway was being regauged. With the lifting of track in Cliff Road circa 1962 the decaying remains of the bridge is the last relic of the first railway constructed in the Illawarra district.

Restoration Stages

On 26 June 1979 the IAS proposed stages of preservation and restoration for the bridge which was under threat due to expansion of Osborne Park and the ducting of Smith's Creek in that locality.

On 18 December 1979 Wollongong City Council granted permission for the Society to carry out the first two stages of restoration. These are:

Stage 1: Retain relic in its current state. The following work to be undertaken in the interests of safety:

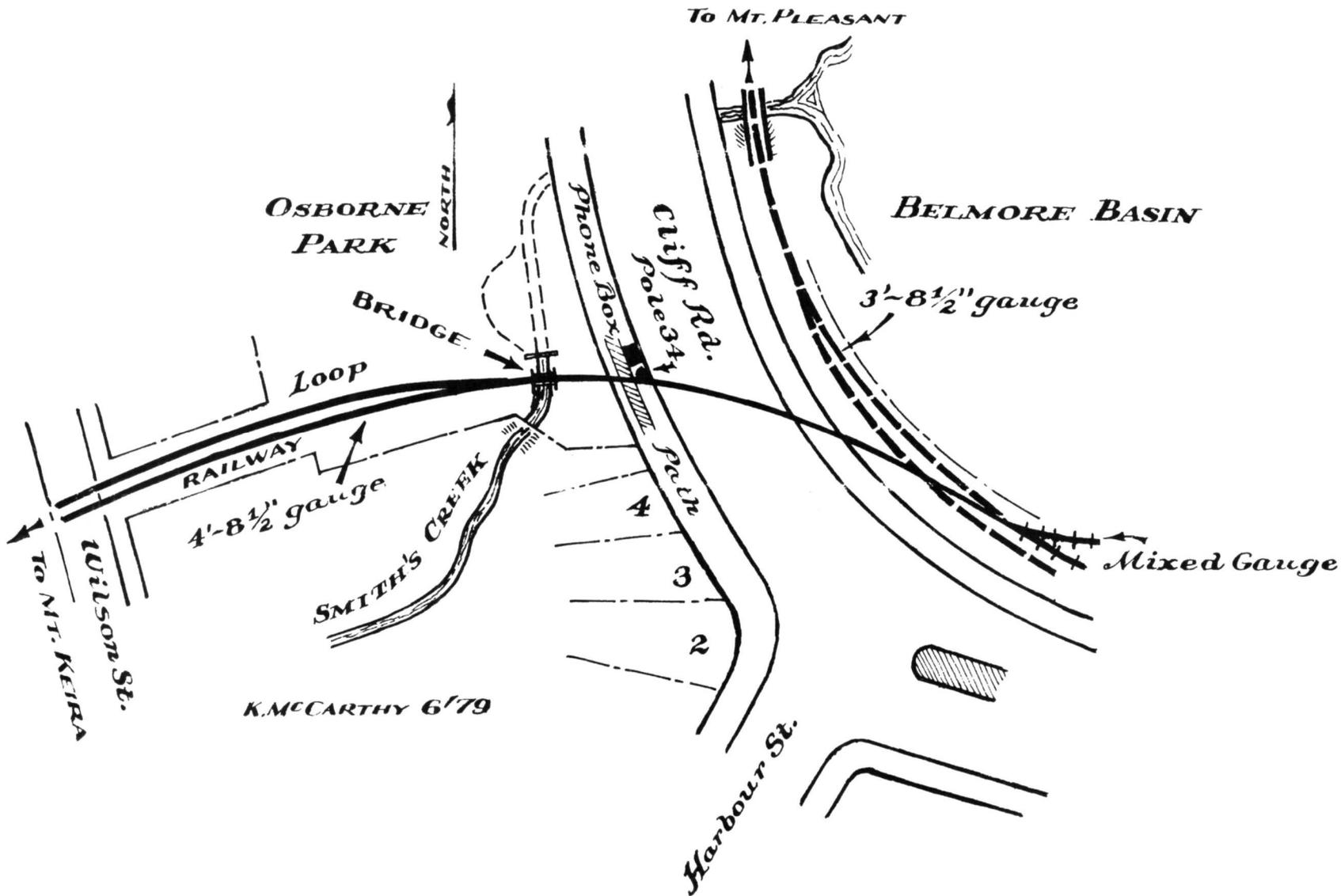
- a. Renew horizontal bearer on western abutment.
- b. Replace damaged and missing retaining boards behind the piers of both abutments.
- c. Build up a retaining wall behind the western abutment and up to the existing creek tunnel mouth.
- d. Apply a compound to the top of the decayed bearer on the eastern abutment.

