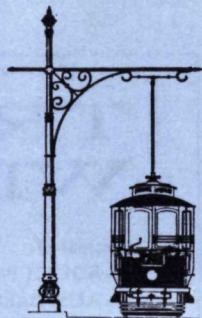


TROLLEY WIRE

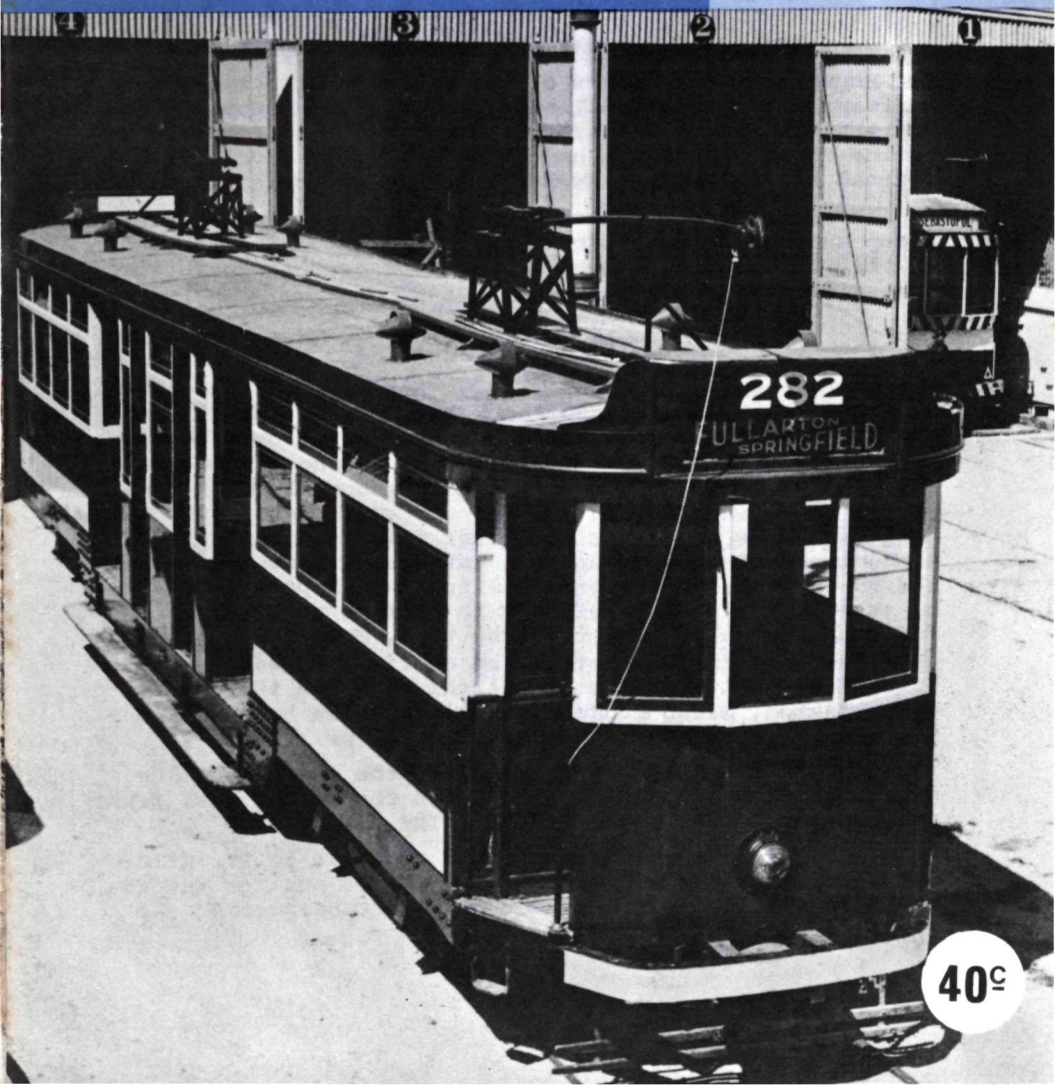
Journal of

AUSTRALIAN TRAMWAY MUSEUMS

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FEBRUARY 1972



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TROLLEY WIRE

Journal of

- SOUTH PACIFIC ELECTRIC RAILWAY
- AUSTRALIAN ELECTRIC TRANSPORT MUSEUM
- WESTERN AUSTRALIAN ELECTRIC TRANSPORT MUSEUM
- BALLARAT TRAMWAY PRESERVATION SOCIETY

