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RETURN TO SERVICE

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EDITOR	Laurence Gordon
PRODUCTION	Bob Merchant
SUBSCRIPTIONS	Norm Chinn
DISTRIBUTION	Mal McAulay
	Peter Hallen

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History Trust of South Australia

Following passage of the enabling legislation in February, the History Trust of South Australia was established in March 1981. The Trust's functions include the promotion of research on, and the publication of documents on the history of South Australia, the responsibility of operating museums entrusted to it, to advise on the provision of funds for the development of regional and specialist museums, and to advise on the conservation of objects in the possession of the Crown that are of historical importance to the State.

For the first time, it is likely that grants may be available for projects of an historical nature carried out by museums in the voluntary sector.

The Trust has taken over the recently established Constitutional Museum located in the old Legislative Council Building adjacent to Parliament House and has also assumed responsibility for the well known Birdwood Mill Museum and its motor vehicle collection. By 1986 it will also have a series of specialist museums in old Colonial buildings on North Terrace.

The Trust will be responsible for advising the Minister of Arts on policies covering all museums in South Australia other than the South Australian Museum, which will continue as a museum of natural history.

The Trust has eight members. Chairman is Dr. Norman Etherington, Reader in History at the University of Adelaide. Dr. John Radcliffe, President of the AETM and COTMA, has been appointed a Trust member.

FRONT COVER: *RETURN TO SERVICE* – R1 1979 climbs the hill back to the depot on the Sydney Tramway Museum line at Loftus on its first day back in service, Saturday 28 February 1981.

THE DURUNDUR RAILWAY PROJECT

by David Mewes

An important part of Queensland's transport heritage is being preserved by The Australian Narrow Gauge Railway Museum Society on their Durundur Railway Project, at Woodford in Queensland.

The Society was formed in 1971, and although very successful in acquiring the exhibits for the project, it took eight years to select a suitable museum site.

The disappearance of the steam locomotive from the Queensland sugar milling scene was the influence which encouraged the Society's formation - there was a museum at Redbank dedicated to the Queensland Government Railways' steam locomotives, so why not one for the sugar mill tramways? There are over 2,000 miles of 2ft gauge sugar mill tramlines along the east coast of Queensland (compared with 6,000 miles of 3ft 6ins gauge Government Railways in the whole State) and the steam locomotive had served its purpose well on these tramlines since 1880. Now, these faithful servants were facing extinction as the diesel locos took over.

The task of searching for a suitable museum site had been made more difficult, as the prime object of the museum was to center it around an operating 2ft gauge steam railway as a "living museum". Certain items of equipment and other non-operable locomotives would be displayed in a static museum complimentary to the operating railway.

The search for a museum site has taken many years and numerous potential sites have been investigated and rejected for one reason or another. The site at Woodford was suggested in late 1978 and was decided on after much investigation and numerous visits to the area. The local authority, the Caboolture Shire Council, and also local residents were approached regarding our proposals which were greeted with enthusiasm and optimism.

The selected site was based on the formation of the former Queensland Government Railways' Caboolture - Kilroy Branch Railway which had been closed beyond Wamuran in 1964. The formation was basically intact with a few washaways on the D'Aguilar Range section and one small bridge missing. The section envisaged as being part of the project is from Wamuran to Woodford, a distance of about 10 miles, and

ABOVE: *South Johnstone 5 (Fowler/Hudswell Clarke of 1938) on display at the Redbank Museum on the occasion of the annual ARHS Field Day, May 1978.* -D.J.Mewes

ANGRMS members installing a set of points in the storage area at Woodford.
- H. Johnson

includes a range climb of some 4 miles as well as travel through lightly to heavily forested areas and cleared farming sub-divisions.

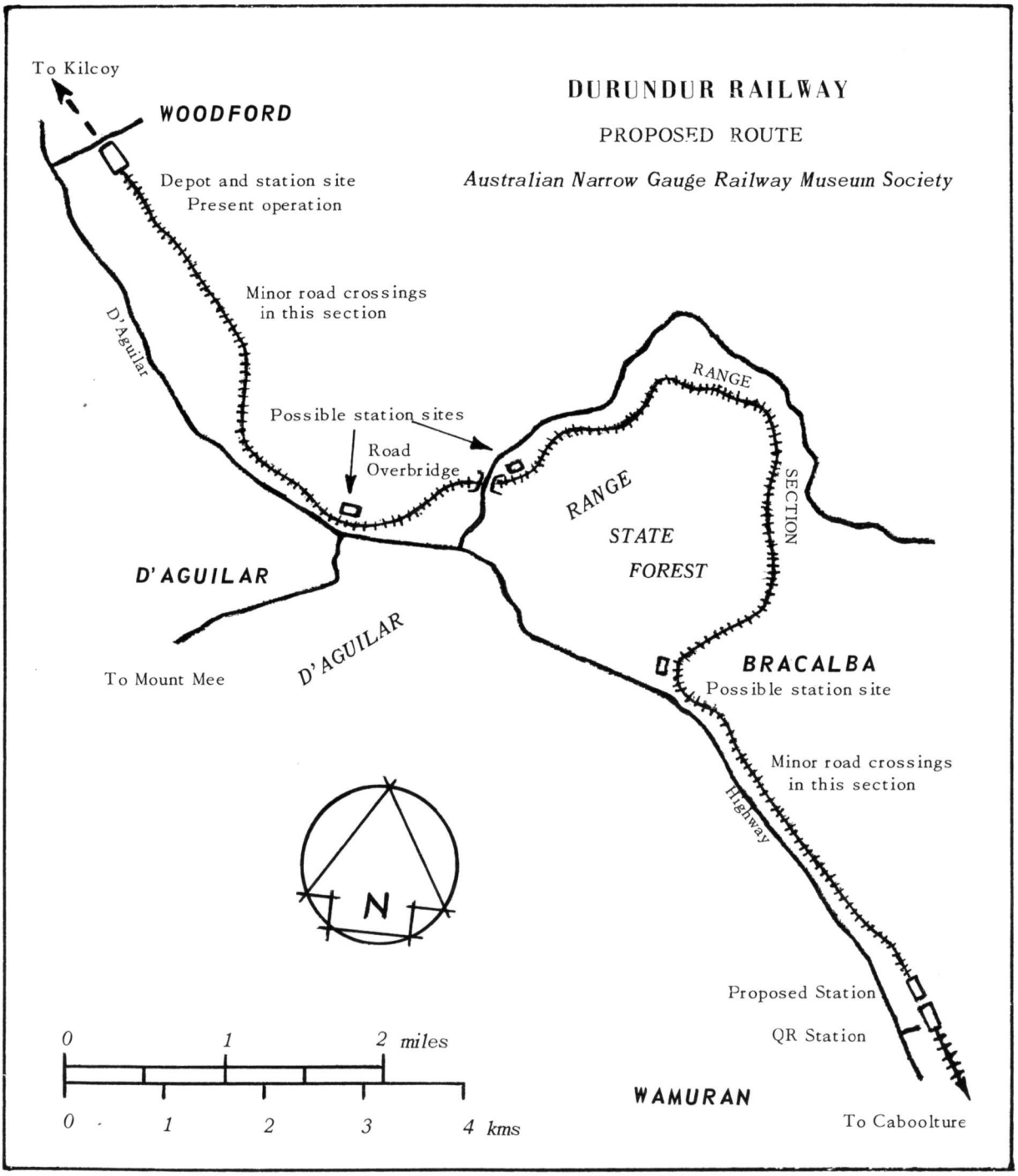
The town of Woodford was chosen as the headquarters for the project due to the various necessary infrastructure already present - town water, sewerage and various commercial services. This decision has proved sound not only for the reasons listed above but also because of the support given to the project by the Woodford residents. Since the Government Railway had closed the rails have been lifted and part of the land sold to private ownership. Most of the formation in the Woodford - Wamuran section was still owned by the Government, either the Main Roads Dept. or the Forestry Dept. but, unfortunately, this was not a continuous strip, there being private land owners interspread along this length. The longest continuous section owned by one party is the 4 mile climb up the D'Aguilar Range which is all in State Forest. With the headquarters of the Society to be located at Woodford it was decided to develop the project in progressive stages from there.

Once the decision had been taken to set up the project at Woodford, negotiations were finalised with the land owner of the Woodford section and an immediate clean-up of the site undertaken. The move was also prompted by a request from the owners of one of our temporary storage sites in Brisbane, to remove the locomotives and equipment we had stored there.