Stage 2: Retain the eastern abutment in approximately its present condition incorporating Stage 1 improvements. The following should be undertaken on the western abutment:

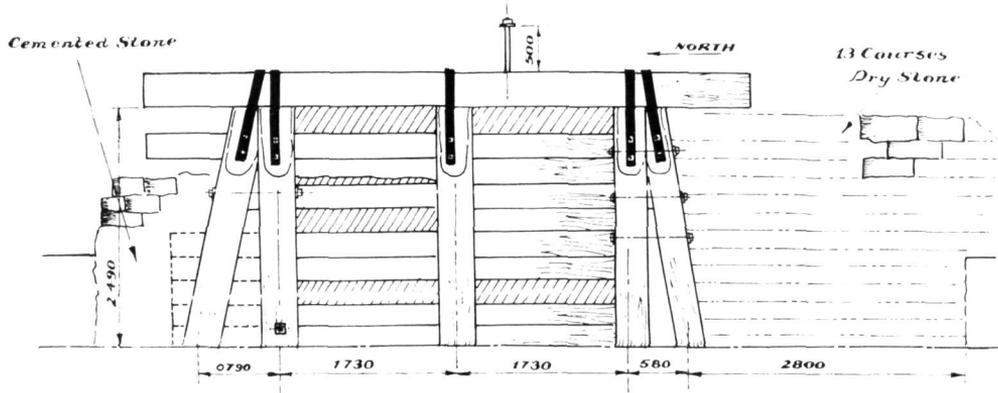
- a. Provide a new pier and diagonal buttress for those missing items from the western abutment.
- b. Restore the missing retaining boards on the western abutment.
- c. Replace the damaged top bearer on the western abutment with material approximately the same dimension as that on the eastern one.



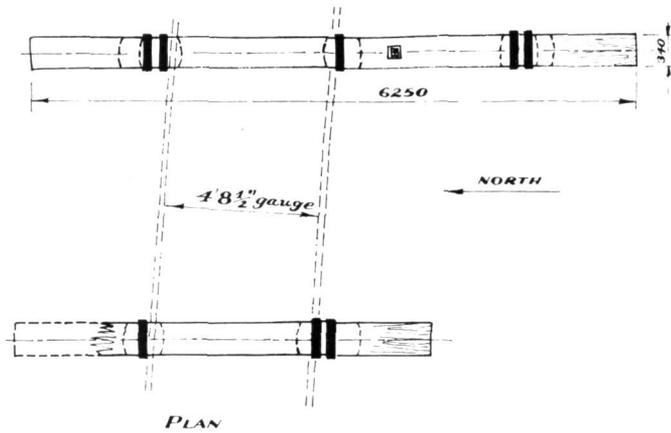
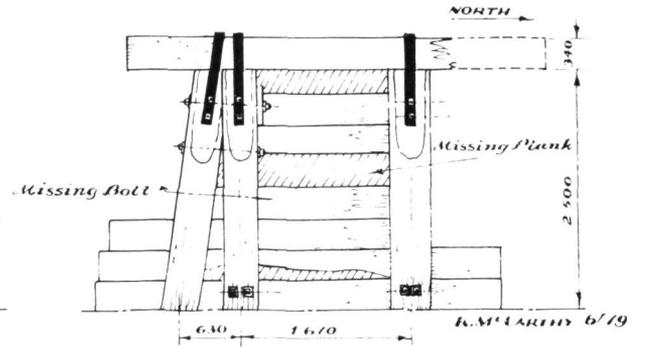
The reconstructed western abutment pier on the Mt. Keira Colliery tramway bridge over Smith's Creek in Osborne Park Wollongong on 9 August 1980. Prior to reconstruction the centre pier and the twin piers at the left were the only items remaining of the western abutment. -K.McCarthy