FEBRUARY 1972

New Series Vol. 13 No. 1 Issue No. 138

BALLARAT TRAMWAY PRESERVATION SOCIETY

The Executive and Members of the South Pacific Electric Railway; the Australian Electric Transport Museum; and the Western Australian Electric Transport Association welcome to the ranks of museums using TROLLEY WIRE as their house journal the Ballarat Tramway Preservation Society.

We extend our best wishes to this recently formed group and look forward to reading reports of the success of their proposals to keep Ballarat trams running in their home city.

CHANGES IN TROLLEY WIRE

With this issue of TROLLEY WIRE we farewell Bob Merchant as Editor of the magazine and thank him for the mammoth job he has carried out for the Society since taking over the position. He will, however, continue on as one of the new committee set up to take over production of TROLLEY WIRE. The increase in size and content of the magazine over the past two years, together with ever increasing amounts of Bob's time being taken up with matters outside the Society led to this need for reorganisation. We hope that Bob will be able to assist Ken McCarthy in writing major articles for TW. The third member of the team, Norm Chinn will see that the magazine is distributed on time and will also add historical data from the SPER Archives while the remaining committeemen, Glenn Buckman and Bill Denham have been set the task of assembling the magazine for printing.

Other changes concern mainly the set out of the magazine; these should be obvious to the reader. We trust you enjoy the "new look" TROLLEY WIRE.

FRONT COVER: Rearrangement of the exhibits at St. Kilda now permits F1-class car 282 to be rolled out for inspection. Restoration of this car is almost completed. At right is Ballarat car 34.

Photo: J.C.Radcliffe

THE FIRST TWENTY YEARS



TROLLEY WIRE and Tramway Preservation in Australia
compiled by Ken McCarthy.

When it was decided to produce an enlarged edition of TROLLEY WIRE to mark the 20th Anniversary of regular publication, the topic accepted for the leading article was an account of the tramway preservation movement from the two pioneer ventures in NSW to its successful expansion into the other states for the development of TROLLEY WIRE is inseparably bound to that of tramway preservation.

This, the 138th issue of TROLLEY WIRE marks the 20th birthday of the magazine. The first edition of 50 copies was being printed during the evening of 6th February, 1952 when word reached Australia of the death of King George VI. In fact, the first edition was perhaps unusual in that it was printed in two reigns, that of George VI and Elizabeth II!

The magazine "Trolley Wire" was the creation of Norm Chinn and Ken McCarthy who are both closely associated with its present day production and over the years Ben Parle, Don Stuart, Keith Morris, Ron Murray, Barry Craig, Bob Young, Laurie Gordon, Dale Budd, Bob Merchant and Bill Denham have made major contribution to its publication. Several names were considered for the news sheet, the final choice was reduced to "The Controller" and "Trolley Wire", the latter being selected because of its second subtle meaning of "Tramcar Telegraph".

In the immediate post World War II period both supplies and production were in a chaotic state, not until 1955, a decade after hostilities ceased, was production able to satisfy demand. During this period the only national magazine for tramway enthusiasts was "Tram Tracks" which later appeared as "Electric Traction" after a period of being combined with "Railways in Australia" and this production was hard hit by paper shortages and printing difficulties, factors far beyond the control of editor



An early TW being prepared at Mortdale. At this stage the printing office had everything, including a kitchen stove.

