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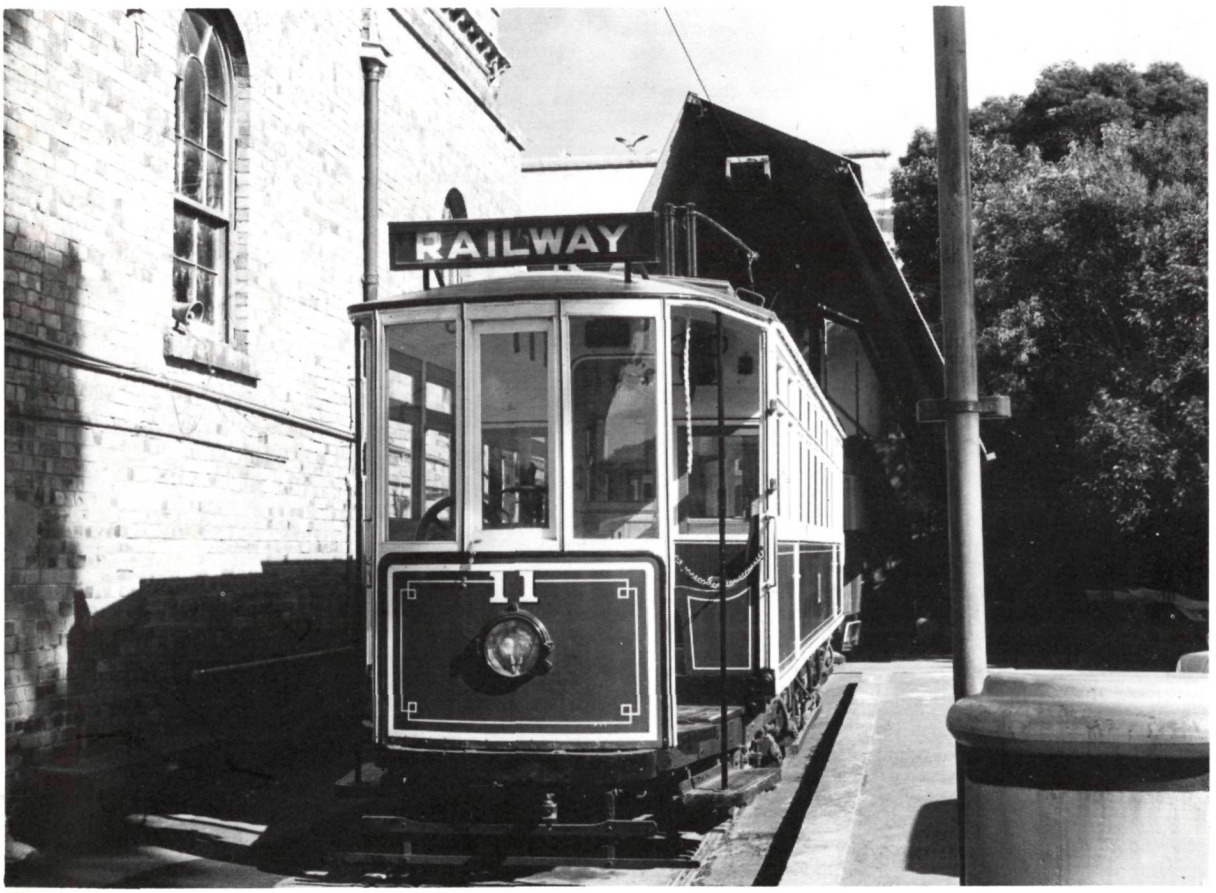

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THIRTY YEARS

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FRONT COVER: Auckland 11 at the upper shelter in the MOTAT grounds on Monday 10 May 1982. The first electric tram in Auckland, it entered service in November 1902. Notes on the MOTAT Western Springs Tramway commence on page 24. - *William F. Scott.*

News In Brief

ADELAIDE

As from Sunday 12 September 1982, until further notice the Glenelg trams have been terminating at Brighton Road whilst the tracks in Jetty Road are being relaid. A facing cross-over has been installed at Brighton Road to terminate the trams.

A shuttle bus service is being provided as a replacement; initial work at Colley Terrace required the bus service to return from Moseley Street; when this was completed the bus service was to be extended to the tram terminus in Moseley Square.

As part of a promotion of Victoria held at Morphettville Racecourse, W2 294 from the AETM at St. Kilda provided a free service from Victoria Square on 24, 25, 26 September.

BRISBANE

Electrification from Shorncliffe to Kingston on the Beenleigh line was officially opened on Saturday 18 September 1982. However, only a limited electric service operated during the following week.

Beenleigh has to contend with a mainly shuttle service from Kingston until the electrification is extended.

MELBOURNE

Commonwealth Engineering has reported receiving orders for 45 trams and 270 electric train cars. The trams comprise a bridging order of 15 Z3 type, 28 new type cars and two prototype articulated cars. The electric train cars would appear to be in lieu of continuing with the extra heavy overhaul and air conditioning of the Harris trains, the first of which are in service.

W2 442 is being converted into a restaurant car for a private entrepreneur. It is hoped to have it in service on Melbourne Cup day, Tuesday 2 November 1982.

SYDNEY

Commuter representatives from the Illawarra district have expressed dissatisfaction, with some justification, about the condition of the

CONTINUED ON PAGE 23

THE INITIAL BOOM PERIOD OF THE NEWCASTLE TRAMWAYS

THE PROPOSALS AND THE CONSTRUCTIONS OF THE 1895-1901 PERIOD

by K. McCarthy

This is the third article in a series dealing with the history of the Newcastle N.S.W. tramway system which operated from 1887 to 1950. The first part, dealing with the construction and opening of the initial route to Plattsburg in 1887, appeared in the February 1977 issue of this publication, while the account of the 1893-94 expansion period was treated in the June 1980 edition.

The following material treats the start of a major expansion period of the Newcastle steam tram system brought about by the economic recovery from the depression of the early 1890's, by strong political agitation from the Newcastle politicians and the availability of steam tram rolling stock from the Sydney tramways which, at that stage, was being rendered surplus by the introduction of electric cars.

Some Expansion Plans of circa 1894

Early tramway extension proposals in Newcastle called for routes to Adamstown, Waratah, Carrington, Merewether Beach, as well as an isolated extension beyond the private railway serving the Burwood Collieries in the Kahibah-Redhead area. On 6 August 1896 an editorial in the "Newcastle Morning Herald" advanced arguments for tramway extensions into the elevated areas of the city, especially the Cooks Hill region. This locality was beyond the hill climbing capabilities of the steam tram motors and most horse buses and was never to receive a direct tramway service, either with steam or electric traction.

The tramways mainly served the populated regions of the Hunter River flats; the only location where the tramway passed from the Newcastle suburban basin was at Lambton Hill. Here the Plattsburg line pierced the surrounding range by way of a long deep cutting reached by grades of 35 chains of 1 in 70 then 12 chains of 1 in 30 from the east, while on the return trip from the west trams had to negotiate the steady climb of 26 chains of 1 in 30 from Jesmond. This summit was reached at 5 miles 52 chains from Parnell Place.

When trams eventually reached the shores of Lake Macquarie it was by a 14 miles 11 chain round about route to Speer's Point via Plattsburg. To break into the Lake Macquarie basin a second summit was reached 10 miles 20 chains from Parnell Place, south of Wallsend, which was approached on both sides by long continuous 1 in 30 grades. With the exception of the riverside area just west of Mayfield, the Newcastle suburban basin is enclosed by the Hunter River to the north, the Pacific Ocean to the east, and a mountain range which forms an ampitheatre to the south and west. It is to the credit of the tramway engineers that these obstacles could be overcome to enable steam trams to reach the outlying districts.

During April 1894(1) public meetings with resulting political representations, were held concerning steam tramway extensions from the railhead of the private Adamstown to Burwood Colliery (Kahibah) railway to Lake Macquarie at Belmont. This railway opened in 1891(2) as far as Burwood No. 3 Colliery, and pierced the mountain range to the south of Newcastle by a short tunnel. The government of the day was unwilling to build a feeder tramway to a private industrial railway over which it could not exercise control concerning service frequencies and accommodation space. This proposal was again raised in January 1899 but with this tramway(3) proposal again rejected the plea was amended to a request for a railway extension. The railway eventually reached the Lake at Belmont on 23 December 1916. The undertaking being progressively built by colliery interests known as the New Redhead Estate Railway.

The Adamstown Branch Tramway

The Adamstown tramway was surveyed in 1892(4) along a route branching from the main Plattsburg line near Broadmeadow from where it followed Brunker Road southwards for one mile. The estimated cost for the construction of this single track tramway amounted to £5,000 ($10,000), but due to the depressed state of the economy no further action was taken at that stage.

During January 1894 local members of the Colonial Parliament, Messrs. Edden and Walker, urged the Minister for Public Works to commence work on the tramway. This representation failed, but a large meeting held by Adamstown and Hamilton West residents on Saturday evening 11 July 1896 produced some action. During the Newcastle visit of Railway Commissioners Eddy and Fehon on 5 and 6 August 1896,(5) the general opinion was expressed that a tramway to Merewether Beach would not pay for axle grease, the Adamstown

line would not pay for working expenses as well as interest on capital costs, but an extension beyond the Tighes Hill terminus along Maitland Road to Mayfield (Waratah) would receive favourable consideration. This project had not at that time been the subject of active deputations.

At this stage the horse buses on the Adamstown service were costing £3,000 p.a. to operate and maintain, yet the service was operating at a profit. Local aldermen of the Adamstown area queried the Commissioners' statements concerning the anticipated fortunes of a tramway to their township. At the public meeting of 11 July, Mr. Edden MLA stated that the government had not progressed with the Adamstown branch tramway because aldermen were against the proposal. Mayors Jennings of Adamstown and Keddie of Hamilton quickly responded that only one alderman had expressed reservations about the scheme but his views had quickly changed!

The Adamstown tramway scheme remained in abeyance. On 1 April 1899 the "Newcastle Morning Herald" presented an editorial calling for the immediate construction of the Adamstown and Mayfield extensions "even if second hand trams must be used from Sydney". A visit by Railway Commissioners Oliver, Kircaldie and Fehon on 5 September 1899(6) produced a promise that action on local tramway extensions would be undertaken when steam trams in Sydney were released by the electrification programme in that city.

Early Development of Sydney Electric Tramways

The first electric tramway in Sydney using conventional pole and trolley wire form of power collection, operated on trials over the steam tramway between Randwick and Waverley on 9 November 1890 until 20 April 1892. The electrical equipment and the three tramcars were later transferred to North Sydney to operate a tramway extension to the cable line from Ridge Street, along Military Road to a location known later as Spit Junction. This route opened for traffic on 20 September 1893. The prevailing poor economic climate coupled with running costs similar to the then current steam operation, prevented the Waverley trial being expanded at that time, but the North Sydney electric line proved successful and extensions were made to Mosman Bay in March 1897, Willoughby in April 1898, followed by a return to the main Sydney network with this new form of propulsion in October 1898 when an electric route opened to Rose Bay beyond the Ocean Street terminus of the King Street cable line.