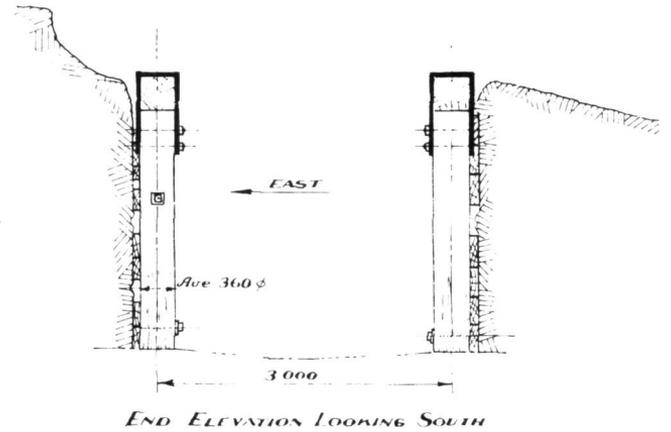
ELEVATION LOOKING EAST



ELEVATION LOOKING WEST



All bolts = 1" diam.



Work commenced on 5 July 1980 and by August the western abutment had been fully restored together with a dry stone retaining wall and backfill. From mid August efforts transferred to the eastern abutment and the completion of Stage 2 was expected by the end of August.

The IAS now expects to approach Wollongong City Council through the Heritage Committee for permission to next span the creek between the restored abutments with beams and to fasten a length of standard gauge track to sleepers across the bridge.

WOLLONGONG HARBOUR PRECINCT

A walking tour has been developed in Wollongong which includes the Harbour, the near by restored courthouse-customs house-drill hall, the iron lighthouse, Market Square (the original town centre), the Historical Society museum (established in the original post office) and the surf side walk path along the old Mount Pleasant tramway. The restored Mount Keira tramway bridge and the Smith's Hill fortifications will add two further interesting items to this tourist path.

THE PIONEER SCHEME

The Heritage Committee is a pioneer scheme, as is the position of a Council Heritage Officer. The three Illawarra Councils have embarked on the scheme for a two year trial and if the project proves a success it seems likely that other councils will adopt a similar approach to the preservation of their environmental heritage and the national estate.

The main feature which has emerged from the project is that if an individual or a group wishes to establish a museum collection, undertake a restoration project, seek advice about the historical worth of a site or a relic, or wishes to learn of sources of aid or funding for a project, that person or group needs only to attend a meeting of the Heritage Committee. From that point sympathetic aid and encouragement is available and worthwhile progress can be initiated.

This is in direct contrast to the rough path that confronted the establishment of the tramway museums, for example, during the 1950s and early 1960s.

The horse railways and tramways of the South Australian Railways have received little attention from historians. Cutting across rigid definitions of railway or tramway the SAR operations were widely spread and varied in background, operation and fortune from the initial introduction between Goolwa and Port Elliot in 1854 until cessation of the Victor Harbour - Granite Island service in 1954.

During 1979 Ken McCarthy visited the Moonta district and met Jim Harbison who had undertaken extensive research into the complex railway/tramway network of the Kadina - Wallaroo - Moonta district of the upper Yorke Peninsula of South Australia. Collaboration between these two historians has produced the first major published account of this network.

THE HORSE TRAMWAYS OF THE MOONTA DISTRICT SOUTH AUSTRALIA

will appear in TROLLEY WIRE for October 1980.