The first stage involved the development of the Society's headquarters at Margaret Street, Woodford and the construction of the main running track from Margaret Street through to Petersen Road, about a half mile.

Work started in earnest in April 1979 when the first section of track was laid. A bulldozer was brought in and an unloading ramp constructed. Widening of a cutting used by the Government Railways for a locomotive turning triangle was also undertaken. The track ran from the unloading ramp around into the cutting which was to be a storage area. During this period numerous small items of equipment, rolling stock, spare parts and sundries were transported to the Woodford site from the one at Rocklea the Society was vacating.

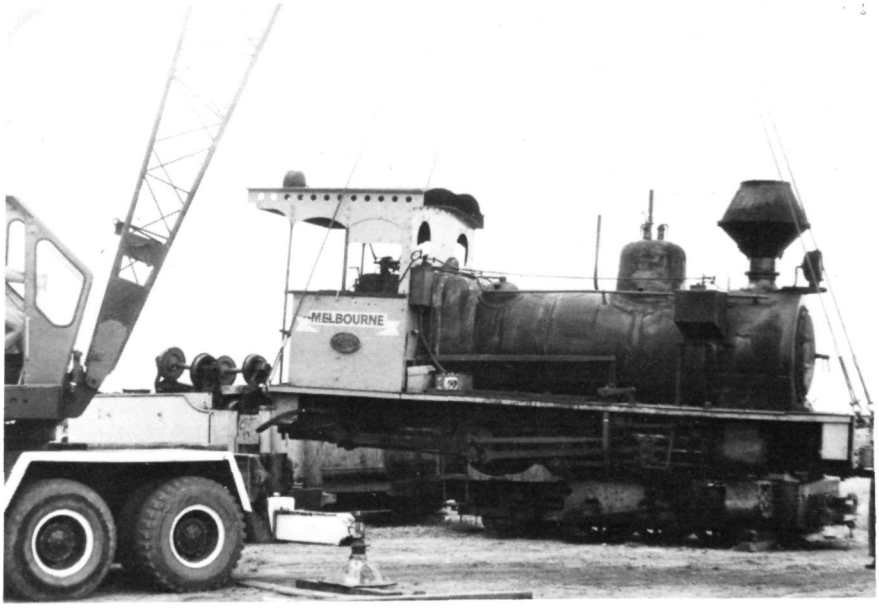
By July 1979 all was in readiness for the first steam locomotives to be moved on site. Altogether there were seven steam locomotives stored at Rocklea and these were moved to Woodford in the space of a week with few problems. A mobile crane


To Kilcoy
DURUNDUR RAILWAY
PROPOSED ROUTE
Australian Narrow Gauge Railway Museum Society
WOODFORD
Depot and station site
Present operation
Minor road crossings
in this section
D'Aguilar
Possible station sites
Road
Overbridge
RANGE
RANGE
STATE
FOREST
SECTION
D'AGUILAR
To Mount Mee
D'AGUILAR
BRACALBA
Possible station site
Minor road crossings
in this section
Highway
N
Proposed Station
QR Station
WAMURAN
To Caboolture
0 1 2 miles
0 1 2 3 4 kms

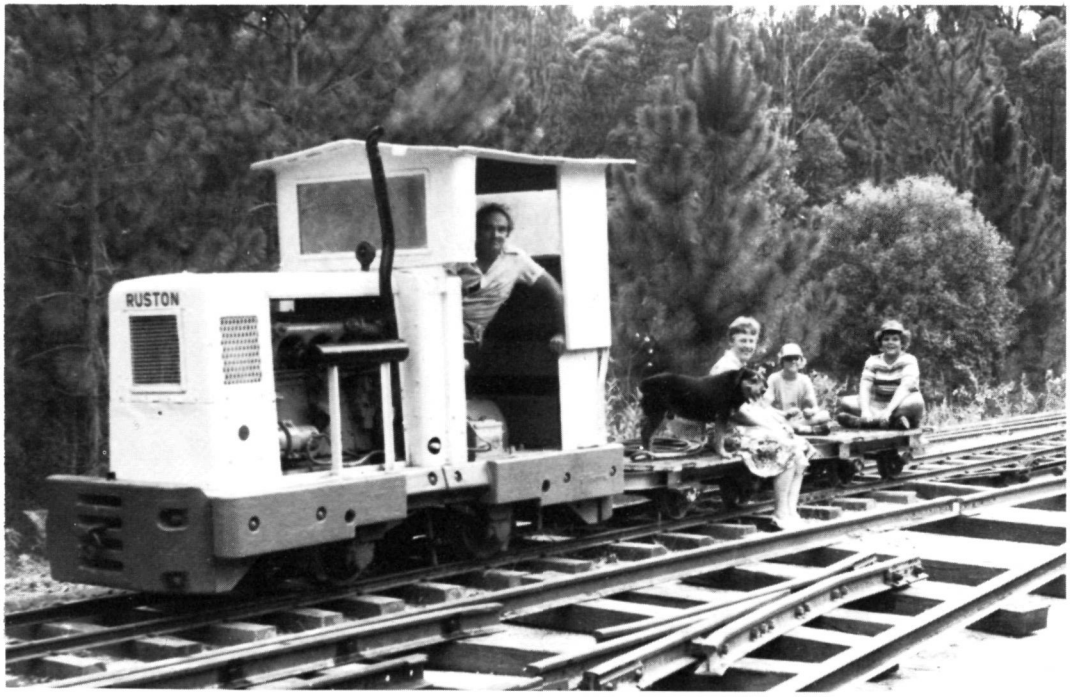
THE AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY

2ft GAUGE STEAM LOCOMOTIVE EXHIBITS

NAME/NO.	BUILDER	B/No.	YEAR	TYPE	
7	Decauville	247	1896	0–4–2T	Brisbane Exposition 1896; Mulgrave Mill, Nelson (now Gordonvale), 7 *Lord Lamington* 1896; Invicta Mill, Giru, 7, 1956. Out of use 1964; preserved in park, Giru 1965; to ANGRMS 1981.
Pioneer	John Fowler	8047	1899	0–6–0T	Mossman Mill, Mossman;out of use 1965. To ANGRMS 1973.
3	Borsig	6345	1907	4–4–2T	Built as 4–4–2 with bogie tender for the Stannary Hills Mining & Tramway Co. Ltd 4 *Germany* 1907; State Treatment Works, Irvinebank, 5, 1922. Out of use, Boonmoo 1936. Cattle Creek Mill, Finch Hatton, 3, 1945; converted to tank loco 19??; out of use by 1965; to ANGRMS 1971.
Buderim Krauss	Krauss	6854	1914	0–6–2T	Built to 2ft 6in gauge for the Maroochy Shire Council's Palmwoods – Buderim Tramway 1914; converted to 2ft gauge, to Bingera Mill, Bundaberg, *Krauss* 1935. Out of use by 196?; to Peter Scott scrap merchant 1967; to E.M.Loveday for preservation; to ANGRMS on loan 1971.
2	Hunslet	1229	1918	4–6–0T	British War Department ROD 317; Rebuilt after WW 1 combining parts from other similar locos; Cattle Creek Mill, Finch Hatton, 2 *Lily* 1926; rebuilt with Hunslet 1245/1918 about 1962. Out of use 1964; to ANGRMS 1972.
Alison	John Fowler	16194	1923	0–6–2T	Neranwood Hardwood Co., Mudgereeba; Farleigh Mill, Mackay, 1931. Out of use by 196?; to ANGRMS 1974.
Pyramid	Hudswell Clarke	1521	1924	0–6–0T	Mulgrave Mill, Gordonvale. Out of use 1956; preserved in park, Mareeba 1959; to ANGRMS 1976.
11	John Fowler	17110	1926	0–6–2	QR Innisfail Tramway, Innisfail; class B9½. Tender has B/no. 17112. Out of use 1963; preserved in park, Innisfail 1964; to ANGRMS 1977.
Miallo	John Fowler	20276	1934	0–4–2T	Mossman Mill, Mossman; out of use 1966. To ANGRMS 1973.
Airdmillan	John Fowler	20763	1935	0–6–2T	Kalamia Mill, Ayr; out of use 1960. Preserved mill yard 1964; to ANGRMS 1975.
Melbourne	Hudswell Clarke	1701	1938	0–6–0	CSR Victoria Mill, Ingham, *Victoria;* renamed after rebuilding 1956. To ANGRMS 1977.
5	John Fowler	22752	1938	0–4–2T	Actually built by Hudswell Clarke,B/no. 1705, as John Fowler ceased building steam locos in 1935. South Johnstone Mill, Innisfail. To ANGRMS 1976.
R.D.Rex	Perry	7650/ 49/1	1949	0–4–2T	Douglass Shire Tramway, Mossman; Mossman Mill, Mossman, 1959. Out of use 1966; preserved in Park, Mossman, 1966; to ANGRMS 1975.
5	Bundaberg Foundry	5	1952	0–6–2T	Pleystowe Mill, Mackay. Out of use 1967; to ANGRMS 1973.
6					



Hudswell Clark 0–6–0 of 1938, MELBOURNE, *being unloaded at Rocklea for temporary storage following arrival from CSR Victoria Mill, Ingham, October 1977.* - D.J.Mewes



Condong Mill 5, Ruston & Hornsby 4 wheel diesel mechanical loco, is used extensively on work trains on the Durundur Railway. - H.Johnson

was used to load each locomotive at Rocklea onto a prefabricated section of track on the low loader. At Woodford the truck backed up to the unloading ramp the sections of track connected and a Blitz truck, fitted with a winch, was used to tow each locomotive off.