Cable tramways had been planned for extensions along those Sydney streets banned to steam traction, but by 1895 electric traction had so improved in operation costs and dependability that an electric tramway was authorised from Circular Quay to Pyrmont via George Street. This was originally intended as a single route drawing power from the Rushcutters Bay power house. As planning progressed, however, the George Street proposal was revised to become the first small part of a major programme of tramway electrification which would eventually result in the entire Sydney steam and cable undertakings being converted to electrical traction.

To do this a large central power house, capable of progressive expansion, had to be designed and constructed at Ultimo while other planned auxiliaries needed to be amended to cater for this major scheme.

These changes caused considerable delays to the opening of the George Street tramway in Sydney, which, coupled with other difficulties, brought down the Reid Ministry. Premier W.J. Lyne formed a new Colonial Government on 14 September 1899 and his cabinet approved the Adamstown and Mayfield tramway constructions in Newcastle on 1 November 1899.(7)

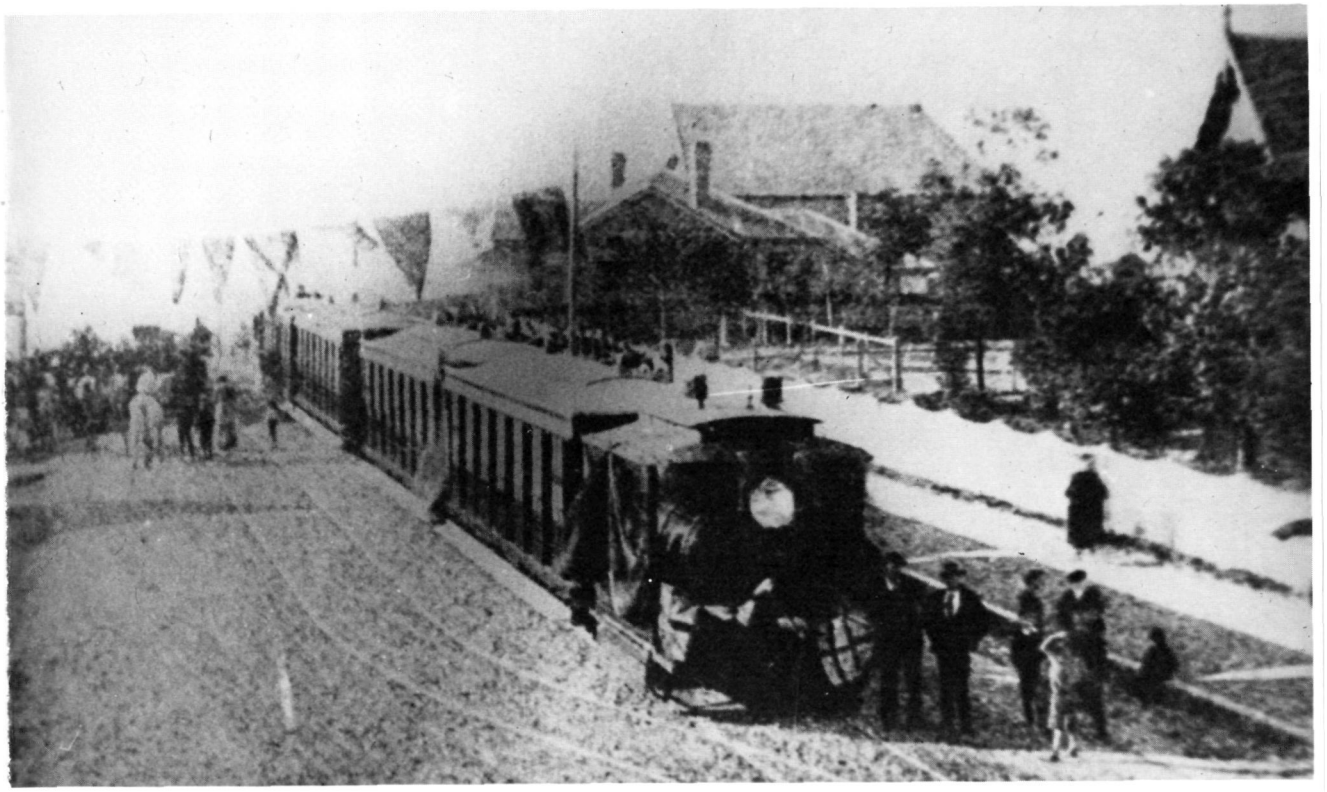
Both tramways were constructed by day labour under the direction(8) of the Public Works Department and the contracts for the supply of sleepers were let to B.C. Mills as well as to Epsley and Morgan, while J. Russell was responsible for the supply of ballast.

Construction of the Adamstown Tramway

On Monday 22 January 1900, construction commenced on the Adamstown branch tramway under the direction of Mr. P. Shaw, Resident Assistant Engineer for Railways with Mr. Cruikshank as overseer. Although prosperity had gradually returned after the depressed 1890's, unemployment was still widespread. Mr. Creer, Superintendent of the N.S.W. Labour Bureau (Employment Office) visited Newcastle to supervise the engagement of unemployed workers ont he Adamstown tramway and the Tighes Hill to Mayfield extension which was to follow.

Labour Bureau employment tickets had been distributed to 140 men,(10) but most were disappointed when they gathered at the Broadmeadow waiting shed near the Premier Hotel on Saturday morning, 20 January 1900, where the selection was to be performed. Four or five men had been engaged prior to this date to straighten rails, and a further six of the 140 were selected at Broadmeadow to commence work on Monday 22nd with the promise that nine more would be called when the sleepers were delivered!

With the construction now well in hand the number of horse buses serving Adamstown quickly declined as owners diverted their vehicles to other routes. The number available fell from 11 to 6, but as many of the omnibuses had been working on half



3 pm, Monday 13 August 1900 at Adamstown terminus. The opening ceremony is being conducted from the verandah of the shop at left. The official tram for the special party is in the foreground while the timetabled regular service cars stand behind. - C.B.Thomas collection

time this reduced fleet was able to make seven trips each during the day and still maintain the published timetable.(11)

By mid February 1900, some 65 men were at work between Broadmeadow and Adamstown, while Cannavan's Hill was being cut down and the old bridge near Adamstown Junction (Broadmeadow) was in the process of being replaced by a culvert. By mid March a single line of rails extended south of this culvert to the vicinity of Melville Street and although the sleepers had been delivered for further work, Mr. Russell's crusher had given further trouble and the resulting shortage of gravel caused the work force to be reduced to forty.(12)

At the end of April 1900, the single track had reached the municipal boundary near Mandalong Rd.(13) Although drought conditions had aided the construction pace, a planned Easter opening certainly proved premature. By June the drought had broken, while heavy rains had made Brunker Road an impassable mess in places, and caused sludge to be washed onto the footpaths. The local residents hoped that the tramway would be completed in time for the visit of Baden Powell, the hero of Mafeking!(14)

Brunker Road had been previously metalled to a width of 18ft which was expanded to 36ft during the tramway construction. The tramway consisted of 1 mile 3 chains of single track with a terminal passing loop located just north of the dead end at Glebe Road.(15) Most reports describe the junction as a single track turnout from the Plattsburg line at Broadmeadow, but contemporary newspaper reports describe "a short length of duplication at the junction". Perhaps a section of duplicated track was constructed at Adamstown Junction in anticipation of the duplication of the main line which was eventually completed two years later.

The Opening of the Adamstown Tramway

Mr. E.W. O'Sullivan, a politician adept in gaining advantages from any public function, was the Minister for Works in the Lyne Government. He possibly deserved congratulations as the list of Public Works completed during his term of office was considerable. The opening of the Adamstown tramway developed into a major event, being the

Adamstown Junction circa 1920. The motor and four trailers are on the Racecourse branch in Chatham Road; the motor is starting to turn into Belford Street as it heads for Parnell Place. The Adamstown line runs diagonally across the photo. - K.Magor collection

first formal opening of any portion of the Newcastle tramway system. Regular operation commenced on Monday 13 August 1900 with a 1d fare section from Adamstown Junction at Broadmeadow.(16)

At mid day on Monday 13 August, the Minister for Works and Mr. Donald Macdonald, the war correspondent, arrived by the Sydney Mail Train at Adamstown station and joined the local member of parliament, Mr. Edden MLA, the mayor of Adamstown Alderman Court, and other civic dignitaries at lunch held in the council chambers. The party was then taken to Adamstown Junction (Broadmeadow) where they joined the decorated tram at the Premier Hotel. This tram, consisting of a decorated steam motor and two C2 type trailers, had departed from Newcastle at 2.30 pm under the direction of Mr. W. Murray, the local Traffic Superintendent.

The opening ceremony was performed from the verandah of a nearby dwelling at the terminus at 3pm. A crowd of 1000 people, including all the students from the adjacent public school, witnessed the ceremony when the Minister, after a lengthy speech eulogizing his own works and the attainments of his government, dedicated the tramway to the people of New South Wales "for ever and ever and ever". He stated that the Newcastle tramways now carried 8,000 passengers each day while the Sydney system transported an average of 180,000 per day, an increase of over 50,000 per day on the previous year.

The Hon. E.W. O'Sullivan used this occasion to demolish criticism based on excesses in the public works programmes of the last twelve months.

i. To the comment that he authorised too many tramway and railway projects without consulting the Railway Commissioners he replied that he had the power to carry out any work, without reference to the Commissioners, which did not exceed £20,000.
ii. It was his duty to evolve railway and tramway policy and every line he authorised would prove a great boon to the people.
iii. A surplus of £92,000 was unexpended in the Public Works account and it was this fund which enabled the Adamstown tramway and other projects sometimes labelled "excessive" to be carried out.
iv. In the eleven months he had been Minister for Works less than £25 had been charged by him to the state for personal expenses.
v. He believed in high wages becase they tended to make the country prosperous and helped in the better distribution of wealth.
vi. He defied any Minister or Government of the future to undo what he had done in raising wages and would bitterly oppose anything which would injuriously effect the toilers of this country.

The Minister concluded his speech with the statement that "women and children of Adamstown would be spared the distressing mode of travelling by bus". . . The official tram concluded the festivities by providing free rides for the local school children while the Minister moved on to a charity concert and a tour of inspection of other municipal attractions.

After the first week of operation the press reported that the Adamstown[17] tramway patronage fell short of expectations as an average of only 430 passengers were being carried each weekday. Derailments had occurred near the junction but this trouble had been corrected and the half hourly service had settled down to a routine operation.

Fare Improvements

As the electric system expanded over the former steam network in Sydney the 1d. fare section for adults became universal. During their Newcastle district inspection tour of 5 September 1899, the Railway Commissioners promised a 2d. fare for the journey from Newcastle to Merewether (Glebe) which at that stage amounted to 3d. while a press report of February 1900 revealed that season tickets of monthly, quarterly and half yearly duration were being issued on the Plattsburg line.[18]

During April 1900 Mr. Griffith MP, arranged a deputation with the Railway Commissioner requesting 1d. sections in Newcastle. One penny sections of 1½ miles each were proposed as follows:-

Plattsburg:
Parnell Place - Hannel St. - Broadmeadow - Lambton - Jesmond - Plattsburg.
A total of five sections with a maximum through fare of 4d.
Merewether (Glebe):
Parnell Place - Parry St. - Glebe
A total of two sections, through fare 2d.
Tighes Hill:
Parnell Place - Hannel St. - Tighes Hill - Mayfield
A total of three sections, through fare 3d.
Adamstown:
Parenll Place - Hannell St. - Broadmeadow - Adamstown.
A total of three sections, through fare 3d.