* * * * *

THE MANLY TRAMWAYS - N.S.W. 1903-1939

Part B 1907/1910 The Return of the Steam Tram.

The second part of this definitive work by Ken McCarthy will appear in TROLLEY WIRE for December 1980.



THE CASINO TRAM



This interesting photo recently came our way for publication. The following details were fortunately recorded on the back:

15.9.15.

This little tramcar in the foreground is the work of the Casino staff to go in the local procession on Australia Day and for which we were donated a special prize. We then gave it to the Committee and it was put up for auction and brought £3.9.0. Bought by a Mr. Jones (late Mayor) of this town. The men took a great interest in the affair and were all in the picture. Even the young lady from the refreshment room. Ern. '

The car seems to have been constructed on a four wheel, inside bearing, rail carrying trolley. The body was made from a wooden frame with stretched canvas walls. The photo dates from the time when the N.S.W. North Coast railway was isolated from the main system so the station is most probably what is now known as 'Old Casino'. The station sign carries the message 'Change here for the Kyogle Line' while a small triangular sign on the gas lamp post indicated 'Train to Kyogle'. -K.McCarthy collection.



★ *Museum Notes and News*

FERNY GROVE . . .



Brisbane Tramway Museum Society

OFFICAL OPENING



Members of the Official Party board car 47 at the McGinn Road terminus prior to the official opening of the museum by His Excellency The Governor of Queensland, Sir James Ramsay. The Brisbane Municipal Concert Band is on car 65. - Tom Carter

His Excellency Sir James Ramsay, CMG, CBE, DSC, Governor of Queensland, officially opened the BTMS Tramway Museum at Ferny Grove on Sunday 10 August 1980, on the 95th Anniversary of the official trial of the first horse tramway in Brisbane, from North Quay to the Exhibition, witnessed by approximately 150 official guests and 550 other visitors.

The Official Party, which also included the Hon. John Greenwood, Minister for Survey and Valuation (representing the Premier and Deputy Premier), the Lord Mayor of Brisbane, Alderman F.N.Sleeman, the Vice Mayor, Alderman W.R.C. Harvey, the Transport Committee Chairman, Alderman Les Dutton, Transport Department Manager, Craig Harding and Chief Engineer,

Newton Green and Society councillors and office bearers and wives, boarded car 47 at the bottom gate and departed for the depot at 9.57 am, followed by car 65 carrying the Brisbane Municipal Concert Band.

Proceedings started at 10.05 am when Gary Ford (Master of Ceremonies) introduced Society President Bill Daniells, who concluded his address by inviting the Governor to officially open the Museum. Sir James Ramsay responded and unveiled a plaque on the side of the water tank. Alderman Sleeman and Mr. Greenwood then addressed the gathering and Gary Ford closed the proceedings by presenting a tie bar of 47 to Sir James and a brooch of 47 to Lady Ramsay.

The Official Party and other guests then had a brief tour of the depot area, during which morning tea was served, and rode on a number of trams; the Governor driving 554. The Official Party departed at 11.30 am. Rides were then available to the public.

A special trip was operated with 47 at 3.30 pm, being the time of the first horsecar trip. A fare of \$1 was charged on this 95th Anniversary journey with special overprinted tickets issued. (All tickets for the day were overprinted).

The local Ferny Grove State and High Schools provided the catering (for guests and public) and ANGRMS and ARHS operated stalls.

It is pleasing to be able to report that many former transport officials or their families were present. These included: Mr & Mrs Dann (former Manager), DR & Mrs R.L. Quinn, Mr & Mrs T. P. Andersen (Son and daughter of Mr Quinn former Manager - Mr Andersen is Queensland Deputy Controller of Transport), Mr & Mrs R.H. Steer (Son of former Chairman of BTT) and Mr & Mrs R.B. Steer (Grandson of former Chairman of BTT).