Photo: Norm Chinn collection

Jack Richardson. The growing Sydney branch of the Australian Electric Traction Association (AETA) felt that a local digest was needed to advertise current functions, especially those introduced at short notice such as meetings, tours, film nights, the venues of transport protest meetings, and day to day happenings on the Sydney tramway scene; in short, news of a local nature which would be of little interest to interstate readers. It was hoped that "Trolley Wire" would serve this need and our magazine did this with satisfaction for the AETA for the first four years (although there are some who denied this) and has certainly continued to justify its existence in the tramway preservation field during the last sixteen years.

The best illustration to back up the claim of its early success deals with the Sydney AETA activities of the early fifties. Attendances at functions increased so much that in 1954, during the winter and spring months, meetings were held twice each month at the Railway Institute with attendances of over 50 on many occasions. With tours, council meetings, theatre nights, model evenings, and tram car restoration at Newtown Depot in addition to the two formal meetings each month, there was at least one major activity in which all members could participate each week during 1954.

But this part of our story is a little too far into the future, but the account is needed to help with the explanation of the emergence of the AETM and later the SPER from the AETA and the evolution of "Trolley Wire" over the last twenty years.

The idea of the South Pacific Electric Railway (Tramway Museum), SPER, was born on the afternoon of Saturday, 9th April, 1949 on an AETA hiking outing. This excursion consisted of a train ride to Sandown (on the regular steam operated service) followed by a hike along the Rosehill to Redbank Wharf section of the Sydney Ferries steam tramway route which had closed but six years before.

The booking clerk at Central Station had never sold so many tickets to Sandown before and when he enquired as to what function was being held there he received the reply that a great football match was to take place there during that afternoon!

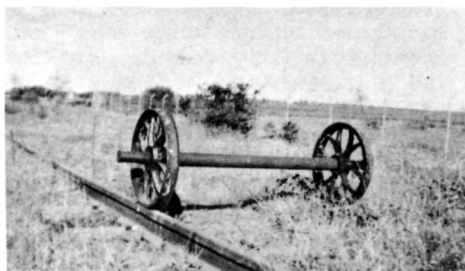
At Redbank Wharf one apron of S.F. Ltd. motor number 6 and the frames and wheels of their cargo trucks numbers 3 and 36 were inspected. On the return hike to Camellia, Norm Chinn and Ken McCarthy, to the disgust of the rest of the party, rolled a set of steam tram trailer wheels along the adjacent industrial railway siding which ran parallel to the old tramway right-of-way as far as Sandown. These relics were then derailed and left at the edge of the road. During this act of physical exertion the two abovementioned lads discussed the possibility of purchasing the remains of steam tram motor 5A (ex-NSWGT and SFLtd) then standing abandoned in the yard of Joseph Edwards adjacent to Sydenham Station and preserving it in the garden of Mr. A. Chinn at Mortdale. It is interesting to record that during the rolling of the wheels, Norm Chinn lost his wallet with weekly rail ticket, thus the first sum of money was expended on the cause of the tramway museum movement.

During the following week an approach was made to Messrs. Joseph Edwards and this firm was willing to dispose of steam motor 5A for £100 (\$200).... There the project was dropped as being far beyond the means of an apprentice on a weekly wage of £2-4-3 (\$4.42) a week and a schoolboy with a 5/- (50¢) per week pocket money allowance.

This looked like the finish of such a museum venture but the idea was not yet dead.... The two lads, by this time a little older, but still enthusiastic, were joined by Ben Parle and Bob Young and amid staunch oppos-

The wheel and axle set on the railway siding at the Redbank Wharf in 1949.

Photo: Norm Chinn



ition were able to finally win over a majority in the Sydney branch of the AETA to have a request sent to the Transport Department that a body of an L/P-class tramcar then being scrapped, be made available for preservation in the garden of Mr. A. Chinn. On 24th July, 1950 the Commissioner for Road Transport and Tramways, Mr. A.A. Shoebridge not only agreed to make the request possible at no cost to the society, but he would make available one complete car, not just a body.