Some of these improvements had already been authorised on 3 January and 26 February 1900 and introduced on January 8 and March 5 respectively but the overall improvements were not progressively attained until 3 August 1908 when a through fare of 4d for the five sections was introduced between Parnell Place and Plattsburg.

It is intended to present fare section details, ticket issue data and cost structures as an appendix later in this series.

Mayfield Tramway Extension

On 13 April 1894,[19] a few days prior to the opening of the Tighes Hill tramway, Mr. Melville MP announced that the Department of Public Works had intimated that tramway construction beyond Tighes Hill to Mayfield and Waratah was under consideration, while the Railway Commissioners expressed an opinion during their Newcastle visit in August 1896[20] that a tramway extension beyond Tighes Hill to Mayfield would be passed on to the Works Committee for consideration. Such an extension would improve the financial return of the original route to Tighes Hill which had not proved a good money earner.

Although agitation for a Mayfield tramway extension was lukewarm in 1896 the local lobby group had gained strength by 1899[21] when they were joined by Waratah residents who wanted tramway facilities extended further into their adjacent suburb. Petitions were submitted to the Minister for Works by MP's W. Dick and A. Griffith during January 1899. Their case was further strengthened in September 1899[22] when Alderman Creer, Mayor of Waratah drew the attention of the visiting Railway Commissioners to the fact that the four buses serving his suburb of Waratah were earning £40 per week. This would ensure a good return on a tramway to the district. The Commissioners replied that action would be taken on this matter when steam trams were released by the general Sydney electrification being then inaugurated.

The Colonial Cabinet approved the Mayfield

extension on 1 November 1899;[23] work was to commence on the project as the Adamstown tramway construction approached completion. On 9 July 1900[24] Mr. Shaw, the Engineer for Tramway Construction, displayed the tramway plans to the Waratah Council and these revealed a single track extension along the southern side of Maitland Rd. beyond the Tighes Hill terminus, followed by a further single track along the eastern side of Hanbury Street from Mayfield to Waratah station. The assembled aldermen were well satisfied with this proposed arrangement.

There was some fear, however, that the proposed extension would not proceed beyond Mayfield, at the corner of Maitland Road and Hanbury Street. This fear was further revived when the Hon. E.W. O'Sullivan stated at the opening ceremony of the Adamstown tramway on 13 August 1900, that further agitation was needed at Waratah if the tramway was to proceed beyond Mayfield. He said that the Railway Commissioners were trying to dictate policy to the Cabinet and recommended that the tramway should terminate at Mayfield, but he would not be dictated to in this manner![25]

Construction of the Mayfield Tramway

By August 21 1900, the entire Adamstown construction gang had joined the force working on the Mayfield extension and rails, by this stage, were laid for some distance along Maitland Road. A shortage of ballast, however, was preventing rapid progress while the need to relocate water pipes along Maitland Road also hindered the construction.

As the Mayfield contract approached completion it became obvious that the Hanbury Street portion of the route would not be immediately constructed. A further conference held on Tuesday evening, 13 November 1900[26] in the Waratah town hall proposed a larger project. The "Citizens' Committee" presented a proposal for a connecting tramway between the Plattsburg line and the new Mayfield terminus. This proposal was to leave the Plattsburg tramway at Lambton and traverse Morehead St., Elder and Waratah Rds., Griffith's Flat, Waratah Gas Works (near Station St.) then Hanbury St. to Maitland Rd. at the Mayfield tram terminus.

Soapwork employees (to Port Waratah) as well as workmen who would be employed at new industries to be erected at the site of the old Waratah Smelting Works (English and Australian Copper Company, now Goninans) would use this new route. It would also serve as an alternative line for the Plattsburg trams at weekends and at other times of heavy loading.

Alderman Miller felt that the Plattsburg to Mayfield scheme should not take preference over a more direct Broadmeadow to Waratah route if these two only were offered as alternatives, but the meeting of 13 November 1900 passed a Notice of Motion that associated committees in adjacent districts should be asked to co-operate in requesting the Lambton to Mayfield cross country link.

By 1 December 1900[27] most of the permanent way between Tighes Hill and Mayfield was in position and work was then progressing on the terminal passing loop at Hanbury St. corner. The much travelled Minister for Works, Hon. E.W. O'Sullivan accepted an invitation to officially open the Mayfield tramway on Friday 11 January 1901.

The Opening of the Mayfield Tramway

The first regular tram entered service early on Friday morning, 11 January and by working a second tram, a half hourly frequency, departing from Mayfield at 13 and 43 minutes past each hour, was inaugurated. This 77 chain extension formed the third fare section and cost 1 d. extra beyond Tighes Hill. The Sunday service proved twelve trips through to Mayfield.[28]

The Minister for Works, the Hon. E.W. O'Sullivan, was treated to an official lunch at 1.30pm on Friday 11 January in the local School of Arts and performed the operning ceremony at 3pm with the usual benediction of dedicating the service to the people "for ever and ever and ever". The official tram then proved free rides for the local children between Mayfield and Tighes Hill sandwiched between regular trips.

Traffic Superintendent John Kneeshaw accompanied the Minister to the ceremony. Kneeshaw voiced the opinion, which was no doubt an official rather than a personal one, that the Waratah tramway should be constructed as a branch from the Plattsburg line at Steel St. Hamilton from where the tracks would traverse Hamilton Park, the rear of the Show Grounds and then Georgetown. By this stage the Waratah Municipality, which had been incorporated in 1871, boasted a population of 3000 . . . but this tramway to Waratah was still 15 years in the future!

The new single track extension to Mayfield left the west end of the Tighes Hill passing loop, which had replaced the triangular reversing terminus from 25 March 1899,[29] and then crossed the Waratah Coal Company's private railway on the level. This railway linked the Company's mines with a small wharf and loading facilities on the Hunter River at a location known as Port Waratah. Beyond this crossing the single track tramway continued westwards along Maitland Road to the run-around terminal loop at the Hanbury Street intersection.

A passing loop was constructed in Albert St. Wickham during 1900[30] outside the Council Chambers near the John Street intersection. This enabled more flexibility in the operation of the Mayfield extension. The two trams needed to work the half hourly frequency on the Parnell Place to Tighes Hill service were able to pass on the double

MAYFIELD
To Newcastle
Maitland Rd.
Hanbury St.
WARATAH
Station St
WARATAH STN.
N.S.W.G.R.
GEORGETOWN
Turton Rd.
NORTH
MAYFIELD ~ LAMBTON
TRAMWAY PROPOSALS
1901
Scale
Miles
0
1/4
1/2
K. McCARTHY 11/81
TRAMWAY BUILT
AUTHORISED 1900
PROPOSED 1900
RAILWAYS
Waratah Rd.
Young St.
GRIFFITH'S
FLAT.
Kahibah Rd.
Bindera Rd
WARATAH COAL COY
Croudace St.
Morehead St.
Elder St.
Lloyd St.
To Platsburg
Howe St.
LAMBTON
LAMBTON COAL CO.
To Newcastle

Motor 94A hauling two C2 type tramcars stops to set down passengers in Maitland Road Islington near the Bent Street intersection between 1912 and 1922. The tram is heading westward for Mayfields. - K.Magor coll.

track Hunter Street tramway near Honeysuckle. The journey from Parnell Place to Mayfield, however, occupied 28 minutes and taking into accounting shunting time at each end of the trip, three trams were soon required in steam to operate a half hourly frequency.

Mayfield to Waratah

The extension westwards from Tighes Hill to Mayfield amounted to only 77 chains. Public Works Reports indicate that the opening date of this tramway was 30 December 1900[31] while official tramway records give the date as 14 January 1901. Newcastle newspaper accounts convincingly give Friday 11 January 1901 as the opening day of regular service.

The Tighes Hill to Waratah Station extension was surveyed as 1 mile 7 chains in lengths[32] and due to the fact that three steam trams and not two were needed to work a half hourly frequency on the 28 minutes journey to Mayfield it is surprising that the planned part along Hanbury Street to Waratah Station was not constructed as additional patronage would have been received without the need to provide additional rolling stock.

The Adamstown branch tramway cost £8,523-17s-5d to construct while the Mayfield extension beyond Tighes Hill amounted to £5707-6s-2d.[33]

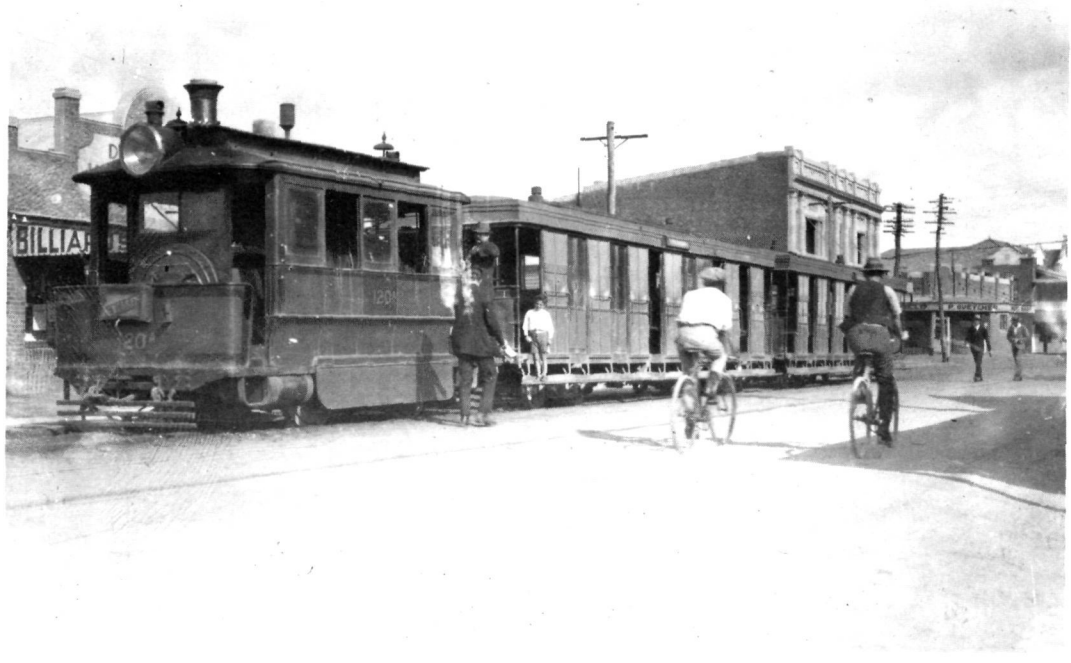
Parnell Place Terminus

The expansion of the primitive Parnell Place terminal facilities opened in late 1893 is not so well documented. The terminus was situated on an exposed headland above Newcastle Beach and the original area of 1 acre, 3 roods and 23 perches[34] was acquired at no cost from the military during 1893 and C. McClure erected the initial motor shed at a cost of £659. A contract was awarded to Messrs. Rodgers and Cook in April 1896[35] to provide a new roof covering for this building, a task completed during June 1896 at a cost of £166-12s-6d.