1979 was the Caboolture Shire Centenary Year, and so, it was resolved that the Society try to have a steam locomotive operating during the week long period of the centenary celebrations set down for November. A separate section of track was laid along the former main line formation and the Society's operating steam locomotive Pleystowe No. 5 was transferred onto this section. This track was about 100 yards long and was to become the basis for the eventual main running track. Although only laid in 20lb rail, this track served its purpose admirably and the operating days held during the Shire centenary were a great success. Subsequently, a section of this 20lb rail has been replaced by 60lb rail and the main running line is being extended towards its goal of Petersen Road using this heavier rail.

Since March 1980 the Society has operated a public running day on the first Sunday of each month, in order to assist with much needed finance. The locomotive used on these occasions is still Pleystowe No. 5 a Bundaberg Foundry 0-6-2T of 1952. Progress on the project is a little slow due to the lack of volunteers and lack of finance, a common problem for all similar projects.

The project is steadily forging ahead and undoubtedly in the future it will complement the museum projects of other Societies in other areas.

Why Durundur?

The name 'Durundur' for the museum railway being established at Woodford Queensland by The Australian Narrow Gauge Railway Museum Society was selected because of its historical and current connections with the Woodford district.

'Durundur' was the name of what was, in 1841, the most northerly sheep station in the Moreton District of New South Wales. The word itself is derived from an abariginal word 'doorandoor' meaning 'place of scrub'.

Current connections with the district include, the name of the parish in which Woodford is situated; the name of a street in Woodford and the name of a hill at the summit of the D'Aguilar Range adjacent to the railway formation.

COTMA

Council of Tramway Museums of Australasia

1982 CONFERENCE

PRELIMINARY NOTICE

The 1982 Conference to be hosted by the Tramway Museum Society of Victoria will be heldin Melbourne during the latter half of the year.

A full weeks activities are planned which will make this conference an event not to be missed.

Full details will be advised when they are finalised.

CITY SECTION

TRANSPORT NEWS FROM MELBOURNE

TRAMWAYS

With the introduction of Z type trams on the Airport West and West Maribyrnong routes, new run number plates with red on white appeared on all Essendon Depot cars. The latest Z3 cars in traffic are 170 and 171. Z class prototype 1041 has been repainted in Z3 type colour scheme and is expected to be returned to traffic at Essendon Depot. At the time of writing it is undergoing testing in Preston Workshops.

All 130 MAN buses are in traffic with number 229 entering service from Footscray Depot.

A new Australian film called 'Squizzy Taylor' is being made in Melbourne about this city's famous gangster of the 1920s. The MMTB has repainted L 104 and 106 in a chocolate and cream colour scheme for use in the film and are expected to be so used sometime in July.

A completely redesigned terminus is to be installed in Elizabeth Street at Flinders Street Station in the city. Both existing crossovers will be totally removed. Work is believed to be scheduled for the weekend of 27–28 June. New track was laid in mass concrete during May in Toorak Road between Punt Road and South Yarra railway station. The tramway/railway level crossing in Burke Road at Gardiner railway station was completely replaced over the weekend of 30–31 May. No trams or trains ran through the crossing; services on the affected lines being provided by bus. The whole crossing was prefabricated by the MMTB at South Melbourne per way yard, reassembled on site and lifted into position by several cranes.

Replacement of span poles due to road widening commenced in May in Riversdale Road Hawthorn between Glenferrie and Auburn Roads. Both north and south sides are being repositioned back between twelve and eighteen inches. New footpaths and kerbs will be layed as part of the project.

A new amenity block and mess room is under construction at South Melbourne for the civil branch. Preliminary work was begun in early June.

The old Elizabeth Street terminus, as seen in January 1981. - P.Hallen

LONIE REPORT

The Victorian Government, under its new Premier, Lindsay Thompson, has abandoned plans to close four suburban electric railway services. Williamstown, Upfield, Port Melbourne and St. Kilda will be retained. The Newport to Altona service will close and be replaced by a bus service.

The Minister for Transport, Mr. MacLennan, announced changes to services on the four 'saved' lines.

WILLIAMSTOWN: Services will continue and the timetable will be reviewed when the suburban service is extended to Werribee.

UPFIELD: Smaller trains will operate on weekdays and Saturdays with the present Sunday

arrangement, travel by tram to North Coburg then special bus all stations to Upfield. A similar service will be introduced on weekday and Saturday nights. Some level crossings will close and automatic boom barriers will be installed at the remaining crossings.

PORT MELBOURNE: A smaller train will operate a shuttle service on weekdays and Saturdays with two MMTB buses providing the service on nights and Sundays.

ST. KILDA: A smaller train will operate a shuttle service on weekdays and Saturdays. The existing tram services will be used on nights and Sundays.

Mr. MacLennan admitted that the results of a recent survey surprised him. He said 'It was staggering to me how many of them are satisfied with the system'.

The local member, Mr. Dixon, proposed that a three car train be decorated to make it 'St. Kilda's very own train', he also said that the decision to lease St. Kilda station to private enterprise 'signalled one of the most important changes in Vic Rail's philosophy'.

When Mr. MacLennan was asked if there would be further changes after the 1982 state election (assuming that the Liberal Party was returned), he said 'I think there will be continual changes'.

Outer suburban/near country lines have not been so lucky; the Lilydale – Healsville line was closed on 9 December 1980, the day after the decision was announced. Indeed the decision was so hasty that the DERM did not run the last trip, a bus being substituted.

The Frankston to Mornington and Stoney Point lines ceased service in May and June respectively.

ABOVE: *A silver train waits at Gowrie, the station before Upfield and terminus for many services on that line.*

BELOW: *The two loops of the Melbourne underground railway at present in use have settled into routine operation very smoothly. A quiet moment on platform 4, Burnley loop, offers the opportunity to take a look the styling of the platform.*

Both Peter Hallen

Various Melbourne W2 cars are painted in pop art liveries. The artists were given a free hand and the results are varied and received a mixed and sometimes puzzled recption. Two widely diverse expressions are featured here:
ABOVE: 503 in Swanston Street. - *Peter Hallen*
BELOW: 567 turns from Malvern Road into Glenferrie Road.
- David Featherstone

THE SYDNEY SCENE

Transport News from the Sydney Region

Sydney Explorer bus 2500 turns from Argyle Place into Lower Fort Street on a Sunday in January 1981. The five buses on this service now carry advertising on the back and rear side panels. Patronage rose from 200 a day initially to 800 a day in January. See TW 12/80.

BUSES

GOVERNMENT SERVICES

The use of conductors on UTA Pitt and Castlereagh Street services to the Newtown area and some south eastern suburbs ceased on Tuesday 27 January 1981, the last day of the Christmas school holidays. This only left some George Street services, worked by Burwood, Leichhardt and Ryde depots, with two man operation and this subsequently came to an end on Saturday 23 May 1981.

On Friday 22 May two Atlanteans departed from Circular Quay to end weekday peak hour use of double deckers on routes south of the harbour; 1090 left for White Bay to be followed by 1192 on a 500 to Ryde at 7.45 pm. For the final two man run on the Saturday Atlanteans were also used; 1167 made the final run departing from Circular Quay at approximately 6.30 pm on a 502 to Ryde. 1192 on standby followed empty. And so an era passed relatively quietly.

Conductors are still used on Atlanteans on some morning express services from the Warringah peninsula; they collect fares until the last pick up point and then leave the bus which continues one man operated to Wynyard.