Because of its recent overhaul, L/P-class car 154 was the vehicle selected for preservation. The field had been narrowed to three cars, 154, 122 and 222, but the reasons for the final choice, which proved to be a wise one, has already been outlined in an article which appeared in the June 1971 issue of this publication. So the nucleus of the present SPER collection was formed.

While a tramcar body could be accommodated in a backyard, a complete vehicle was a different matter, but again Commissioner Shoebridge came to our aid by allowing L/P 154 to remain in Newtown Depot for the time being.... although the gradual closure of the Sydney tramway system was expected to prevent the use of this facility in time.

Three other tramcars were made available at the request of the historical section of the Sydney branch of the AETA in fairly quick succession and were transferred to Newtown Depot to join 154. These cars were the Prison car 948, Driver Instruction car 127s (former F-class car 393), and N-class car 728, all in very poor condition.

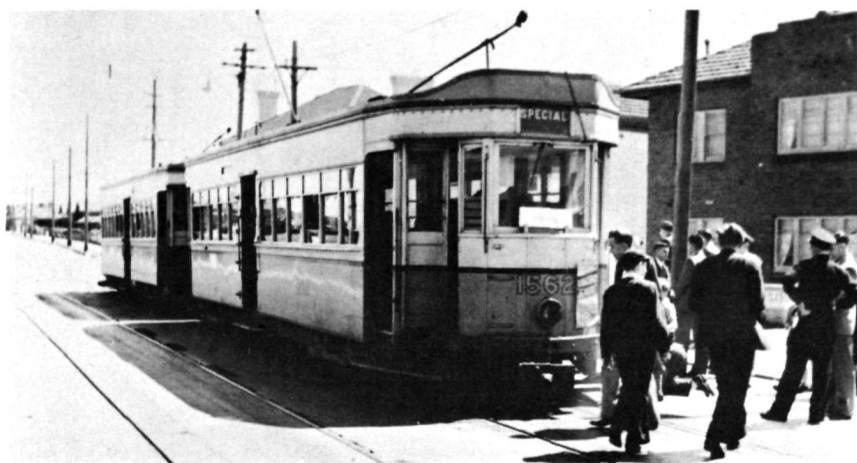
TROLLEY WIRE not only strived to provide current news of operating tramways during the early fifties but it also endeavoured to emphasise tramcar preservation ventures as well as circularising members on the then three aims of the AETA, viz. Historical research, model making activities, and propagating of facts dealing with the retention and modernisation of tramway systems. It was sometimes levelled at members most interested in the preservation field that they were neglecting the activities other than those with an historical bias but this was quickly dismissed when one considered that many of those people active in the establishment of the SPER provided much of the labours which produced the celebrated "Newcastle Report" sponsored by the Newcastle City Council in 1950-51 while the role of models as a propaganda medium was later exploited in May 1957 (and on later occasions) when the museum display on the lower floor of the Sydney Town Hall encouraged many people to make enquiries about the tramway museum movement and to later become active members.

This "History v Modernity" displayed itself in the organisation of Sydney tram tours. The policy of the Sydney branch of the AETA was to avoid the use of elderly rolling stock on its tram tours as it wished, correctly, to

establish an image of modernity. In some ways this was unfortunate as there were still E, K, N and L/P cars and the F-class car available for service but only on a limited basis for public riding. The tours held in the more modern vehicles such as the new R1-class car 1988 on 23rd June, 1951, R1 1992, still in the Royal Tour colours on 13th March 1954 and R 1890 on 3rd July, 1954 after being rebuilt following the Zoo terminus accident, were most interesting, but the tour events which stand out as milestones, are perhaps functions held in the vintage vehicles.