Photos of this period taken from Newcastle Beach reveal that the four large smoke flues erected on the shed in 1893 were removed in 1896.

Major expansion of the terminal sidings and covered accommodation occurred between 1900 and 1902 at Parnell Place. The construction stages commenced during 1899 amounted to:-

NEWCASTLE TRAMWAYS. 1901
Scale 0 1 2 Mile.
Scale 0 1 2 Kms.
TRAMWAY: OPEN
CLOSED
RAILWAY:
K.MC.CARTHY 11/81
NORTH
Newcastle Station
Scott St.
Removed c1896
Parnell Place
NEWCASTLE
Hunter St.
Watt St.
Telford St.
Zaara St.
1901
1893
1901
Darby St.
Hunter St.
MAYFIELD
Hanbury St.
Maitland Rd.
WARATAH COAL COY.
Removed 3/1899
TIGHES HILL
Bryant St.
WARATAH STN.
ISLINGTON
WICKHAM
HONEYSUCKLE
Railway Workshops
Trailer Shed
Perkins St.
Watt St.
NEWCASTLE
Parnell Place
Albert St.
Tudor St.
Removed 1/1899
Opened 1/1896
Street St.
Removed 1896
N.S.W.G.R.
Hobart St.
LAMBTON COAL COY.
NEW LAMBTON
Lambton Rd.
BROADMEADOW
Brunker Rd.
Adamstown Junction
HAMILTON
Hannell St. Junction
Hunter St.
Union St. Junction
Scott St.
Zaara St.
Mandalong Rd.
Glebe Rd.
ADAMSTOWN
Lake Rd.
Railway St.
Melville St.
N.C.M.C.
A.A.Coy.
Cricket Ground
MEREWETHER
(GLEBE)
Removed c1896
SOUTH PACIFIC OCEAN.
PLATTSBURG
Robert St.
Cemetery Rd.
WALLSEND COAL COY.
Co-operative Junction.
New Tunnel Crossing
Newcastle Rd.
JESMOND
Morehead St.
LAMBTON
Howe St.
Removed 1901
WALLSEND STN.



Steam motor 120A with two C2 trailers at the Mayfield terminal loop in Maitland Road circa 1920. The motor has run around the two cars and is awaiting departure time for Newcastle. - K.Magor collection

To June 1900 — £ 7-10s- 0d
To June 1901 — £812-16s- 7d
To June 1902 — £1306-172-11d[36]

A Mr. C. Baker won a £278 contract for the construction of offices,[37] waiting room and coal stage at Parnell Place in 1893. During September 1900 Mr. J. Rogers had almost completed extensions to the waiting shed while included in this £600 contract was general accommodation expansion.

This total of £1307 for the entire project included a contract of £486-8s-8d awarded to A. Cook on 8 February 1901 for the erection of an additional motor shed, a task completed on August 13 1901.[38]

On 2 September 1901,[39] during a visit to Newcastle, Mr. J. Haycroft, the Assistant Tramway Engineer of the Public Works Department commented, that additional portions of the East Newcastle Reserve at the Parnell Place terminus would be required for tram sheds if the proposed expansion of the Newcastle tramway was to continue. The Newcastle Council had then recently rescinded a resolution passed on 22 April 1901 granting the tramway a portion of the reserve for depot expansion. This property dispute was the subject of a Land Court hearing on 6 September 1901.

Land Department and Council approval was eventually obtained to enable the purchase of an additional 3 roods, 14 perches as parcel 2, and 13¼ perches as parcel 3 during 1903 at a cost of £1,500.[40]

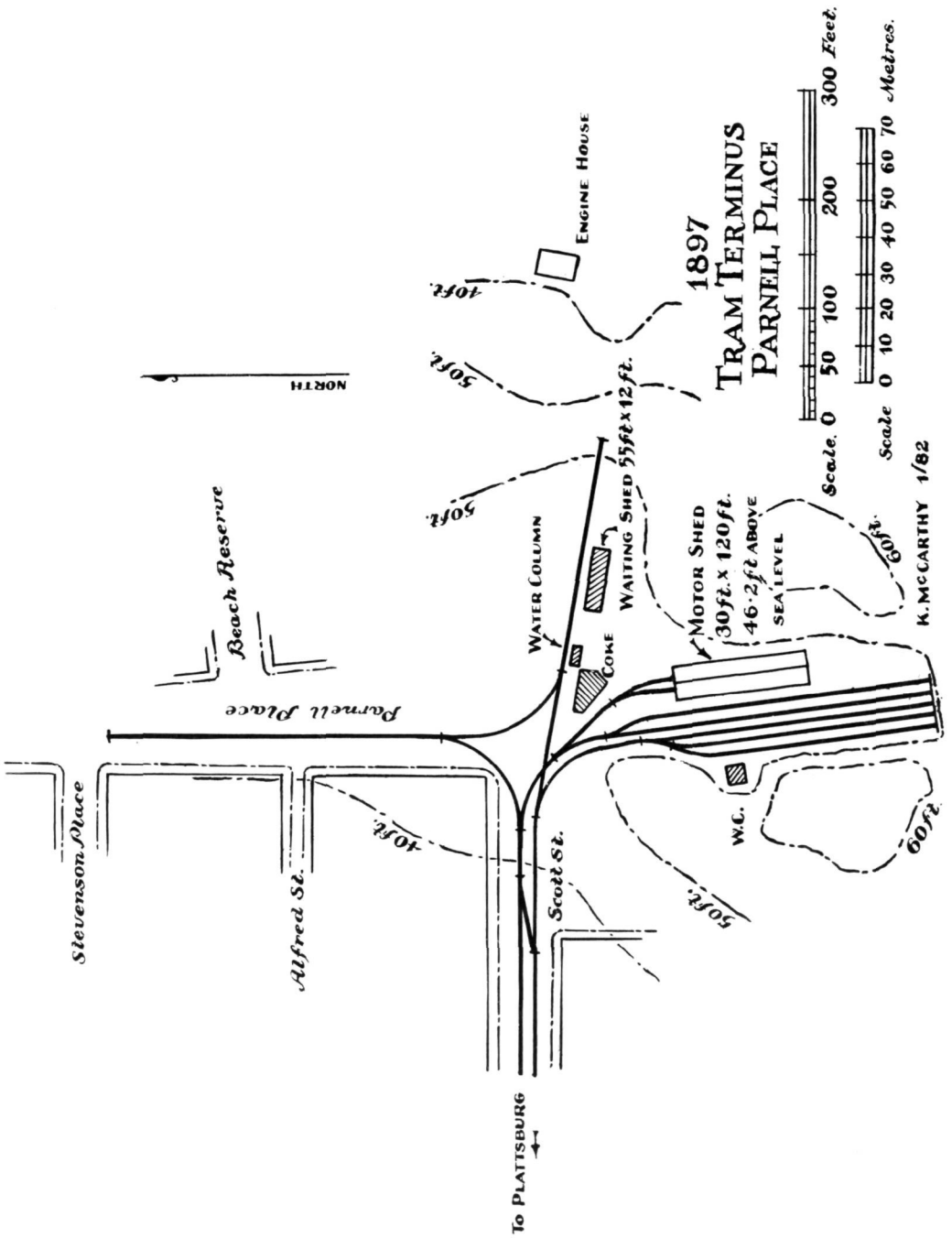
A chance reference to the number of track points being serviced at Parnell Place in a letter of 27 October 1902 reveals that their number[41] would increase from 14 sets to 17 with the new arrangements being made available at the depot on the opening of the Merewether Beach branch (Section 1 to Mitchell Street) during November 1902.

Later property purchases at Newcastle terminus, together with the expansion of the 1907-9 period, will be treated in a later part of this article.

Extension Proposals

Just prior to the opening of the Mayfield extension during January 1901, other suburban and outlying Newcastle districts organised pressure groups to approach local politicians to bring about tramway extensions into their areas. Councils and residents of West Wallsend, Carrington, Stockton-Salt Ash, Burwood-Belmont and the Merewether Beach Districts were particularly active in this regard.

Not all requests succeeded, but by the outbreak of World War I Newcastle and adjacent districts were well served by a large steam tramway system,


1897
TRAM TERMINUS
PARNELL PLACE
Scale. 0 50 100 200 300 Feet.
Scale 0 10 20 30 40 50 60 70 Metres.
K. McCARTHY 1/82
NORTH
ENGINE HOUSE
WAITING SHED 55ft x 12ft.
WATER COLUMN
COKE
MOTOR SHED 30ft. x 120ft. 46·2ft ABOVE SEA LEVEL
W.C.
Beach Reserve
Parnell Place
Stevenson Place
Alfred St.
Scott St.
To PLATTSBURG
40ft.
50ft.
60ft.

by far the largest provincial undertaking in Australia.

Rolling Stock

After 1898 the NSWGT Annual Reports discontinued separate listings of rolling stock figures for the various isolated tramway systems. After that date chance newspaper references and occasional rolling stock figures in the archives must be relied upon for rolling stock totals. The gradual rolling stock expansion picture will be revealed in a later article. During the period of this account the following details emerge:-

	Steam Motors	Passenger Trailer Cars
June 1898	13	28
May 1900	16?	28
September 1902	20?	39
October 1902	22	42
September 1903	26	46?

N.B. The numbers followed by question marks depend on available stock transfer details being complete and not partial.

The writer acknowledges the assistance given by K. Magor, J. Forsyth, R. Willson, Rev. C. Thomas and V. Solomons in the preparation of this article.

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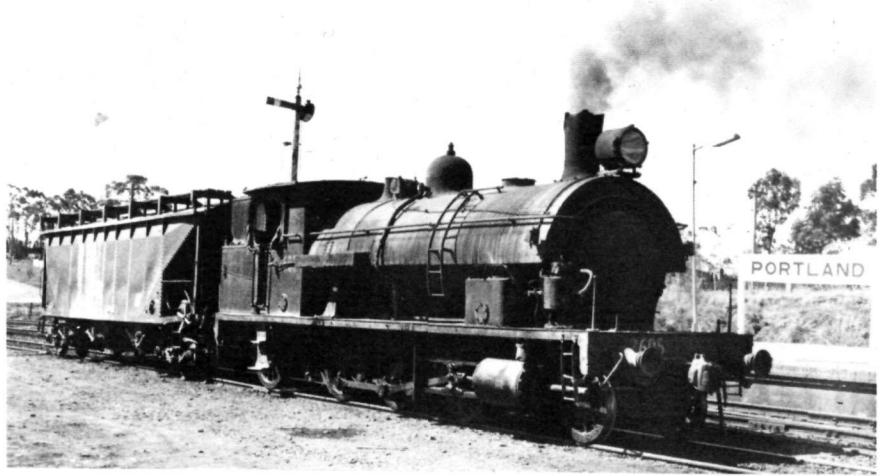
The last steam locomotive in industrial use in New South Wales, 2605, has been replaced at the Portland cement works by an English Electric diesel electric loco from the AIS steel works at Port Kembla. Built by Dubs & Co. in Glasgow, 2605 entered service with the NSWGR in March 1892 and was sold in January 1967. The 20 locos of this type accounted for just more than half of the saddle tank locos on the Government system and were by far the largest, being a saddle tank version of the 24 class 2–6–0 goods loco.
An Andrew Barclay built 0–6–0T loco also remained at Portland as a standby.
- Mal McAulay



SYDNEY'S TRAMLINE TO NOWHERE

by David R. Keenan

Woolloomooloo, situated immediately to the east of the city, is one of Sydney's oldest suburbs. It is bounded to the north by Sydney Harbour and the waters of Woollomooloo Bay, to the east by the high ridge of Potts Point, to the south by William St., the main thoroughfare linking the city with Kings Cross, and to the west by the parklands of the Sydney Domain.