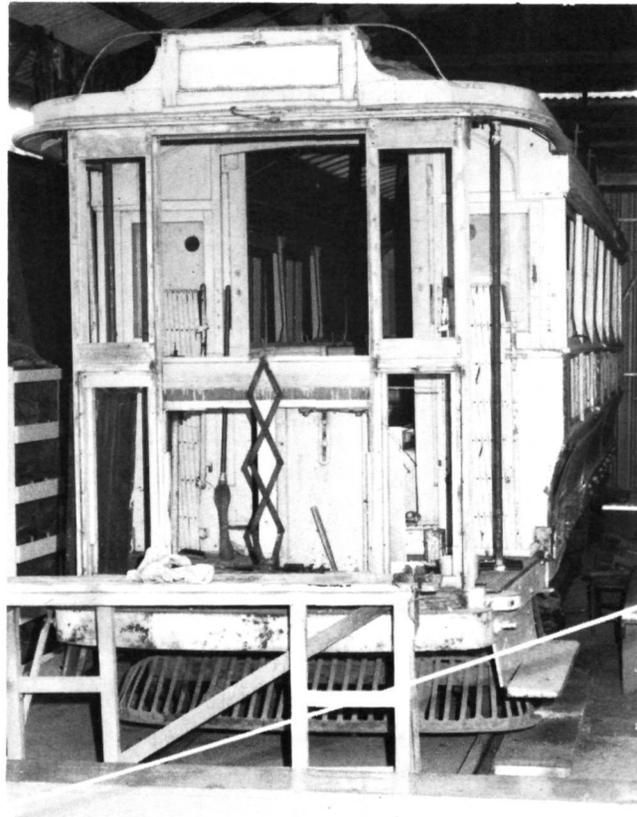
LOFTUS . . .

South Pacific Electric Railway

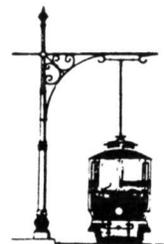
New Site

The brick wall on the eastern side of the new building was erected during the last week of June. The contractor then turned to the finishing touches, guttering and down pipes, ridge ventilator, entrance foyer and toilets.

The Society's presence on the site was established on Saturday 21 June when the body



The workshop branch has commenced restoration work on 136. The Dreadnought sits in the workshop with front and side panels removed. - Tim Atherton



of ABV 7604 was moved across from the depot back yard to serve as a construction shed. Work then commenced on the erection of a chain wire fence which is proving to be a labourious job due to the underlying rock and the very hard compacted fill.

Work continues on the sandblasting and fab-

rication of the columns to support the eight pairs of tramcar access doors on the southern end of the building.

Mid July saw the connection of a 415 volt 3 phase electricity supply of nominally 100 amps capacity. Although the site is surrounded by high and low tension power lines problems were encountered by the supply authority (the Sydney County Council) in providing this service. The pole transformer on the 11kV line was replaced by one of larger capacity as it presently also supplies the existing museum tramway, a service station and street and traffic lights.

Anticipated difficulties have arisen in the connection of water and sewerage services. Both have to be brought from the west under the Illawarra railway line.

Around the Depot

Two further items of machinery arrived in June, a turret lathe and an antiquarian flat bed centre lathe. Both have been stored.

Trolleybus 19 has been turned around and now faces the Princes Highway.

R 1740 is still out of service and in the hands of the mechanical staff. A no. 13 bogie has been retrieved from storage and placed on the running lines. It will be overhauled and fitted with motors. Consideration is being given to its conversion to a number 12 for use under the R car.

R1 1979 has been repainted externally and the interior is nearing completion. Some members of the workforce have once again returned their efforts to LP 154.