The displaced conductors have swelled the ranks of street ticket sellers.

Sydney Explorer bus 2500 was displayed by the UTA at the 1981 Royal Easter Show.

A further 100 single deck Mercedes buses have been ordered from Yorkstar Motors with bodies by Pressed Metal (NSW). An option is held on an additional 70 single deck and 30 articulated buses. The first chassis has arrived from Germany and assembly of the body is in hand. There will be some differences in body style from the second series, the most noticable being a slightly higher roof.

A new Mercedes articulated bus from Perth was demonstrated in Sydney during January 1981 as part of an Australian wide tour.

PRIVATE SERVICES

A second Red Arrow express service commenced on Monday 19 January 1981. A joint operation by Parramatta – Ryde Bus Service and North & Western Bus Lines Pty Ltd it runs from Parramatta station to Chatswood station via Rydalmere, West Ryde, Top Ryde and Lane Cove as route 333.

The Bankstown to Parramatta limited stop service which started on 18 February 1980 on a trial basis continues to operate and has now been brought into the Red Arrow services as route 320.

Another new service is route 201 operated by Parramatta Bus Company between Seven Hills station and Baulkham Hills where it connects with the same company's route 200 to Parramatta.

Drummond Transit, operator of the former McVicar service, route 123, Park Road (South Auburn) – Lidcombe – Regents Park, has extended the service to Bankstown via Potts Hill by taking over the Potts Hill part of route 73, Bankstown Station to Chester Hill, from Chester Hill–Bankstown Bus Service. Route 123 is operated in two sections with Park Road to Lidcombe seeing little service. Drummond Transit previously also operated route 59, Auburn Station to Lidcombe Station but this passed to Allways Bus Service some time ago.

South Western Coach Lines placed a Volvo articulated bus in service on Wednesday 8 April 1981. Registered m/o 732, it is the first articulated bus, as distinct from semi trailers, to be used by a private operator in Australia. It has been seen at South Western's Revesby, Jannali and Blakehurst depots and is believed to be used mainly on charter work.

RAILWAYS

LOCOMOTIVES & ROLLING STOCK

The washing plants at Hornsby and Mortdale depots only see intermittent use; those at Flemington and Punchbowl are not yet in service.

The first two air conditioned double deck suburban cars arrived at Fleminton from Goninan's at Broadmeadow on Monday 2 February 1981. A trial run to Ropes Creek was undertaken on 9 February which resulted in a black being applied by the drivers over problems with the air conditioning; it is also understood that they want extra money for operating this type of train. The cars are a motor, C3501 and driving trailer D4096. Four more cars, C3502/3 and D4097/8 were received on 4 June 1981.

Due to space limitations on the motor cars with the installation of the air conditioning equipment, the pantograph and main circuit breaker are mounted on the trailer, as is a motor /alternator set to provide 415 volts 3 phase AC for the air conditioning and lighting. The pantograph is partially enclosed in a well in the usual position at the trailing end of the car; the motor/alternator set is under the front vestibule floor. Horizontally mounted twin headlights are fitted, a new feature for suburban stock but understandable when the present and probable future limits of suburban train operations are considered. Small opening hopper windows are placed above the fixed side windows; these hoppers are shallower than the sliding panes on ordinary double deck suburban stock.

This is the first instance in NSW of a motor car without a pantograph and it is thus necessary for the cars to operate as motor plus trailer set. However, unlike practice elsewhere, solid drawbars are not used between cars. It will be remembered that it was necessary for the 1first series double deck interurbans to operate in motor plus trailer sets due to the compressor being on the trailer, a situation that was not considered satisfactory.

Trials recommenced in June; the six cars being used as a set, and covered most of the suburban lines. The train was noted at Campbelltown on Wednesday 10 June. It is expected that the set (probably six cars with two spare) will initially operate express services to Campbelltown.

The first of the third series double deck interurban cars, motor DIM 8037, was shunted out of Commonwealth Engineering into Clyde yard on Friday 22 April 1981 where it remained until joined by 8038 on 6 May. Both cars were taken to Flemington depot on Friday 8 May 1981. Trials were run using two first series trailers to make up a four car set. Following delivery of the third motor, 8039, on 23 May a six car set was put into service on the western line.

Three 1955 type single deck suburban trailer cars, built by Commonwealth Engineering, T4775, T4777, T4788, have been converted into vans for use in carrying electrical equipment between Elcar and the four depots during a new maintenance catch up programme. All windows and the end communication doors have been plated over and the roof ventilators removed.

A replacement is being planned for over head inspection car AL20 which was destroyed by fire (See *TW* 12/80). The cupola on this car was slightly out of gauge on non electrified lines; it is anticipated that the new vehicle will be within this loading gauge.

Tenders have been called for the supply of two battery powered self propelled overhead line cars.

A contract for the supply of 50 DC electric locomotives of 2700 Kw (3600 HP) has been let to Commonwealth Engineering. To be known as

Three of the four items of rollingstock that were on outdoor display at the 1981 Sydney Royal Easter Show are seen here on their roadside track. Nearest the camera is double deck air conditioned suburban driving trailer D4096, then Southern Aurora BCS lounge car and steam loco 1243.

the 86 class they will be based on the 85 class but in an unbelievable backward step the regenerative brake will be replaced by dynamic. The body will be longer to accomodate the extra resistence grids and it is believed that the ends will be restyled to avoid the confusion with the 442 and 80 class diesels that occurs with the 85 class.

Electric loco 4602 was taken to Cardiff Workshops in January 1981 for a minor overhaul which created controversy in the Sydney workshops. This is only the second occasion that one of this class has been outside the electrified area. 4610 went to Broadmeadow for crew training prior to the opening of the Gosford electrification in January 1960.

The SRA as usual mounted a display at the 1981 Sydney Royal Easter Show. Smaller items, including an HO model layout, were in the Manufacturers Pavilion and this year these were supplemented by an outdoor display of rolling stock and equipment. The rolling stock comprised two reconstructed four wheel cars from the 1850s, steam loco 1243 (sometimes in steam) Southern Aurora BCS lounge car, double deck suburban driving trailer D4096 and diesel loco 8030. The last four vehicles were in a line on a ballasted track laid along the side of a showground street. The two cars and diesel loco were arranged for inspection by the public. The lighting and air conditioning was operating in the BCS with lighting only in the suburban car (it was still under the union black ban). Mains power (415v 3 phase AC) was fed to the BCS which was connected to the double deck car by a transition jumper.

The four large items of rolling stock were moved by road to the Showground at Moore Park from Cooks River goods yard.

In recent years three other passenger cars, an H type air conditioned car, single deck interurban and an air conditioned sleeper have been displayed (all inside) at the show but this is the first time that standard gauge locos have been seen by the public there. Second 10 was displayed at the Intercolonial Exhibition in 1870 at the Exhibition Building in Prince Alfred Park. It is believed that the show was held in conjunction with the exhibition. However, in 1919 a 35 class steam loco (then classified NN) was dismantled, to a degree unknown, and transported by tram, or at least over the tramway from

D4096. This front view reveals some differences from the ordinary suburban double deck stock from the same manufi cturer (Goninan). Prominent features are the twin headlights over the door and twin jumper cables on the left (facing) side with two sockets on the right below the drivers window. The additioanl catches at the top and bottom of the door should also be noted as well as the absence of the ventilator in the end of the roof.

The inner jumper and the corresponding inner socket on the other side are for the control circuits and are the standard fittings for double deck suburban stock. The outer jumper and socket carry 1500 Volts DC and 415 Volts 3 phase 50 hertz AC on four wires. The plug and socket have a fifth earthed centre locating conductor. The rear end of the car has a single socket on each side with the power socket on the drivers side and the control socket on the other. The is a socket to connect an outside AC supply to the car in front of the rear bogie on the drivers side.

As the pantograph is on this car it supplies DC power to the paired motor car for the air compressor and traction motors. The AC power for lighting and air conditioning also originates from this car. A motor alternator set is mounted behind the front bogie under the vestibule floor.

Eveleigh Workshops via the tramway connection in Henderson Road to Moore Park. The loco was at least partially re-assembled when the Show was cancelled due to the flu epidemic and so it was returned unexhibited.

Saturday 6 June 1981 was the first occasion that an 85 class electric loco worked with steam when 8506 piloted garratt 6021 from Penrith to Katoomba on an ARHS Canberra Division tour train.