From 1894 local residents were able to walk to William St. to join the cable trams running between King St. City and Ocean St., Woollahra. Electric trams replaced the cable trams completely in 1905 but the extensive wharf area at Woolloomooloo still remained remote from tramway communication.

During the next few years the City Council developed plans for improved road access to the wharves by means of a new wide thoroughfare skirting the Domain to link the city and Woolloomooloo. In January, 1912, the Lord Mayor of Sydney expressed hope that construction of this new road (Sir John Young Crescent) would be a great boon for the area. Two months later the City Council approached the Minister for Public Works in the State Government, Mr. Griffith, M.L.A., and requested construction of a tramway in conjunction with the proposed street. At this meeting the Minister agreed to their request without any reference to the tramway authorities.

Nothing eventuated for another year when the Council again approached the Minister and suggested that the tramway be built at the same time as the new roadway on which work was apparently about to start or already underway. However another eighteen months passed before the project reached the stage where agreement was reached between the Council and the Chief Engineer for Railway and Tramway Construction regarding the double track line which was to be woodpaved between Cathedral St. and Cowper Wharf.

Even at this stage no one had officially approached the tramway department about the proposed line in contrast to the normal procedure whereby the Government first ascertained the views of the tramway authorities before giving serious consideration to any proposed lines. The first official notification came in the form of a letter from the Department of Public Works dated 29 September 1914, which included copies of working plans for the line.

The plans were duly studied by the tramway officials who estimated patronage and revenue calculated on a count of persons then walking each day from the Woolloomooloo area to the city of the William St. tram line. Based on these figures and the provision of a 15 minute service requiring two trams, annual operating costs were estimated at £4,985 with a revenue of only about £1,000. This bleak financial outlook prompted the department to diplomatically state that they could see no urgent necessity for construction of the line although already knowing that the Government was committed to building it.

Accordingly construction of the line proceeded during 1915 with its capital cost of almost £20,000 coming from funds provided by Act No. 31, 1914, which provided a total of £125,000 generally for tramway works. When completed in July, 1915, the new double track line branched from the Bondi via Bellevue Hill line at Park and College Streets to follow Haig Avenue and then Sir John Young Crescent to terminate in a single deadend on the western side of the Woolloomooloo Bay, a distance of 51 chains. The line was built with 100lb. girder rails and woodpaved for most of the distance, the remainder being tar macadamised. The sharpest curve was one of the 189ft radius and the steepest grade 1 in 15.7 for five chains.

A successful trial was held in an L class car which left the city for Woolloomooloo at about 10.00am on 4 August. Regular services commenced the following Monday, 9 August 1915, with two trams from Fort Macquarie Depot providing a 15 minute service throughout the day and evening on Mondays to Saturdays only. The running time between Circular Quay and the terminus was 13 minutes with the line comprising one fare section. After leaving College Street Junction trams stopped at Boomerang Street, St. Marys Road, Palmer Street, Cowper Wharf and the terminus. Outbound trams displayed a black and white block letter destination sign, abbreviated to WOOL'M'LOO BAY on the end rolls.

N622 displaying WOOL'M'LOO BAY *on the destination roll. Photographed at the rear of Dowling Street on 16 April 1949 this car, and N619 to which it was coupled, was last in service on 19 October 1949. These two cars retained the pre 1933 olive and fawn colour scheme.* - K.McCarthy

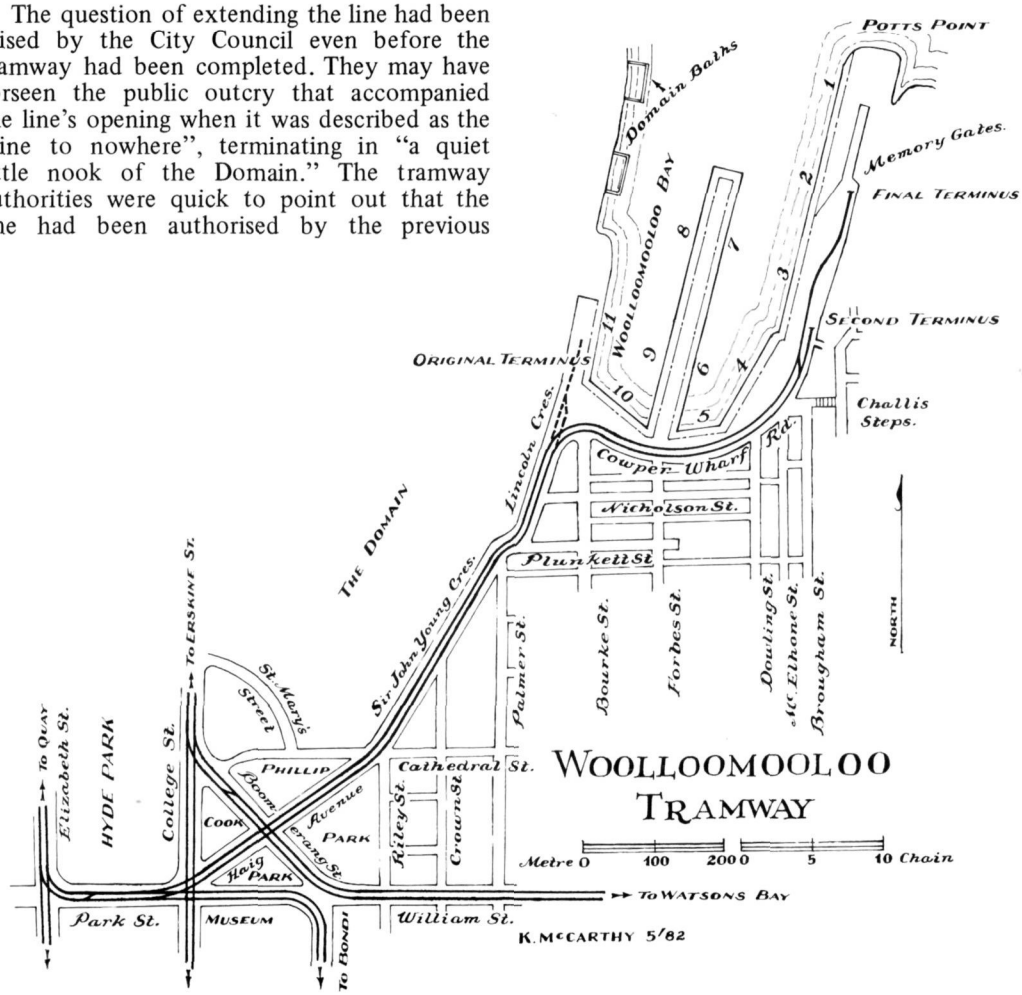
The line was soon in use for troop movements with special trams from suburban army depots usually arriving in the early morning hours with soldiers embarking on ships bound for the European war front. As early as December 1915, special trams were also being provided to meet boats returning with wounded soldiers.

A review of the first month's normal operation revealed that patronage was poor, as expected by the tramway department, with an average daily revenue of £4-3-0 compared to wages and mileage costs of almost £14 a day However consideration of reducing the service to 30 minute intervals was postponed until the combined effect of the warmer months with the possibility of increased patronage generated by the Domain baths and extension of the line around the edge of Woollomooloo Bay were known.

The question of extending the line had been raised by the City Council even before the tramway had been completed. They may have forseen the public outcry that accompanied the line's opening when it was described as the "line to nowhere", terminating in "a quiet little nook of the Domain." The tramway authorities were quick to point out that the line had been authorised by the previous Minister for Public Works without reference to them while the new holder of that office, Mr. Cann, M.L.A., was equally quick to state that it was his predecessor who had approve approved the line.

To overcome some of the criticism that the line failed to reach a large part of Woollomooloo, the Government of the day left with little alternative but to approve a short extension of the line in October 1915. This was originally estimated to cost £7,142, but by planning to abandon a short section leading ot the original terminus and thus eliminating the need for a double track junction, the cost was reduced to £5,942.

Construction of the extension, which extended for 23 chains of double track along Cowper Wharf Roadway to terminate in a single deadend, was completed in April, 1916. The



N410 bound for Circular Quay from Woolloomooloo waits in Haig Avenue for a procession to pass in College Street, circa 1934. An R car on the Watsons Bay line is just visible in Boomerang Street. Besides the complex of tram lines and wires at this College Street intersection, the Wylde Street trolley-buses also crossed and turned here. - V.Solomons collection

steepest grade was only 1 in 165 with the sharpest curve of 70ft radius located near the original terminus.

After completion of service on Saturday 15 April, the new tracks were connected to the existing line near the old terminus which was then abandoned and later removed. The absence of Sunday service on the line facilitated this work which was completed by 3.00pm on the Sunday afternoon when a trial trip was held in an L class car and all was found to be ready for the introduction of regular operation the following day when the existing service was extended to the new terminus. The running time from Circular Quay was increased to 14 minutes but the line remained as one fare section. After leaving Palmer Street, trams stopped at Cowper Wharf Road, Forbes Street, Challis Steps and the terminus.

In 1918 the line was again extended about fifteen chains as single track to terminate at a point opposite No. 1 wharf. This extension, opened on 18 August 1918, was only used at first by special trams conveying wounded soldiers to the Military Hospital at Randwick. The regular service continued to terminate at the former terminus located at the end of the double track. In later years the single track extension also proved useful for laying up special trams provided to supplement the normal service when overseas liners arrived or departed the terminal at Woolloomooloo.

No doubt as a result of representations, a 15 minute service was provided on the line during Sunday afternoons and evenings from 18 February 1917, but patronage was apparently poor as it was discontinued from 25 August, 1918. This move was followed by the cancellation of some early morning trips and the evening service after 7.00pm on Mondays to Saturdays from 16 September 1918. The evening service had been under review as early as August 1916, when loading checks taken on the 23rd of that month revealed few passengers travelling on D class car 102 and L class car 279 providing the 15 minute service that winter's night. In later years K or N class cars normally provided the service.

The service then remained relatively unchanged until 19 January 1925 when probably as a result of political pressure, the evening service was restored on weekdays with the two daytime runs extended to provide a 15 minute frequency. This was followed a few months

later by restoration of the Sunday service from 17 May 1925, with a 30 minute frequency provided in the morning and at night and a 15 minute headway in the afternoon thus providing the first fulltime service on the line, seven days a week.