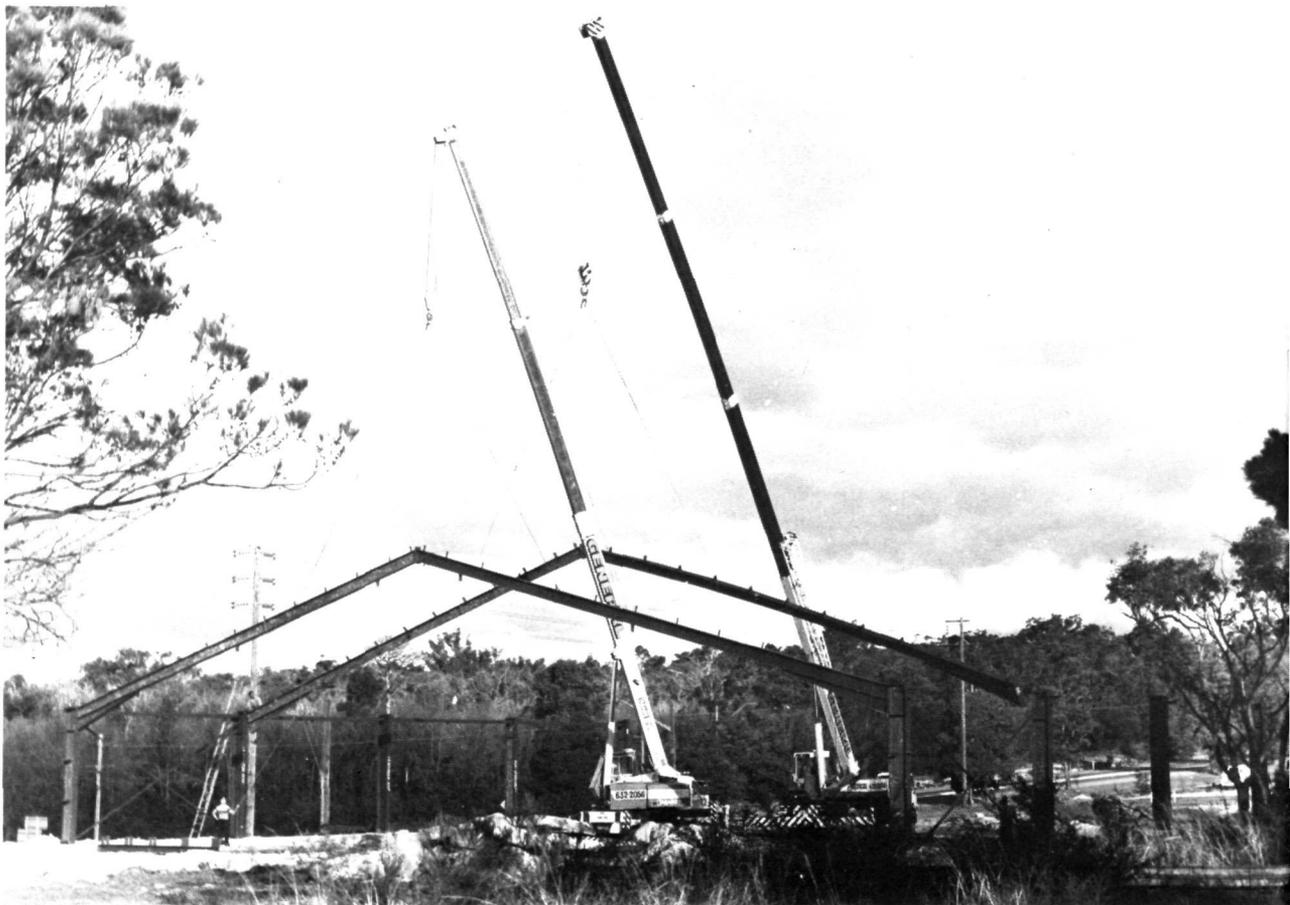
New Acquisition

The Society has purchased former Sydney ballast motor 42u from the PTC. It had been used as a battery powered overhead line car, numbered L707 and known as *Gentle Annie*, mainly on the City Railway, since 1926.

Built in 1906 it is now the oldest intact 4 motor car in Australia.

The museum collection now comprises 29 electric cars and one cable trailer with 24 cars from Sydney, 4 from Brisbane and 2 from Ballarat, plus 4 other rail vehicles.