The first NSW tramway enthusiast tour took place in Newcastle on 6th December, 1947 when a group comprising ARHS and AETA members toured the system in L/P-class car 298. To stage "official" tours in vintage trams required some staunch lobbying in the early 1950's. Two such outings which come readily to mind are the full day tour of the Sydney lines in O car 1254 on 19th September, 1954 to celebrate 75 years of regular tramway operation in Sydney and the use of a coupled set of saloon PR1-class cars on 1st December, 1951.

The four wheel K-class car 1295 had been transferred to the Sydney lines from the isolated North Sydney system for the 75th anniversary tour as this vehicle had been rendered surplus with the arrival of R1 2029 on the Neutral Bay line and the appearance of the elderly car on Sydney streets would have marked the return of the K class as the last of the southside vehicles had been withdrawn during March 1949. An electrical inspection of the tram revealed that its performance on such a tour could not be guaranteed so the substitution of O 1254 had to be made. On this tour



PR1-class cars 1562 and 1582 on tour. 1562 had at this stage developed a hot box, and was subsequently replaced by a third PR1 car, 1517.

1254 proved to be the last tram to use the railway connection at Wolli Creek yards as a dewirement on leaving the location brought down part of the overhead wiring. The overhead maintenance section did not repair the break but removed the entire length of wire from over the railway track on the following day.

The presence of four corridor cars running singly but capable of coupled operation in the shape of PR1-class cars 1582, 1562, 1517 and 1573 proved a challenge for an interesting tour. On 1st December, 1952, after receiving approval from the Tramway Department, a tour in a coupled set of these cars took place. Trams 1562 and 1582 departed from Dowling Street Depot for St. James Road, but the development of a "hot box" on 1562 caused a hurried retreat from Watsons Bay back to the depot where 1517 mated with 1582 to complete the tour.

On 8th June, 1952 seven Sydney AETA members accompanied by five Brisbane enthusiasts toured the Queensland capital in car 512 fitted with roller bearings and resilient wheels. This was the first tram trip of that nature organised in that area and during the afternoon, Mr. Quinn, the General Manager of the Brisbane Tramways, accompanied the group on a surprise trip in one of the new trolley buses along the Gregory Terrace to Gardens route. This tour was intended to launch a Brisbane branch of the AETA, but this move proved premature and not until the establish-



Sydney trolleybus 5, parked in the centre of the road at Sans Souci. The driver is lowering the poles to allow a regular service bus to pass.

ment of the Brisbane Tramway Museum Society (BTMS) in 1968 did the original proposals reach fruition.

The success of a tour in rebuilt trolley bus 12 over the Kogarah system in Sydney on 2nd August, 1952 resulted in a repeat performance in buses 1 and 5 on 22nd November, 1953. The use of two buses was unintentional. Single deck bus number 1 developed contactor trouble during the early stages of the afternoon which necessitated in the party transferring to newly rebuilt, ex Wylde Street bus number 5. This double deck vehicle was in excellent shape and movies exist, taken from the rear window, showing the bus overtaking Sunday afternoon traffic as it sped along Rocky Point Road.

The co-operation of the Sydney Tramways Department made the unusual aspects of these tours possible. What headaches must have been caused by our requests to travel through Randwick Workshops and Wollie Creek on Saturday or Sunday jaunts at a time when these establishments were closed, to carry out unusual shunting operations and other awkward movements but one proposed tour which proved to create insurmountable difficulties was the proposed trip in museum car L/P 154. The tour was to have taken place during January or February 1953 but another twelve years was to pass before that vehicle carried paying passengers again on 13th March, 1965 on the opening day of public operation at the Loftus Tramway Museum.

By the close of 1953, four preserved tramcars and a large amount of equipment were now stored on the Commissioner's property at Newtown Tramway Depot. During 1952

Work party engaged on stripping paint from F-class car 393 (127s) at Newtown Depot.