The city traffic and tramway congestion of the 1920's affected operation of the service during the PM peak hour and in the midday period on Saturdays when two trams could not maintain the 15 minute service. As patronage and revenue did not justify provision of a third car, the service was reduced to 20 minute intervals between 4.00 and 7.00pm on Mondays to Fridays and between 11.15am and 2.15pm on Saturdays from 7 June 1927 by cancelling three round trips to provide sufficient recovery time to overcome late running. Ironically this meant that the worst weekday service was provided at the time of busiest traffic during the PM peak hour. In the same year a new crossing was laid in at the Park Street/College Street/Haig Avenue intersection where the new College Street line, opened on 28 September, crossed the Woolloomooloo Bay line.

The sight of trams standing at the terminus in the PM peak hour prompted the Customs and Shipping Clerks, employed on the Woolloomooloo wharves situated beyond the regular terminus, to request extension of the peak hour service to run to and from the end of the single track extension opened in 1918. This request was granted from 7 May 1928 when all peak hour journeys were extended accordingly and from 10 August 1931 all off-peak hour journeys were similarly extended following a request from a Mrs. M.T. Chestnut.

It appears that conflict developed among local residents following extension of the off-peak hour service and this arrangement only lasted for seven weeks, being discontinued from 28 September 1928 after complaints about the noise of trams shunting at the new terminus. In addition the extended trips had attracted little patronage beyond the old terminus. Only peak hour journeys departing Circular Quay between 7.59 and 8.59am and between 4.19 and 6.19pm on Mondays to Fridays and from 11.34am to 1.34pm on Saturdays continued to run to the end of the single track. By 1933 this short section of single track was protected by Staff No. 1, Challis Steps – Memory Gates.

The poor patronage generated by the Woolloomooloo Bay line prompted a review of the line's operation in 1935 with a view to replacing it with a bus service. A check of patronage on 30 May 1935 produced a total of 693 passengers in the up direction and 443 in the down between 7.00am and 7.00pm. K class cars 1292 and 1313 provided the service on that day but N class cars were also used on the line, particularly at weekends when they were not required on other services. Patronage was boosted when overseas liners berthed or sailed from their terminal at Woolloomooloo with over 1,000 passengers being carried on a number of special trams in less than 30 minutes on such occasions. Otherwise trams on the line generally carried only a handful of passengers on each journey.

Annual revenue from the service was estimated at £4,836 and expenses at £6,039. Plans were quickly developed for the line to be replaced by an extension of bus route 192, York St. City to Pyrmont, and these were subsequently approved and announced by the Commissioner for Road Transport, Mr. S. A. Maddocks, on 11 July 1935. He revealed that trolleybuses had been considered as a replacement but it was decided to first proceed with a trial of bus operation.

Regular services ceased after the completion of operation on Sunday 28 July 1935 with N class car 638 operating the last trip from Circular Quay to Woolloomooloo where it departed on the return journey at 11.45pm. It was manned by Driver Charlie Lockwood and Conductor Jim Colligan who issed pink 2d. ticket 17560 FT to the last passenger.

Following closure, criticism was directed at the replacing bus service which operated via Macquarie and Bridge Streets and thus avoided the main city shopping district located between Park and King Streets. Complaint was also made about the withdrawal of service after 8.30pm daily and throughout Sundays but the Commissioner defended this action by quoting average patronage figures of only two passengers on each tram at those times. There was talk of a petition of local residents to protest at the situation but nothing eventuated and power was removed from the line during September with the overhead and portion of the track following later.

The curves connecting Sir John Young Cresent (Lincoln Cresent) with Cowper Wharf Roadway were lifted during November 1939, but not until 1950 was the woodblocked double track between Cathedral and Plunkett Streets lifted erasing the last physical features of the Woolloomooloo Bay Tramway.

HERE AND THERE

NEWS ITEMS OF INTEREST FROM ALL OVER

THE CANBERRA TRADESMEN'S UNION CLUB

The Tradesmen's Union Club at Dickson A.C.T. has developed a tramway theme for the decor of their premises under the title of "Old Canberra Tram Coy."

So far three tramcars have been restored and stand on wheels on specially constructed track-work in the club premises.

The first tramcar, M&MTB W2 447 arrived in Canberra on 3 April 1980. This now stands on the northern side of the premises under a vintage design semi circular iron roof, fully visible from outside the club behind a glass wall. The tramcar has been overhauled and re-painted. The only alterations from running condition are the fitting of small tables beside the longitudinal seats and the laying of a timber parquet design carpet on the floor.

During early 1981 Sydney P type car 1729 was delivered from a caravan park in Braidwood to the club for restoration. This tram was constructed by Mort's Dock in Balmain and entered service on 26 February 1929. The body was sold on 11 November 1958 only after 29 years of service, a short life span for a tramcar! By September 1981 this P car was mounted on a set of Melbourne W2 type bogies and located on a new length of track on the western wall of the club premises. At that stage carpenters were fitting new seats of the original design and restoring the interior of the car. By November, 1729 was available for club "passengers", the western club wall having being demolished so that the tram appears to be standing at a platform in the auditorium.

As outlined in the June 1981 edition of this magazine, this Canberra club took delivery of Melbourne saloon cable trailer 300 on 14 February 1981 from Bairnsdale, the other car from that source, number 430 was carried on to the ILRMS at Albion Park N.S.W. Car 300 did not survive the delivery journey in very good condition due to rotten corner posts. Mr. R. Driver, the Secretary Manager of the club searched further for another cable trailer to provide spare parts for 300 and found car 589 behind a house in Separation Street Fairfield

W2 447 behind the glass wall at the Canberra Tradesmen's Union Club, Dickson A.C.T. 8 September 1981. - K.McCarthy

Vic., where it had stood, in the open, for 40 years. The owner had considered burning the car as he felt it could not be removed! The Canberra group managed to extricate the body and it arrived at Fisher ACT on 5 June 1981.

Car 300 was built by the M.T. & O. Coy circa 1889 and was probably withdrawn from service with 430, in 1935 when the Elizabeth Street cable tramway closed. Trailer 589 was constructed by the M&MTB in August 1920 at the Nicholson Street workshops for the Victoria Street tramway. In 1929 it was transferred to Clifton Hill Depot from where it operated on the Bourke Street tramway until the closure in October 1940. The rolling stock of this last Melbourne cable tramway remained in the Clifton Hill depot for a further twelve months in case wartime conditions forced the reopening of the tramway.

The body of 589 was restored at a suburban home in Fisher to circa 1939-40 condition, using parts from trailer 300. Neither vehicle was mounted on wheels when retrieved for preservation, but the Tradesmen's Union club was able to purchase a trailer underframe and running gear from the TMSV.

On 28 November 1981 a street party was held to celebrate the completion of the restoration project and to thank the neighbours and children for guarding the relic as rebuilding progressed.

The cable car was delivered to the club on 2 December 1981 and now stands on the same length of paved track as the Sydney P car, but it has been located in a position from where it can be easily moved out of the club premises on its own wheels and mounted on a float for parades and displays. Readers visiting Canberra should make a point of calling on the club, which is situated on the southern perimeter of the Dickson regional shopping centre car park. Further details and group bookings can be made at (Canberra) 48 0540.

NEWCASTLE ACTIVITIES

Wallsend Steam Tram Trailer

On 15 April 1982 a party of STRPS members visited Marylands near Wallsend after receiving approval to retrieve the body of the steam tram trailer discovered during November 1981 when a house was demolished to make way for a new housing subdivision.

The STRPS members decided that the relic was not worth preserving and after removing metal fittings from the interior had a bulldozer

The B trailer body at Marylands, after demolition of surrounding buildings, on Saturday 14.11.81. - K.Magor

Melbourne W2 247 waiting to be unloaded at the former Wallsend goods shed on Sunday 6 June 1982. The tram line leading to the Wallsend terminus and steam depot and also to Speers Point and West Wallsend passed behind the trees and in front of the hotel which is visible in the background.
- R.Phemister

tip it over to gain access to parts under the floor. One part was stamped 156 and this could indicate the identity of the tram.

C2 type steam trailer 156B was attached to the Newcastle steam system and by December 1930 was one of 20 steam cars available for use as electric trailers. At this stage only nine of these cars were considered roadworthy; 156 being rejected due to blistered paintwork, leaking roof, rusted side frame sandwich plates and truss rods and rotted roof sections.

Newcastle tramway archives reveal that 156 was sold to a Mr. Parsons of 84 Donald Street Hamilton on 22 March 1934 for £3 and was stripped of glass prior to delivery. An additional note, however, stated that Mr. Parsons agreed to dismantle the car in the Hamilton depot yard! This does not support the evidence found stamped on the retrieved part.

The tramcar was finally burnt on 11 May, which was a disappointing end for a relic which could possibly have been restored, albeit with considerable effort, and which had escaped the wreckers hand for 47 years.

Newcastle Tramway Museum

Newcastle City Council considered the group's formal submission on 4 May 1982 and approved the use of the large brick goods shed in Wallsend Station Yard for a period of 99 years. Little time was lost in commencing the tramway project and on Sunday 16 May a 48ft length of track was laid outside the northern door of the building. This building had been used for paper storage by a service club and once it was vacated the track was extended inside.

During April W2 tramcar 247 was purchased from Melbourne and it arrived in Newcastle by road on Saturday 5 June 1982 and was unloaded and moved into the shed the following day . . . . so after 32½ years a tram returned to Wallsend terminus.

On the weekend of 10 July the NTM took delivery of former Sydney LP 337. This car worked out of Rozelle depot prior to being withdrawn and sold on 27 February 1952 for use as a shed at Dural. The body is in reasonable condition after 30 years in the open and retains most of the seats and concertina doors.

LP 284 emerges from the roof of the shed in which it was entombed at Aberdeen N.S.W. for 32 years. Saturday 31 July 1982. - R.Phemister

The arrival of 337 means that after 56 years Newcastle has received its 99th LP type tramcar. 98 cars of this type were delivered between 1923 and 1926 when most of the electric lines were electrified and although as many as 120 electric trams were thought to be required for the conversion, 98 proved adequate when the long Speers Point and West Wallsend lines were not converted.

On Saturday 31 July the body of LP 284 was retreived from a shed at Aberbeen where it had rested since being sold in 1951. It had been used for storing hay and is in a fair state of preservation; however most seats and one side panel have been removed.

CONTINUED FROM PAGE 2

rolling stock used on local loco hauled trains. The SRA has agreed to replace this stock pending electrification and intends to utilise loco hauled suburban electric cars from early in 1983. It had been expected that these would be surplus single deck trailer cars, but it now appears that Tulloch built double deck cars from abandoned *W* sets (single deck 1955 type motor cars and double deck trailers) will be used, marshalled into two four car sets with two spare cars.

It is intended to close the Illawarra line completely between Waterfall and Thirroul in January 1983 to allow work on increasing clearances in the tunnels to be undertaken.

★ Museum Notes and News

Auckland

MOTAT *WESTERN SPRINGS TRAMWAY*

The operating fleet of the Western Springs Tramway assembled outside the workshop in the MOTAT grounds. From left to right the trams are: Auckland 11, Wellington 135, Wellington 257, Wanganui 100, Melbourne 321, Auckland 248. - James Duncan

Tram Trailers

Ever since Wanganui tram motor 100 was restored in 1975/6 there has been a demand for a trailer with which 100 could earn its keep. Over the past 2 to 3 years, three vehicles have been considered.