AROUND THE SYSTEM

Work on the Gosford to Newcastle electrification is proceeding. Masts have appeared as far north as Cockle Creek but there are many gaps. Work is being concentrated between Gosford and Wyong with a view to extending inter-urbans to the latter station as soon as possible, although original intentions were to open the electric service to Newcastle at one go. Wyong station had been bare of structures and wires until very recently. This section will not now, however, be ready to open before the state elections, expected to be in September or October 1981. Electric services to Wyong are expected to commence in December or January.

Work is under way on the duplication of the Cronulla line between the passing loops at Gymea and Caringbah. Single track will remain between Sutherland and Gymea and between Caringbah and Cronulla. Work is mainly concentrated around Miranda station where the platform is being converted to an island layout by the construction of a new face for the down line. The station is being lengthened at the Cronulla (down) end and will be cut back from over Kiora Road at the up end where a new under bridge is being constructed.

Aston Street level crossing at Rosehill on the Carlingford line was closed on Sunday 3 May 1981 to allow construction of an overbridge to commence. A four lane temporary level crossing has been constructed a short distance th the north adjacent to the site of the former Unwin Street level crossing. The new crossing is protected by flashing lights and half barriers and is operated from Parramatta Road Crossing signal box with the aid of television surveillance. The semaphore signals have been replaced by colour lights. On the Saturday prior to closure traction power was briefly switched off during the morning to allow a convoy of high loads to cross.

Work has started on an overbridge to replace the Grand Avenue level crossings over both the Carlingford and Sandown lines adjacent to Camellia station. The bridge will be sited south of the existing crossings and will be approximately at the end of double track/junction of the two lines. It will eliminate the bend in Grand Avenue and will lead into Hassel Street on the western side. The Carlingford line crossing here is protected by hand worked gates whilst the Sandown line is unprotected and is the only such crossing in the metropolitan area to be used by public passenger services. The Parramatta Park to Redbank Wharf steam tramway, which opened in 1883 was crossed on the level at this location by both lines from their opening, Sandown in 1890 and Carlingford in 1896, until it closed in 1943.

Work is hand on a new station building at Camellia station toreplace the original company buildings.

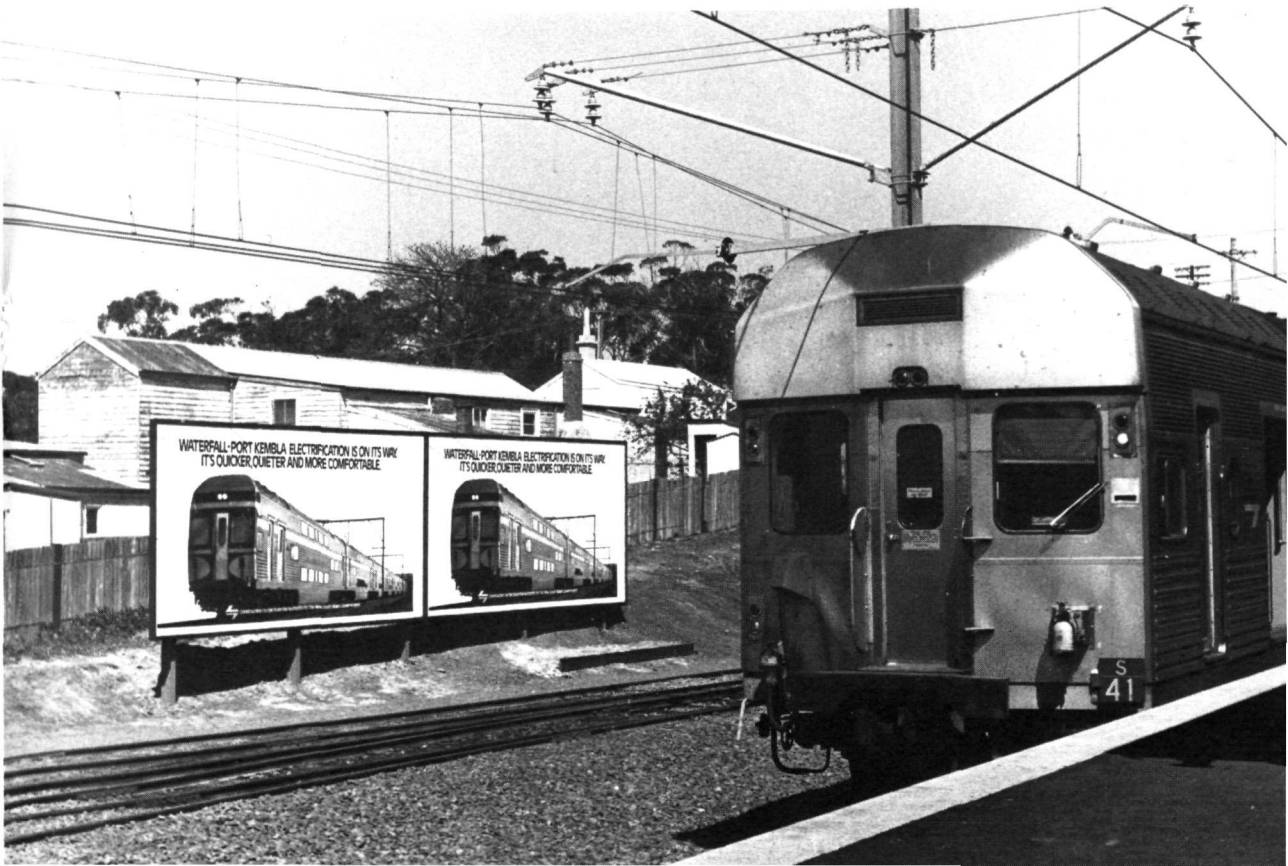
Further bridgework is to be undertaken on the Carlingford line some time in the future. Parramatta Road crossing is to be eliminated by taking the railway over the road on an alignment slightly to the west. About where the line will descend to its former alignment near the former Hamilton Street level crossing it will be crossed by the Western freeway, two disjointed sections of which are presently being pushed on a destructive path through nearby suburbs.

Approaches are being constructed for a bridge to take the Western freeway over the main northern line at Strathfield North. It will be adjacent to the Parramatta Road underbridge with the North Strathfield signal box in between. (This box will be abolished when the new Strathfield area signalling scheme is completed.) A bridge for this road has been constructed over the siding from Clyde Yards to the BP terminal at Silverwater.

The much postponed quadruplication of the 2.31 miles of double track between the four track sections at Granville and Westmead is underway. Earthworks are proceeding between Parramatta Road Granville and Parkes Street Parramatta and in Parramatta Park between Pitt Street and Westmead station. The overbridge at the up end of Harris Park station was reconstructed some time ago and the station itself is undergoing conversion to two island platforms. It now appears that Parramatta station, which is four platforms, will not be reconstructed although the signal box on the island platform will be abolished and control transferred to Granville. There are seven underbridges and a culvert over A'Becketts Creek to be widened or replaced in this section. Work is underway to replace the three span bridge over a minor creek and access road to Parramatta Park with a large concrete box culvert. Also in this section will be a fly-under to rearrange the alternate direction running pattern of the lines from Sydney into parallel configuration to match this style of operation westwards from Westmead. The Western freeway will eventually cross by an overbridge near A'Becketts Creek.

ABOVE: *On a wet and cold (and thoroughly miserable) June morning in the Blue Mountains 8506 and 6021 head a tour train into Hazelbrook. It is doubtful if the garratt was doing any work besides providing the smoke screen which has engulfed the passenger cars on the train. 6.6.81.*

BELOW: *A suburban double decker stands at Waterfall with the promise of better things to come advertised in the background. 28.9.81.*



GEELONG . . . . A FOOTNOTE

Just after going to press some additional information concerning aspects of the Geelong Tramways was received.

An article entitled *The Fyansford Quarry Railway* by W.A.Pearce appeared in the British publication *Industrial Railway Record* in October 1974. This outlined the interesting history of the 3ft 6in gauge steam worked railway which served the Fyansford limestone quarry and cement works between 1924 and 1966 until replaced by a conveyor belt. (The last loco used was a diesel, introduced in 1957 which replaced the now preserved Australian Standard Garratt G33.) The author outlined a scheme proposed by the cement company in 1916 which suggested that the Newtown tramway be extended to Fyansford to transport cement at night on goods trams to Geelong (railway goods yard and wharf). The tramway authority was not interested in the scheme as it seems that the tramway company and not the cement company was expected to pay for the extension.

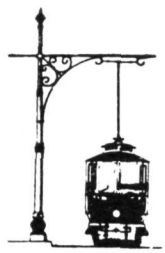
The Victorian Railways constructed a 5ft 3in gauge railway siding from North Geelong to Fyansford in 1918 removing the need for a tramway extension.