Photo:
Ken McCarthy



permission was received for work parties to carry out maintenance on L/P 154 and Prison car 948. By November 1952, car 948 had received an external repaint in olive, fawn and grey, and this successful task helped pave the way for the donation of F-class car 393 and N 728 during the following year. On 19th September, 1953 a work party started to strip the worn and blistered paint from 393 and to replace missing screws, bolts and other parts of the coachwork. By May 1954 this vehicle had received its undercoat but the closure of Tempe Depot (20-11-54) prevented the work being completed due to the transfer of the four museum cars to the then unstaffed Ultimo Depot.

Ultimo had become a store depot for surplus rolling stock after the closure of the Drummoyne line (27-6-53) and with the closure of Tempe Depot the remaining southwestern services had to be catered for from Newtown Depot leaving no room in that establishment for non-traffic cars.

The transfer was outlined as follows on page 4 of TROLLEY WIRE for December 1954:-

"Owing to the closure of Tempe Depot on 20th November, 1954 stored cars including our four museum vehicles, had to be shifted from Newtown to Ultimo Depot to make room for the additional rolling stock needed to run the southern services. On the night of Tuesday November 9th 1954 this giant shift occurred, and so it could be carried out quickly, most transfers took place in three car sets.

"From Newtown, 23 tramcars were shifted to the various depots, including Ultimo, and 39 cars from Tempe into Newtown. Trams were also shifted between other city depots.

"Our cars "LP" 154 and "N" 728 were moved as trailers in two three car sets from Newtown to Ultimo at 6.30 pm while "F" 393 and Prison Car 948 left Newtown at 10.30 pm and arrived at Ultimo at 11.30 pm.

"At 10.30 pm the final divisions departed from Newtown for Ultimo. Tempe cars 888-1013-828 headed the procession followed by 863-862-393F with 1019-1008-948 bringing up the rear. On reaching Thomas Street/Harris Street intersection at Ultimo 1013 and 828 became derailed several times and, as a result of this, the other two triple sets had to be shunted at Harris Street crossover (at the Broadway corner) and then proceed to Ultimo depot by way of the "up" (wrong) road.

"Thus 393 and 948 finally reached Ultimo and were stabled with 154 and 728 on road number 10. The route of the transfer was from Newtown Depot via Princes Highway (King Street and City Road), Cleveland, Abercrombie, Meagher and Regent Streets, Railway Square Loop, George Street West, Harris and Mary Ann Streets."

The Sydney Branch of the AETA suffered great strains on its finances at this stage. The tram scrapping policies of the Transport Department were being strongly contested with brochures, theatre slides and press reports so a tram



O-class cars 1019 and 1008 at Lee Street en route from Newtown Depot to Ultimo with Prison Car 948 in tow.

car preservation fund was launched during August 1953. By the end of October, £17 (\$34) had been contributed and this had grown to £55-5-6 (\$110.55) by December. At this stage a system of loans commenced aimed at raising a sum of £500 to enable the building of a shed to house the four trams.

A search for a site on which such a shed could be erected commenced with the receipt of the first tram in 1950. Two possible sites were requested for lease from the Tramway Department; Rosebery Sand Sidings and the northern siding roads at Wolli Creek. Both were unavailable. According to the authorities, space at both places was at a premium but when it was pointed out that the Rosebery site had been occupied by eight bogie V and SV-class ballast trailers since the late 1930's and the Wolli Creek location by 114w (in pre World War I colours), 136s and 78v for a similar period, the Department immediately had these vehicles perhaps long since forgotten, scrapped.

Avenues were next investigated whereby the trams could be on loan to interested bodies for static exhibition until a site was found. On 9th December, 1954 two society members, two officers from the Museum of Applied Arts and Sciences, and two Transport Department officials inspected the four cars at Ultimo. The visitors were impressed with the work so far carried out on 948 and 393 and asked many questions relevant to the history of the cars. One question is vividly remembered by the two society members who were respectively 20 and 25 years of age at this stage. They were asked if they could remember the cable cars in

King Street! (These ceased operation on 1905). The MAAS intimated that they would give favourable consideration to accepting cars 393 and 948. The Tramway Department officers must have made a favourable report, however, to Commissioner Shoebridge as the cars were allowed to occupy Ultimo for a further extended period and so the nucleus of the present SPER collection was able to be kept together.