First was Wanganui 21, built by Boon & Co of Christchurch in 1921. This car is in the possession of MOTAT and restoration began in 1979 by Temporary Employment Scheme workers. Unfortunately the scheme was drastically cut in late 1980 which restricted TES workers to the

Zoo tramline construction. Tramway members therefore had to continue the work but resources were stretched by the approaching opening of stage 1 of the Zoo line. Overhead erection was being undertaken by members and the restoration of Auckland streamlined car 248 of 1938 was nearing completion and had to be finished in time for the opening. Both these projects involved a large number of members and therefore 21 was reluctantly put by the wayside.

During 1981 work was concentrated on the restoration of Wellington 135 and later in the year on the erection of the stage 2 overhead to the Zoo. Early in 1982 trailer 21 was returned to storage as it was realised that the car would require massive rebuilding and many fittings were missing which will have to be made at considerable cost.

The next venture lead to a four wheel car in Sydney. A local firm, ETA Foods Limited, was approached about sponsoring the shipment and refurbishment of the car in exchange for advertising rights. Due to massive increases in shipping charges, negotiations have had to cease, although ETA are still interested.

This leads to the third option, which is close at hand in the storage sheds. This is Auckland four wheel 'Dinghy' type electric car 44 which was built in 1906. This car will receive extensive restoration, but is complete and in one piece. It is hoped to have it ready by mid 1983 and then a reguler Sunday steam tram service can be provided. Although 44 is an electric car, it will serve the purpose well and, if required, could be converted back to electric operation.

W2 321

On Monday 17 May 1982 Melbourne W2 car 321 was officially handed over to the Western Springs Tramway by Mr. Eric Robinson on behalf of the Victorian Government. Built in 1925, it was in service in Melbourne until May 1981. It arrived in Auckland aboard the roll–on roll–off ship *Union Rotorua* on Monday 29 March 1982 and was taken direct to MOTAT where the body and bogies were re–united and the car was then placed on road 1 of the tramway workshops.

The following Tuesday night WST members when to work upon 321, polishing, cleaning and touching up the paintwork, although basically the car was in excellent condition. The MMTB had kindly checked and cleaned all mechanical fittings, brake chains, controllers and motors. Some spare parts came with the car.

The weekend saw the trolley poles refitted but unfortunately the test run with these was not successful due to the height of the overhead which is 20ft rather than the Melbourne height of 18ft. Also the overhead requires some movement in the trolley head and the Melbourne carbon shoes are fixed. A pair of Auckland trolley bus poles and bases were substituted and have proved satisfactory. These poles have swivel carbon shoes. So far, all the cars that have been restored have these trolley heads fitted, except 11 which has retained the trolley wheel.

The Western Springs Tramway honorary inspector, Laurie Everise, tested 321 on 13 May and approved it for service. This car has been in constant service since 17 May and is popular with visitors to MOTAT. It has earned the nickname *Brutus Melbourneus*.

Eighty Years On

Auckland electric tramcar 11 which was the first car assembled for the Auckland Electric Tramways is eighty years old this November, which is also the 80th anniversary of electric traction in Auckland.

Auckland was the first city in New Zealand to build a complete electric tramway system, although Dunedin opened one electric line in 1900.

Auckland's first electric cars were built by Brush at Loughborough, England. There were 43 cars. The opening ceremony was held on 17 November 1902, although public service did not commence until the following week due to the wreck of the *S.S.Elingamite* which carried amongst its passengers the first motormen from Sydney, three of who were drowned.

A special weekend will be held on 27 and 28 November 1982 when 11 will be the star attraction and all available trams will be in operation.

– James Duncan

Wellington 135 entered service on the Western Springs Tramway on Saturday 21 August 1982 after extensive rebuilding that had continued intermitently since 1967. Details will appear in a future issue of *Trolley Wire*.

GLENORCHY . . .

Tasmanian Transport Museum Society

Financial expenditure during the past twelve months has been a record resulting in a considerable increase in building activity and the provision of much needed facilities. This has been largely achieved due to significant grants from the state Tourist Department, the Glenorchy City Council and the Department of Main Roads.

The Society has as its aim the public opening of the Museum late in 1982 though on present indications a date later in the summer may be more realistic. A large works programme requiring completion and a relatively small active membership has delayed opening longer than anticipated. However, despite these shortcomings, much progress has been achieved.

Railway Station

Reconstruction of the former New Town station has progressed steadily. All construction work has been completed, including reinstallation of fittings, relining the display room and installation of a signal lever frame. Repainting the building remains the largest task before final completion as well as fencing, electrical work and bitumen sealing of the platform. The project has received much favourable comment and should be a major feature of the Museum.

Toilets

A $5000 grant from Glenorchy City Council together with a similar amount by the Society has enabled the erection and completion by contract of a toilet block. The building which incorporates facilities for use by disabled persons was designed and construction supervised by the Council.

Turntable

Following construction of a concrete and block pit by contract at a cost of nearly $10000 the reassembled turntable was finally lifted into position by crane on 26 July 1982. Prior to this event the turntable had been dismantled, the frame sandblasted and the wheelsets overhauled. Only minor adjustments were necessary before the turntable turned. Reassembly of the supports and provision of new decking will be necessary before completion.

Rear view of the reconstructed station buildings with the gangers trolley in the forground. The signal box was formerly the Botanical Gardens station building. -D.H.Jones

With the near completion of this project attention will turn to the grading of the site and laying of track to form a roundhouse type layout for railway vehicles. The success of this project has been due to the supervision and active participation of Society president, Wally Mountster.

Steam Technology Building

Construction has commenced of a building to house a collection of steam powered vehicles and machinery. This has been possible by a grant of $3000 by the Department of Main Roads who will provide two of the major exhibits. Foundations have been prepared and about one third of the concrete blocks for the walls laid. Work has now ceased but will continue if a further application for a government grant is successful. Foundations for the two largest steam engines, a stationary and a marine, have been prepared and the engines will shortly be placed in position.

Workshop

A steel garage building, formerly occupied by a veteran car club, has been acquired by the Society and is now in use as a workshop.

Trolley Bus 235

The Metropolitan Transport Trust has kindly consented to carry out the restoration of Hobart trolley bus 235 – the last bus to run in Hobart in 1968. After its acquisition the bus was stored in the open and suffered from exposure to the weather and industrial fumes. The Society is most grateful for the Trust's assistance and when restoration is complete the bus will be taken to the Museum for the first time.

Anniversary

On 24 June 1982 the Society completed 20 years since the inaugural meeting. To mark this important anniversary a successful dinner was held in July. The following Sunday members participated in a day outing which included visits to a model railway at Margate, a trip on the 2ft gauge Ida Bay railway and an inspection of a steam museum being developed at Dover.

Donation

Society member, David Lidster, has generously donated to the Society a railway gangers trolley. This four wheel motor vehicle is one of the last of a permanent way fleet once a common sight on Tasmanian Railways.

OPPOSITE: *The components of the turntable arrived at the museum on 10 December 1977. Here the main frame is being unloaded.* - D.H.Jones

ALBION PARK . . .

Illawarra Light Railway Museum Society

Trackwork

The northern track of the main line circuit was in use on the open day of 8 August. On that day visitors made over 500 rides on the steam railway and the new track enabled a total ride of 1.8 km to be provided on the U shaped route.

With the exception of the track over the swamp on the north east corner of the leased area, all but approximately 80 metres of the main line circle at Albion Park is now available for use. The firm of Cleary Bros is occupied at present constructing roads in new estates and has been making good use of the very dry weather conditions to complete such projects. When this work is concluded the culvert across the swamp will be constructed by this local firm.

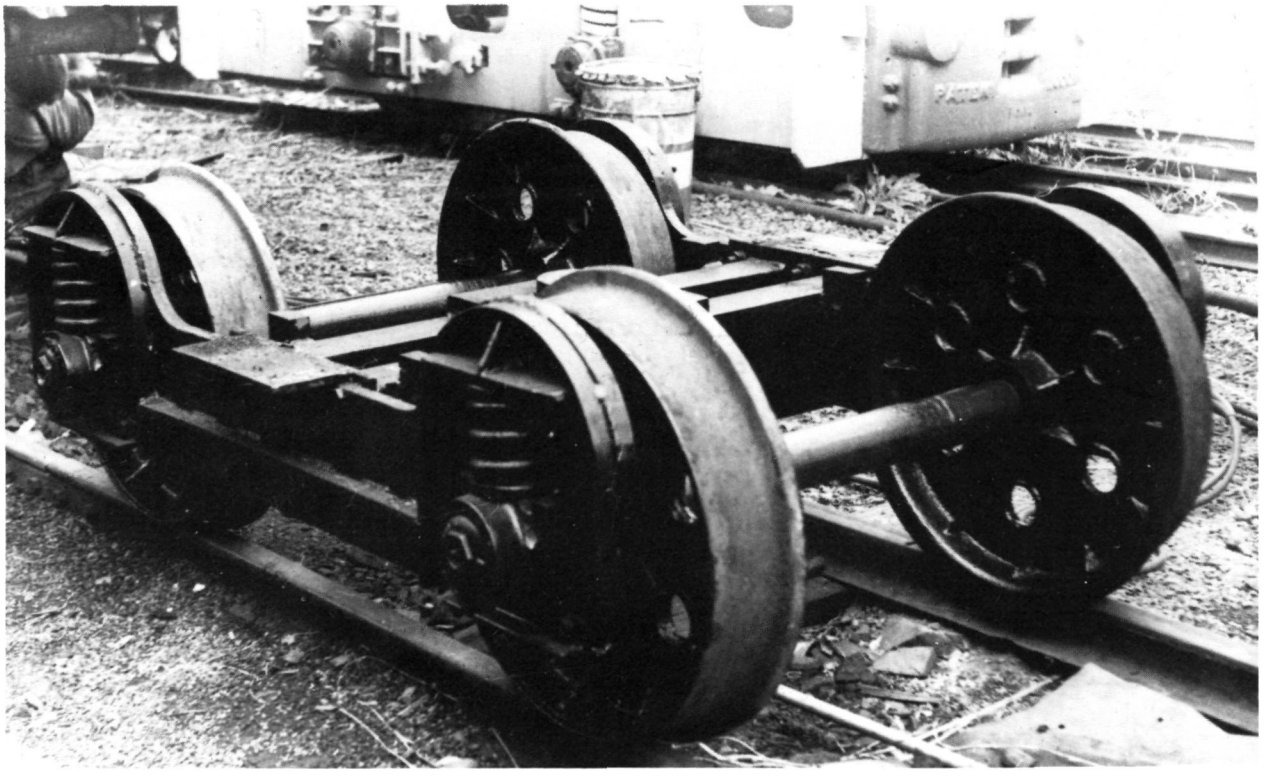
On 3 July work commenced on the construction of points at the north east corner of the main line circuit to connect with a planned loco turning triangle. Although not contemplated at present, the apex of such a triangle could lead into a future main line extension.

Rollingstock

By the end of July the fitting of brake shoes and rigging to the second bogie for the QR railmotor trailer P119 was nearing completion. One new bogie was fitted to this vehicle during May and these new bogies will enable access to be gained into the car by one intermediate step. It is planned to provide P119 with air brakes and passenger locos will be fitted with Westinghouse steam air pumps to work this car in traffic.