Ross Willson received a list of the official opening dates of the Geelong tramway extensions from the Geelong branch of the Electricity Supply Department of the SECV in November 1963. This list agrees with that published in *TW* for April 1981 with the exception of the date for the opening of the East line to Boundary Road which the SECV showed as 3 February 1923.

Car 5 bound for Newtown from Eastern Park at the Ryrie/Garden Streets junction with the East Geelong line. 14 January 1954. - K.McCarthy

★ Museum Notes and News

LOFTUS . . .



South Pacific Electric Railway

Twentieth Anniversary of Sydney Closure

To commemorate the twentieth anniversary of the closure of the Sydney tramway syatem on Saturday 25 February 1961, a tour was run over some of the former tramlines in the eastern suburbs in the Society's AEC double deck bus 2619 on Saturday 21 February 1981.

The trip departed from Wynyard and travelled over the former Watsons Bay, Bondi, Bronte, Coogee, Maroubra and La Perouse lines from whence the return to Wynyard was via Anzac Parade, Flinders, Oxford, Elizabeth and Hunter Streets.

Despite some rain, the opportunity was taken to inspect the few traces of tramway operation remaining, these being a number of waiting sheds and some sections of reservation.

Open days were held at Loftus on Saturday 28 February and Sunday 1 March 1981 when more of the tram fleet than usual was in operation and available for inspection. On the Saturday only, a free bus service was provided by museum vehicles between Loftus, Engadine and Sutherland. Good TV, radio and newspaper coverage was received which resulted in over 2000 passengers being carried over the two

Coupled O cars 1111 and 1030 return up the hill towards the depot and the Princes Highway at Loftus. Saturday 28.2.81.

days, with standing loads on many trips. O cars 1111 and 1030 were run in MU and despite the availability of 120 seats (1030 is still in breakdown configuration and only seats 40) there were still standing passengers on this set in the peak.

The highlight of the weekend was the return to service of R1 1979 which has been extensively rebuilt after being obtained from Randwick Workshops in a near derelict condition in 1972. It had been hoped to have it back in service during 1979 but this did not prove possible.

A few minutes after 2 pm, as an interview with Peter Kahn was being broadcast on radio 2GB (as it had on almost every hour on Friday and Saturday), Bill Parkinson, in the absence of Mike Giddey who was the force behind the restoration project, drove 1979 out of the depot through a ribbon stretched across three road and into service.

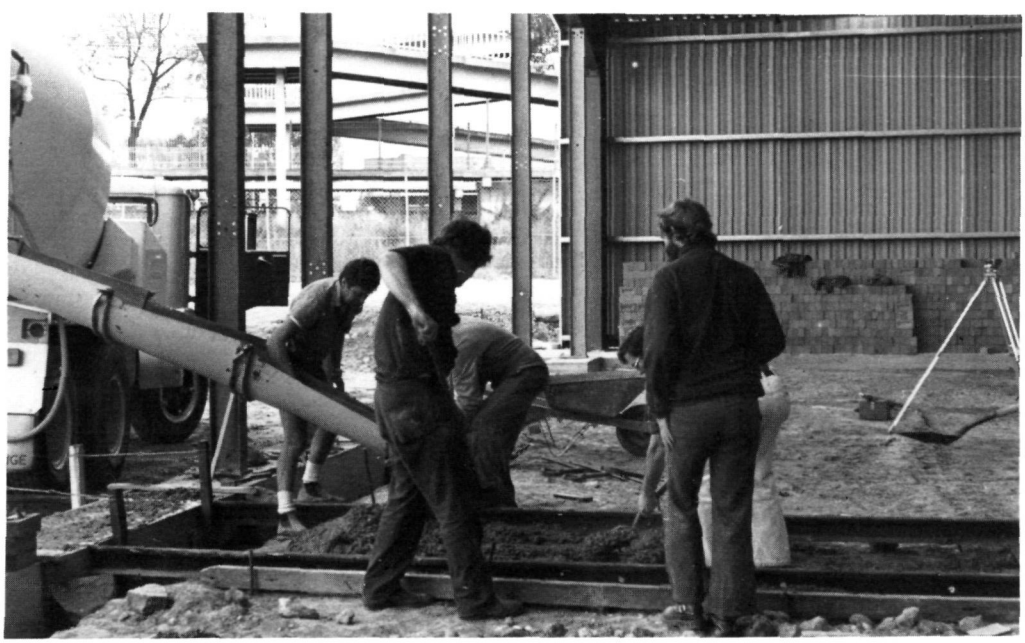
The Museum's human resources were stretched to the limit over these two days as was the capacity of the short tramline.

Prior to the open days the bookshop was partially repainted. As it will be some time before it will be vacated other minor renovation work will be undertaken to keep it in a presentable condition.

Around The Depot

Work continues on LP 154. New footboards have been made and await fitting; all seat slats have been stripped of paint and varnish, sanded and re-assembled and varnished; the ceiling has been repainted; new floor slats have been purchased.

The signal box, despite being elevated, with the ladder removed, has long since lost all glass and most interior fittings. During the May school holidays it was reduced to a skeleton with the panelling kicked out and the ornate facia broken off. During the same period two attempts were made to burn down the waiting shed.



Pouring concrete on road 7 in the new building. Saturday 16 May 1981. The door columns came from the small crane runway in the repair shop at Randwick Workshops. The footbridge of Loftus station is in the background.
Peter Hallen

New Site Progress

Fencing work continues; the posts along the highway (eastern) boundary have been placed. The erection of the chain wire will be contracted and is expected to be finished by the end of June.

Fabrication of the door columns was completed and the 13 columns hung, by crane, during November 1980. (The columns were hung from the southern roof girders and the supporting footings put in afterwards; although previously used by SPER in rebuilding the old depot, this nevertheless is a recognised way of erecting light steelwork and was used by the contractor when erecting the columns to support the north wall of the new building.) Excavation for the footings was then undertaken and formwork erected and the western half, four roads, was poured on Saturday 13 December 1980. However, it was not until Saturday 16 May 1981 that the eastern half was poured. The footings are castellated to allow the track to be laid through. The fourth track from the western side (that is, the first track in the display hall side of the building – it is tentatively intended to number the roads 4 to 11 from the west, with roads 1 to 3 being in the secondary services building to be erected between the new building and the railway boundary, therefore the track in question would be road 7) has been laid on steel cross bars and was partly concreted when the second half of the footings was poured.

The doors will be constructed to the same design as on the existing depot. The tubular hinges and gusset plates have been fabricated and construction and erection of the doors will commence when the footing formwork is removed. The southern end of the building is not quite all doors. The three depot roads are separated by a single colunm each. There will be a brick panel adjoining the western wall and at the end of the future dividing wall between the two sections of the building. The five display hall roads are separated by two columns each which will be filled by a panel to match the doors. A brick wall between the last road and the eastern wall was constructed with the brickwork for that wall. The supporting column for the last door was erected prior to the brickwork, there are thus 14 columns across the southern end of the building.

The new depot building at Loftus, looking north towards Sutherland. The Princes Highway is on the right; Loftus railway station is out of sight to the left. August 1980.

FERNY GROVE . . .

Brisbane Tramway Museum Society

As mentioned in *TW* April 1981, steps were being taken to acquire a further example of the *Dreadnought* type car to add to the museum collection, in this case an oval six window car.

The car conserned is 174 which had been withdrawn from service following accident damage the car was withdrawn from service and subsequently the body was sold to a property owner at Greenbank, on the outskirts of Brisbane, where it remained until Saturday 2 May 1981 when a recovery team moved it to the museum where it was placed on the bogies of 140.

The recovery was carried out with the assistance, once more, of Avis and Aitkin Transport. Some minor problems were encountered but no major problems with the move being completed in one day without the use of cranes.

The condition of the body is such that it requires major rebuilding but is restorable.

Patronage remains steady, providing both finance and interest, with a pleasing increase in both membership and participation. New members Tony Gilmartin and David Shaw have recommenced work on the Samford Road extension which had come to a temporary stand.

John Hudson has commissione the second mercury arc rectifier unit, whilst in the workshop, work continues on dropcentre 231. This car, together with *Baby Dreadnought* 99, passed the Machinery Department inspection on 27 May. However, this latter car requires much work on the body before it will be available for traffic.

To improve security on the site a permanent manproof fence is to be erected together with a number of grilles to prevent unauthorise entry to the museum buildings.