The new Loftus Depot begins to take shape. Wednesday 4 June 1980.



BYLANDS . . .



Tramway Museum Society of Victoria

Winter and 'Lady Luck' at Bylands seem to have conspired in recent weeks to delay our outdoor work, resulting in the completion of the track renewal being delayed.. While 'winter' is self explanatory, 'Lady Luck' means that the generator of the electric welder failed, resulting in major repairs being necessary. This spanned several weeks and set back the welding of rail joints. During inclement weather the six sets of bracket arms have been scraped, primed and painted. Late July saw a break in the weather and a fine, sunny day for a work party (although a cold wind blew all day). A concrete mixer was hired and three more centre poles were placed in position and the base for the isolating transformer poured.

Noel Gipps' steam cleaner has again been in use at Bylands, this time on the exterior of the transformer and the undergear and truck of tramcar 467. Len Millar and George Wilcock have continued work on refurbishing 467. The

saloon (side) windows have been removed to enable their brass frames to be buffed.

Earlier in the year several BTPS members located the body of a Melbourne bogie cable trailer in the Cobram district of Northern Victoria. As it did not fit in with the collection at Ballarat the TMSV was advised. An inspection revealed a reasonably good car sheltering for the last few years under a roof next to a shed. The owner was about to dispose of it as the space occupied was required for other purposes; thus it was readily acquired and was transported to Bylands on Saturday 12 July. For once, timing estimates were pessimistic and the truck arrived at Bylands an hour early!

One of the less glamorous but nevertheless important jobs, creosoting the bases of wooden poles, is undertaken by Hamish Haugh as electrification work at Bylands moves steadily on. - K.S.Kings



ST KILDA . . .



Australian Electric Transport Museum

After 45 Years . . .

Car 42 returned to operating condition on 2 August 1980 when the first trials with it mounted on a Brussels Brill truck were successfully completed. After been withdrawn from traffic in 1935 on the closure of the Port Adelaide tramway system, this car remained stored an inactive, first at Hackney and later at St. Kilda. As its centre saloon, built when it was converted to an A2 car, was removed some months ago, and as it has not yet been restored to its former B type configuration, it presents something of a remarkable spectacle when travelling on the St. Kilda line. Apart from a couple of props supporting the roof, it is quite without bodywork between the motorman's bulkheads.

Lathe Installed

A 25 square metre area of additional concrete has been poured in the workshop and the new lathe, purchased with the aid of a Recreation Grant, has been installed.

Other Projects

Following completion of refinishing of the side windows of car 1, attention in recent months has turned to the restoration of the veneered ceiling. AS is customary, Max Fenner has been responsible for renewing the gold lining and the maroon pin striping on the various panels.

During the winter months, Jim Burke has been building a new steel framed tank stand at the rear of the depot. This stand, which will increase the head of water at the Museum, will replace the original stand which was constructed with used railway sleepers many years ago.

Chris Andrews has been rehanging the sliding doors on car 192 over recent months. These frequently gave trouble in Adelaide and have presented some difficulties since the car was refurbished at St. Kilda last year. Their operation has been considerably improved.

Site Improvements Continue

Upgrading of the Museum grounds has continued following acceptance by the Museum Executive of a 15 point programme suggested by John Pennack.. Recent work has included re-

moval of a number of dead trees and progressive elimination of herbaceous weeds. Another aspect of the programme includes the upgrading of the entrance building. Lining of this building is now well advanced and it has become much more attractive to visitors, creating a better first impression when they arrive.

New Despatching Aid

A despatching gong has been installed at The Beach terminus of the St. Kilda tramway. The gong is actuated from the Inspector's Cabin at the Museum and allows the despatcher to send off trams from St. Kilda at the same time as he despatches cars from the Museum, thereby minimising any waiting time at Mangrove Loop.