The restoration of the circa 1918 International bus body into an end loading saloon car was completed on 12 June 1982 with the fitting of aluminium trim strips along the edges of the malthoid on the roof. During May the new longitudinal seats were stained and given three coats of polish and the end aprons were lined and trimmed with flourishes.

This car, No. 2, is only available for limited service as it is mounted on two 'army flats' bogies but work will soon be undertaken on the construction of a steel underframe mounted on



two former Condong Mill bogies for this vehicle. When this project is completed the car will have carpet on the saloon floor, malthoid on the end platforms and side steps fitted.

Work commenced on 3 July on the restoration of the body of Melbourne cable saloon trailer 430. A considerable amount of work has already been carried out on stripping over 30 years of caked varnish from the ceiling ribs, while six sun shade louvres have been fully restored. By the end of July metal fittings and the cracked side cedar panels had been removed from one side of the car. During early August several rotten frame members had been replaced and work started on the fitting of new marine ply side panels and the restored windows. Sufficent marine ply to repanel the entire car was donated to the ILRMS during June by Hanbro Plywoods Pty Ltd, a gesture which was appreciated by all members.

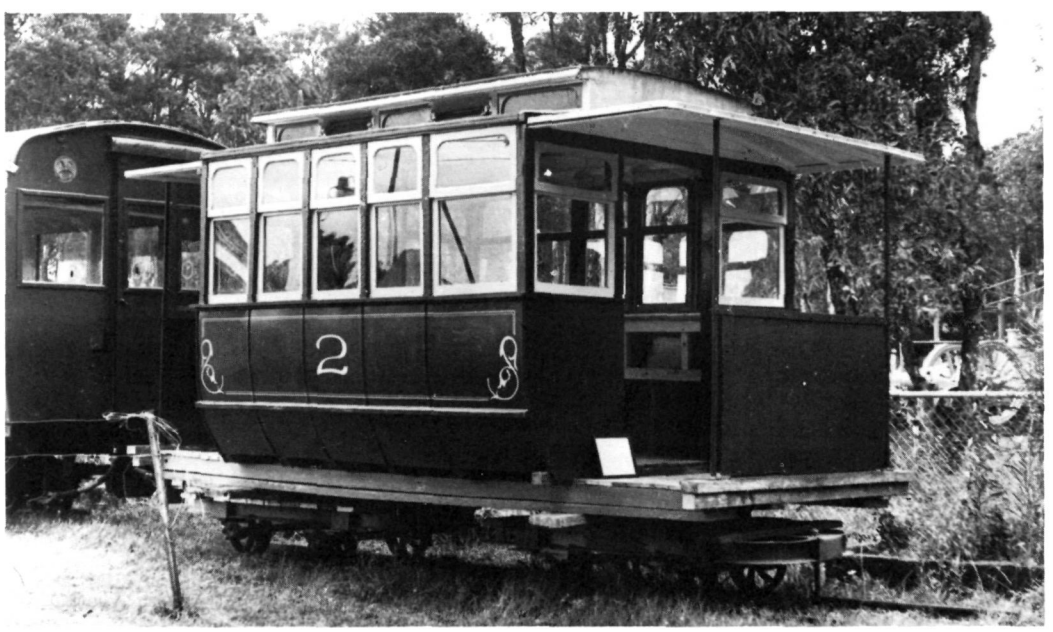
The restoration of 430 has also been assisted by the donation of spare parts by the Canberra Tradesmen's Union Club. Readers may recall that cars 300 and 430 stood adjacent to each other at Bairnsdale entil February 1981 when they were respectively delivered to Canberra and Albion Park. Tailer 589 was subsequently obtained to aid the restoration of 300 and surplus parts have been made available for 430.

During February 1979 the ILRMS received a spare Davenport loco boiler and three 18in gauge side tip waggons from the Cleary property at Douglas Park. These waggons were constructed by Hodgkinson of Newtown N.S.W. and the hopper frame was able to revolve so that tipping could be carried out side or endways. During June 1982 one of these waggons was converted to 2ft gauge and has since been used in ballasting the main line extension. On 31 July a second ballasting waggon was also commissioned. This is a *Jubilee* type from the SECV which has been converted to hold the hopper in a transverse position. Three steel trap doors have been built into the bottom of the hopper which enable ballast to be dumped either between or outside the running rails in controlled quantities.

Locomotives

Routine maintenance has continued on the two regular traffic steam locos. During May Munro Shay loco 2 was repainted while in June a new corner cab post was fitted to the Davenport to replace a rotted member.

On 31 July headlights and marker lights were fitted to the Ruston diesel loco. These now clearly indicate to track crews the direction in which this unit is running when used on regular maintenance haulage.



ABOVE: *The circa 1918 bus body rebuilt as a saloon car at Albion Park in February 1982. Although a small amount of restoration was still needed the car has seen limited use while it awaits a steel underframe and permanent bogies.* - K.McCarthy
OPPOSITE: One of the pair of new bogies constructed for the Queensland railmotor trailer P119. - K.McCarthy

PARRAMATTA . . .

Steam Tram & Railway Preservation Society

Spare Tram Boiler

The society obtained a spare tram boiler from a scrap metal dealer in Brisbane some years ago and recently some interesting details of its history came to light when a boiler history file was located in the Department of Industrial Relations. Whilst this did not cover the period it was with the government tramways, it is fairly complete for the period it was in private hands.

It appears to have been purchased by BHP By-Products of Port Waratah during 1945 and was registered for use on 4 July of that year with a working pressure of 130 psi. It was apparently used on a four wheel rail truck in connection with tar liquefication. The boiler was substantantially rebuilt during 1949 when it received, inter alia, a complete new barrel of ½ inch plate. In 1957 it was transferred to Lismore for use at the hospital. The last operative boiler ticket was issued on 26 November 1974 to W.Hewett.

The society's boiler inspector has given the boiler a cursory inspection and pronounced it to be of very satisfactory condition, with some metal thichness being over that of the original specification.

The society is presently investigating ways and means of having this boiler converted for one man steam tram operation.

Sales Outlet

The 'Tram Shop' which was formerly at the front of the depot has now been transferred to the western side of the depot. The area has expanded facilities for sales and is a much needed improvement.

103 Not Out

The society's oldest member, Robin (Pop) Morris turned 103 years of age on 22 September 1982 and made a special trip to Parramatta on Sunday 26 September to pose with steam motor 103A, which despite its number is only 91 years old. Pop, who is the father in law of Deputy Chairman Frank Moag, was born on the day in 1879 when the first trials of steam motors took place in Sydney.

Pop Morris poses with motor 103A and the regular crew, driver Jack Midgley and conductor Bruce Irwin. 26.9.82.

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.

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 11am and 5 pm.

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

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.

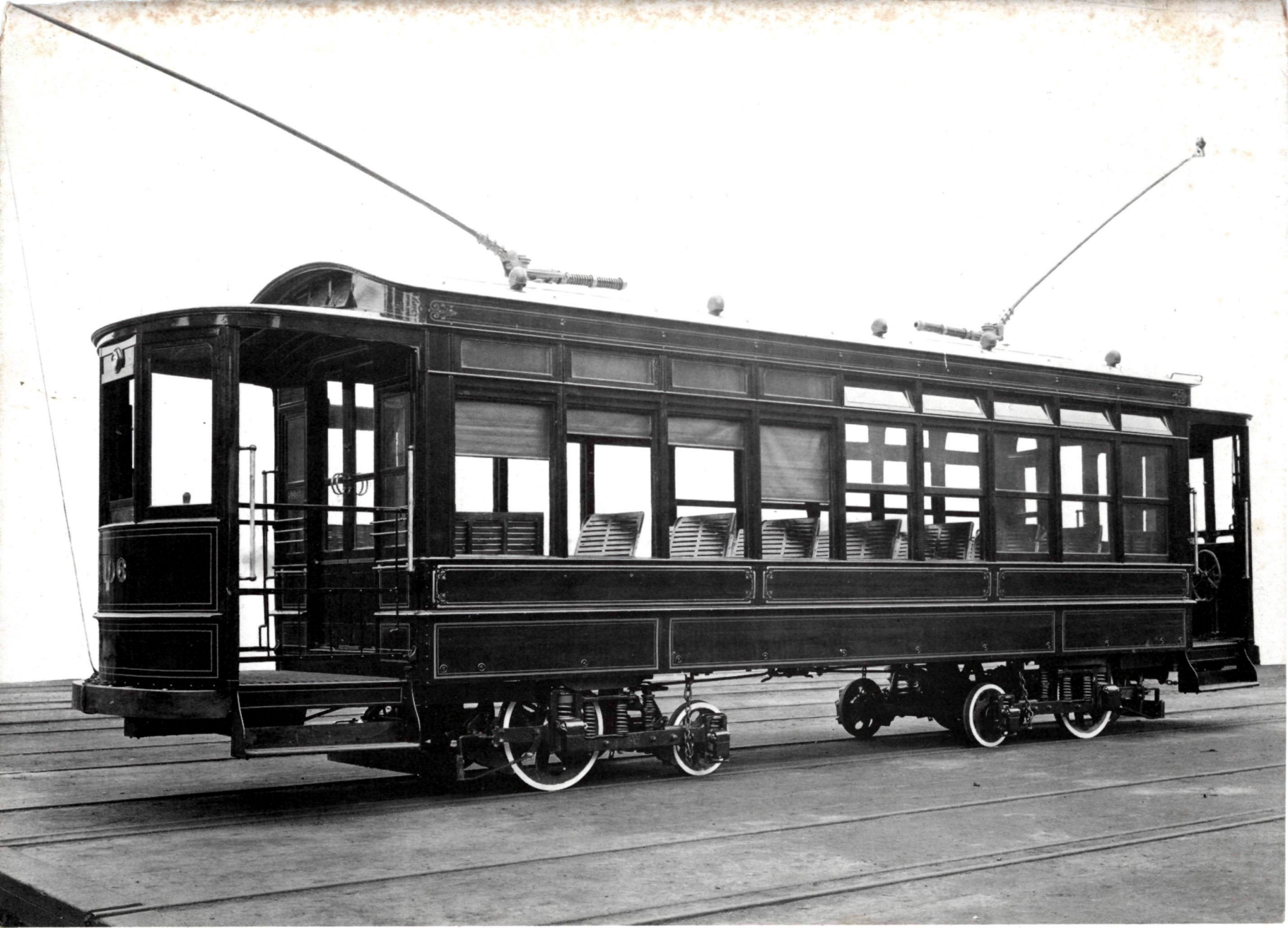
Comprehensive transport museum under construction

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.

BACK COVER: *One of an occasional series on how other countries carried their tramway passengers. The first photo appeared in the April 1977 issue.*

Car 106 for the Manilla Tramways poses for its photo at the Preston, Lancashire, works of the United Electric Car Company early in this century. It is described by the manufacturers as a bogie car of the Preston Double Service type. Of interest is the roof over the saloon which is raised in the style of a clerestory but is the full width of the car.
- Builders photo by E.Hoole, Preston.