BTMS members arrive at Greenbank at the start of the operation to recover Dreadnought 174. - T.Carter

The Aitkin low loader is backed under 174 after it had been jacked up and supported on trestles. - Tim Atherton

Some minor problems were encountered. - T.Carter

174 is greeted by bus 77 upon its arrival at Ferny Grove. - T.Carter

Add wheels and 174 becomes a tram again, although many years and much hard work will be needed before it is restored and operable. - Tim Atherton

ST KILDA . . .

Australian Electric Transport Museum

STA Delivers Dropcentre Car

AETM members worked hard in the autumn months to complete the 50 metres of track inside and outside the new depot building in order to be ready to receive the body F1 type tramcar 264. Transfer of the body took place on Saturday 23 May 1981, the project being arranged by STA Marketing Manager John Drennan and supervised by David Gericke.

On the previous afternoon after distillate deliveries had been completed around the STA depots, the prime mover was detached from the STA tanker and despatched down the road to a local rental company to pick up a 16m trailer.

At 7.30am on the Saturday morning. a four vehicle contingent made up of the semi trailer, the STA mobile crane, a truck carrying ropes, slings and spreaders, and a support vehicle, were on their way to the farm of Mr. Trevor Schmidt near Clare, 130 km north of Adelaide. There they were met by a second crane, hired locally. City Depot foreman Blair Howell had produced from the depths of his pits the special hooks used to lift drop centre bodies (last used in 1956), and with these, the two cranes loaded 264 onto the trailer. After crossing a slippery paddock in drizzling rain, with some towing assistance from the crane, the semi trailer was soon on its way to St. Kilda.

Meanwhile, an ANR crane had later been despatched directly to St. Kilda where it was used to position workshop dollies on the new track under the guidance of AETM General Manager John Pennack.

Car 264 arrived at the scheduled time of 3 pm and was soon unloaded by the STA and ANR cranes onto the dollies and pushed into the new building by AETM members.

In early June, the STA purchased controllers, poles bases, a compressor, line breaker and brake equipment from the MMTB and these are being freighted to St. Kilda by the AETM with a consignment of brake shoes ordered recently through a COTMA memorandum.

Delivery of 264 to St. Kilda represents the culmination of proposals which originated with the discovery of the body in a shed on the farm by AETM member Martin Black over five years ago.

The body of F1 264 is unloaded at St. Kilda on Saturday 23 May 1981 by STA and ANR cranes under the supervision of Chris Andrews and Max Fenner. - STA

Other Items Relocated

The Museum Executive has taken the opportunity, in association with the 264 project, of relocating a number of other items. The spare bogie for electric locomotive EL1 has been relocated as a focal piece exhibit outside the entrance building where it attracts considerable interest from arriving visitors. The body of C type car 173, which has been in open storage at the rear of the Museum for some years, has been transferred into the new building adjacent to 264. It is now mounted on a Brussels Brill 21E type truck.

Showcase Components Contributed

The South Australian Museum has recently donated about a dozen showcase windows to the AETM. About 1m wide by 2.2m high, they will be suitable for the constructions of displays, though it may be some time before they are used for this purpose.

Repairs To 282

Wet mid year weather has resulted in additional indoor projects being carried out. Particular attention is being given to a programme to renew and build up a number of worn parts in brake rigging and bogies of car 282.

Tall Pole Bases Secured

Recent road widening at the 'Britannia' intersection at the corner of Fullarton Road, Kensington Road and Dequettville Terrace has resulted in the removal of some of the last tall cast iron pole bases in the metropolian area and these have been secured by the museum. Tall bases are used as standard fitting on poles around the depot fan at St. Kilda and the additional bases will be used on the poles required for overhead for the new depot building.

New Tractor

A recently acquired Massey Ferguson diesel tractor has been delivered to St. Kilda. Fitted with three point linkage hydraulics, it is hoped to ultimately obtain a mower which can

be mounted on it to reduce the labour required to maintain the Museum grounds. In the meantime, the three point linkage crane with which it is already fitted has proved useful for rearranging the storage of such heavy items as spare compressors and axle sets.

BYLANDS . . .

Tramway Museum Society of Victoria

Progress towards electrification is moving along at a steady pace with most of the main line in place and the feeder cable from the substation to the main line and to beyond the store shed erected. Bonding of the track on the main line is nearing completion whereupon work through the depot fan and into the depot will commence. The SECV has made an inspection and is satisfied with work so far done and has advised on steps to be taken before power is connected.

Restoration on X1 467 at Bylands is now in its final stages which has transformed the car inside and out. Among the many problems encountered were the brass window frames, which required special treatment, but have finally come up almost as new; both drivers swivel seats have been reupholsted. Destination boxes have been put back into the car and numbers and monograms are being applied. This car will be one of the first to run at Bylands when power is connected.

The Society held a successful social meeting on Friday night 1 May 1981. Interesting colour moves on the St. Kilda Junction reconstruction and Bendigo were shown by Rod Hudson. Colour slides of W2 cars in recent years were presented by David Featherson. Also during the night, recent colour slides by Alf Twentyman showed progress on cable trailer 299 which has been undergoing the final stages of restoration. Work is now finished on this car.

ALBION PARK . . .

Illawarra Light Railway Museum Society

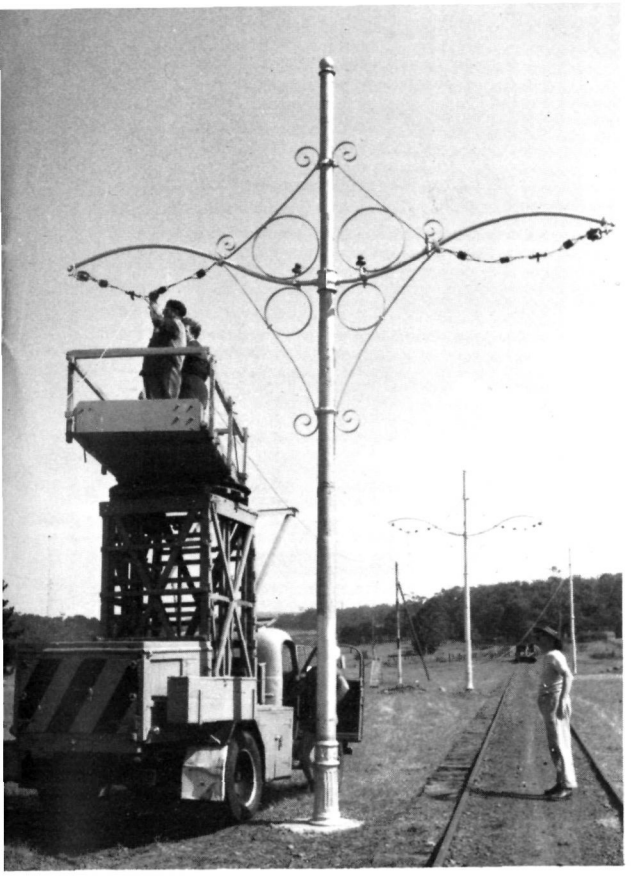
Locomotives

At the start of June work commenced on repainting the 0–6–0T standard gauge loco *South Bulli 2* (Hudswell Clarke 297 of 1888). This loco is owned by the ARHS (NSW) and was last painted at ILRM in 1977.

The boiler of 0–6–0, 2ft gauge loco *Tully 6* (Perry 7967/49/1 of 1949) left Albion Park for Port Kembla Steelworks on Wednesday 24 June. The underframe and running gear of this loco was thoroughly overhauled some time ago but the boiler problems proved to be major ones. The main fault is fatigue cracks around many of the fire box rivets. Commercial quotations revealed that the major overhaul would amount to $32 000 but further enquiries indicated that the AI&S boiler shop was interested in pricing the job as the shop staff were interested in providing the apprentices with some fire tube boiler experience.

The AI&S company quoted $11 000 for the job, which was gratefully accepted by the society, as this will provide the museum with a steam locomotive in near new condition.

Work is progressing on the restoration of the former Corrimal Coal Company loco *Burra* (Hawthorne Leslie 3574 of 1923). The work of dismantling the frame was completed last January and since then the bearing surfaces have been restored, the frames cleaned back to bare metal and prime coated, and now efforts are being concentrated on the valve gear.



Fixing the east side trolley wire at a double bracket arm; actually galvanised wire is being used as duplication of the line is well away. 31.1.81. - K.S.Kings

Rolling Stock

The restoration of former Queensland railmotor trailer P119 has reached the stage where the floor is ready to be covered with malthoid and the seats refitted. Following the fixing of new ceiling panels and electric light fittings, all window slide rails were removed and sills sealed with waterproof compound. By May all side windows had been remounted; these were followed by the refixing of the end windows and the end communication doors have been fitted with new wheels.