John Hoffmann is completing part of the ceiling lining in the visitors' entrance building at St. Kilda. - John Radcliffe

VICTORIA'S TRAMWAY MUSEUM Union Lane, Bylands, Victoria. (Tramway Museum Society of Victoria Limited.)

Horse tram rides, museum site, trams, photos and other items on display, Sunday 11.00 am to 5.00 pm.

Correspondence: The Secretary, TMSV,
Box 4916 Mail Exchange,
Melbourne, Victoria. 3001.

BALLARAT TOURIST TRAMWAY

Ballarat Botanic Gardens, Wendouree Parade, Ballarat, Victoria (Ballarat Tramway Preservation Society Limited).

Tram Rides, Static display of trams, photos;
Sales Department etc.

Operates Saturdays, Sundays and Public Holidays (Christmas Day excepted) and most days during Victorian School holidays and the Ballarat Begonia Festival 11 am — 5 pm.

Telephone: Tram depot (053) 34 1580,
Bungaree House (053) 34 0296

Correspondence: The Secretary, B.T.P.S.
Box 632, P.O., Ballarat.
Victoria. 3350.

AUSTRALIAN ELECTRIC TRANSPORT MUSEUM (SA) INC. St. Kilda, South Australia.

Trams — Trolley Buses — Electric Locomotive

Trams operate Sundays & Public Holidays 1 — 5 pm. (Except Christmas Day and Good Friday)

Groups may arrange inspections on Saturdays by appointment. No public transport available. Interstate visitors please contact AETM if transport required.

In emergency phone (08) 297 4447.

Correspondence: The Secretary, AETM (SA) INC.,
Box 2012 G.P.O., Adelaide,
S.A. 5001.

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY Albion Park N.S.W.

Museum open on the second Sunday of each month between 11 am and 5 pm.

Correspondence: The Honorary Secretary,
Box 1036, P.O. Wollongong
N.S.W. 2500

BRISBANE TRAMWAY MUSEUM SOCIETY McGinn Road, Ferny Grove, Queensland

Tram rides Sundays and most Public Holidays between 1.30 pm and 4 pm.

Correspondence: The Secretary, B.T.M.S.,
McGinn Road, Ferny Grove,
Queensland. 4055.

TASMANIAN TRANSPORT MUSEUM SOCIETY, Glenorchy, Tasmania.

Comprehensive transport museum under construction

Correspondence: The Secretary, T.T.M.S.,
Box 867J, G.P.O.,
Hobart. Tas. 7001.

STEAM TRAM & RAILWAY PRESERVATION (CO-OP) SOCIETY LIMITED Parramatta Park Steam Tramway, Parramatta N.S.W.

Steam Trams are operated on the 3rd Sunday of every month, from 1.30 to 4.30 pm.

The Society possesses 1 steam tram motor, 2 steam locomotives and 5 various trailer cars.

The surrounding parklands are suitable for picnics, barbeques, etc. and contain historical buildings.

Public transport is available. Rail to Westmead station then walk across parklands to the depot.

Correspondence: (SAE would be Appreciated)
The Secretary, S.T. & R.P.S.
Box 108 P.O., Kogarah.
N.S.W. 2217

SYDNEY TRAMWAY MUSEUM Princes Highway, Loftus N.S.W. (South Pacific Electric Railway Co-op. Society Limited).

Electric trams from N.S.W., Queensland and Victoria.

Tram rides Sundays and Public Holidays (Except Christmas Day and Good Friday) 10.30 am — 5.00 pm.

5 minutes walk south from Loftus Railway Station.

Correspondence: The Secretary, SPER,
Box 103 G.P.O., Sydney.
N.S.W. 2001.

BACK COVER: *His Excellency The Governor of Queensland, Sir James Ramsay, Lady Ramsay and BTMS President Bill Daniells are seated on the front platform of car 47 as it departs from the McGinn Road terminus of the BTMS Ferny Grove Museum tramway prior to the Official Opening. The motorman is Phil Smith.*

- Photo courtesy of the Courier-Mail.