Although stable and mobile on the Ruoak Ltd bogies from Alexandra Victoria, the decision was reached that longer wheel base bogies would enable this large car to be lowered further. Garnock Engineering of Port Kembla are preparing plate frames for new bogies and these should be available when the body of P119 has been completely restored.

Good progress has been made with the restoration of the Victoria Mill, Ingham Queensland 2ft gauge cane inspectors petrol rail car. Numbers cast in the sump of the single cylinder motor have proved to be the serial number and not just a part number. The vehicle carries 'R1–231'. This indicates that the rail car was constructed by Baguley Cars Ltd for the Drewry Company. So far an exact building date has not

QR railmotor trailer P119, behind the Krauss–Leyland petrol loco at Albion Park on 14 February 1981. Saloon car 2 and the Palmtree Shay loco can just be seen further along the track. - K.McCarthy

been ascertained, but as a batch of similar vehicles starting with number 'R1–337' were supplied in 1924, the supposed World War 1 vintage of the ILRMS car would be close to the mark.

The cylinder head plugs covering the side valves on the inspection car were frozen in position and had to be drilled into small pieces for removal. The valves have now been reseated, new plugs manufactured and fitted, and the engine, clutch and gear change mechanism installed on the restored chassis.

Two new end canopies have been constructed for saloon car 2 (former International bus body of circa 1918) and the first of these was fitted above the end platform on 14 June.

During August 1980, two Melbourne cable trailer bodies were inspected and purchased at the Lind property at Mt. Taylor, near Bairnsdale Victoria. Initial negotiations had been conducted by Mr. C.Coop of Melbourne, as the Lind family were searching for a method of disposal for the relics which would result in the bodies being restored to near original state. Local historical groups were canvasse, but all considered the task too difficult.

The two trailers proved to be 300 and 430. Both were delivered complete with wheels around the time of the 1930s depression to a nearby timber camp as sleep outs. By the 1940s the cars had been removed from their wheels and placed on log skids. At this stage they were dragged along rural tracks for almost one mile to the Lind property where they were used as outhouses in a sheltered position.

Car 300 had suffered from rot in two corner posts, while several window frame rails in both cars had disintegrated through weathering. In spite of almost 50 years in the open, the cars were in relatively good condition, most windows and louvred shutters being in working condition as well as all bulkhead doors. The only interior fittings missing were the longitudinal seat bottoms; the veneered seat backs, pierced with hole designs were still in position.

As the ILRMS work efforts would be fully extended restoring one cable car, the other was offered to kindred groups under the conditions set down by the Lind family.. The only group which could meet the restoration guarantee was the small group of tram enthusiasts which are associated with the Canberra Tradesmens Union Club. This Canberra group plans to restore car 300 and later operate it as a horse car along a short length of tramway.

Both cars were loaded at Bairnsdale on Friday 13 February; 300 was delivered to Canberra on the following morning while 430 was unloaded at Albion Park at 6pm that afternoon. Car 430 was placed on a prepared steel underframe mounted on two ex Ruoak bogies and was hauled around the museum tracks before being placed in the carriage sidings. Thus after almost 46 years car 430 again carried passengers on rails.

ILRMS members are grateful for the negotiations successfully carried out by Mr. C.Coop and thank the Lind family for making the cars available for preservation at a nominal cost and

Melbourne cable car trailer 430 being delivered to the Mt. Taylor timber camp during the mid 1930s. - Lind Family Photo

Melbourne cable car trailer 430 being shunted into the carriage sidings at Albion Park on the evening of Saturday 14 February 1981 after delivery from Bairnsdale Victoria. The end platforms and canopies were removed for safety prior to delivery.
- K.McCarthy

for preparing the items for delivery.

Car 430 entered service in June 1890 upon the opening of the South Melbourne line. It finished its working life on the West Melbourne line when that line closed on 21 July 1935. It seems that originally each cable line had its own number series, starting at 1 for grip cars and trailers; the fleet was renumbered by the MMTB using the builders number as the fleet number. Builders number 430 has been found on trailer 430. The last painting date on this car is 12/31.

The seat backs and panels have been removed from the interior of car 430 and stripped of 90 years layers of varnish. One panel revealed the chalked information '430 SMO' which would perhaps mean 'Car 430 South Melbourne Order'. Much of the varnish on the roof ribs and ceiling has also been stripped, revealing some beautifully figured timber.

Track Extensions

During late March the Shellharbour Council approved the deposited plan which will more than double the ILRMS museum area to 4.6 ha enabling the main line circle of almost 1 km to be completed. Lease details were next negotiated and these approved by council on 17 June. The contract will be signed by the deadline of mid July and the way will be clear for track extensions to be carried out.

The local quarry firm of Cleary Brothers, who have already donated more than 500 tons of blue metal to the museum over the last six years, have offered to not only donate road bed material, but to spread and grade it as well.

Other Items

The two cylinder stationary steam engine donated to the museum by Allied Constructions on 15 September 1980 has now been identified. It carries the makers plate *Midland WAGR Workshops 1942* and it seems it was built to winch in trawling gear on navy minesweepers.

The society's collection of machinery is rapidly expanding. During May a large *Ward* turret lathe, complete with screw cutting gear box, accessories and motor was obtained for a very nominal cost while in June the SEC (NSW) donated a vintage floor mounted pedestal drilling machine from the original PWD powerhouse at Port Kembla.

The museum's tender for material being disposed of by the PWD was successful and during April the ILRMS took delivery of two Briggs and Stratten 3hp petrol engines, two large platform scales, one small counter parcels scale and a small Gardiner twin horizontal steam pump.

Work is nearing completion on a bush fire fighting vehicle. This is a large four wheel 2ft gauge tank waggon fitted with a petrol powered pump. This vehicle will be used on summer steaming days when the danger of sparks causing small fires is a possibility.

VALE WILLIAM A. BAYLEY

It is with profound regret that we announce the death of retired school principal and historian William (Bill) Bayley of Bulli N.S.W. on 19 May 1981 at the age of 70.

Bill is known to readers through the publication of various books on railway topics during his ten years of retirement. What is possibly not so well known is that Bill published a large amount of major works dealing with definitive histories of various N.S.W. country regions as well as material on the Illawarra district.

In addition he has deposited volumes of reference dates at both the Mitchell and Wollongong City Libraries which have been and will continue to be of valuable benefit to researches. Many years ago Bill earned the *FRAHS* fellowship for his research efforts.

To mark Heritage Week (which was held in N.S.W. during March) Bill, who by this stage was experiencing failing health, donated his vast negative and slide collection to the Wollongong City Library where it will be readily accessible to future historians.

Bill was ever ready to help others in their research tasks. Once he knew of your current efforts, he would offer his resources in the form of information and photos so that the work would be as complete as possible. Late last year Castle Hill school celebrated its centenary. Bill Bayley served on the staff of that school when a young teacher in the 1930s and ha was able to assist the centenary committee in their task with his reminiscences and photos of that period. In return, he was rewarded for his efforts by tracking down interesting prints of the Castle Hill steam tramway and Rogans Hill railway. These were freely made available to this magazine and will appear later on these pages.

It is regretted that several projects on which Bill was working may not reach completion . . . but in his retirement he researched and published more material for our entertainment than most achieve in a lifetime.

To his wife Phyllis and family we offer our condolences as well as our appreciation for the fruits of his labour.

Steam motor 85A and trailer at the Baulkhams Hill terminus prior to the opening of the extension to Castle Hill in 1909. The tram depot can be seen at the right of the tram. This is one of several Parramatta tramway photos obtained by Bill Bayley during 1980.

MUSEUM DIRECTORY

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.

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.

WESTERN AUSTRALIAN TRANSPORT MUSEUM (INC).

Tramway Museum Castledare Boys Home,
Watts Road, Wilson. W.A.

Correspondence: The Secretary,
Box 33, P.O. Maylands,
W.A. 6060.

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.

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.

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.

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.

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

BACK COVER: *Bundaberg Fowler 2ft gauge)–6–2T loco, B/no. 5 of 1952, at work on the Durundur Railway at Woodford, Queensland. This loco worked at Pleystone Mill, Mackay, as no. 5, until 1967. Note the offset coupling and dumb buffers for working 3ft 6in gauge stock on mixed gauge track.* - Courier–Mail, Brisbane.

BFC