Another NSW preservation scheme which developed parallel with the SPER collection was that of the NSW Steam Tram and Railway Preservation Society (NSWSTRPS) at Parramatta Park. Bruce MacDonald rescued the former NSWGT steam tram motor 103A from the Commonwealth Engineering plant, where it had been retired as the works' shunter, and had it delivered to his residence at Homebush (see TW - June 1970). During 1954-55 Bruce painstakingly took this steam tram apart and using existing parts and other items from the wreckage of similar vehicles, restored the 1891 vintage motor to working order.

By 1955, with further Sydney tramcars expected to be available for preservation, the Sydney branch of the AETA decided that it would be politic to divest itself of the four trams already collected and in this respect Messrs. Chinn, Young, Parle and McCarthy were appointed as a working committee to set up a new organisation to be known as the Australian Electric Transport Museum to take over the four AETA tramcars and associated gear which had been collected over the years. The main reason for this move was the embarrassment which would result if the AETA continued to fight the tramway scrapping policies of the Transport Department in NSW on one hand and at the same time request favours from the same Department in the form of vintage equipment on the other hand.

The inaugural meeting of the AETM was held in Sydney on 1st August 1955 and the Society launched with capital in hand of £12. A news sheet called "The Quarterly Review" was issued in October 1955 to cover the activities of the new organisation, but this was the one and only edition as the Sydney Branch of the AETA announced in November 1955 that "Trolley Wire" would cease production with the December issue. This decision had been reached in Melbourne at the first AETA convention held in June 1955 on the occasion of the opening of the Bourke Street electric tramway. It was felt that, as "Trolley Wire" was costing the Sydney branch about 40% of its annual income, and as the Editor, Ken McCarthy, was expected to spend the next three years far from Sydney in his occupation, this would be a fitting time to cease production and by paying a compulsory combined subscription AETA members would receive monthly copies of "Electric Traction", then starting to appear on a more regular basis.

TROLLEY WIRE did not cease production, but was taken over by the new AETM and appeared quarterly during 1956 under the name "Trolley Wire Review". During 1957 bi-monthly publication commenced and has continued ever since. The early editions of TW in 1952 ran to 50 copies produced at a cost of 5/- (50c) on donated newsprint paper on a spirit duplicator. By 1955 the circulation had climbed to 100 copies. From February 1956 to October 1961 the magazine was under the editorship of Norm Chinn when the role reverted back to Ken McCarthy. In August 1963 Dale Budd became editor with the aim of eventually having the magazine commercially printed, this being achieved with the April 1964 edition. At this stage circulation reached 300 copies. With Dale Budd's interstate postings for extended periods editorship passed to Bob Merchant who has continued to carry out the task with the aid of other interested members to this day. The number of copies for each edition has continued to grow in leaps and bounds and at the present time the regular issues are around 1,000 copies and the special enlarged blue-cover editions to 1,500 or more.... So the announcement of the death of TROLLEY WIRE in November 1955 was certainly premature.

By late 1955 the hectic search for a museum site reached the frantic stage as the four AETM cars would have to vacate the Ultimo Depot premises by June 1956. The following sites were being investigated by this stage.

1. The Spit towards Balgowlah, site of the former Manly tramway. Available for lease but situated on steep grades and the middle of the location was to be intersected by the new approach road to the new Spit Bridge.
2. Toongabbie to Prospect gravel railway. Not available for lease.
3. Wolli Creek and Rosebery Sand Sidings. Only contemplated at this stage as a "last hope" location on which the trams could be stored under cover.
4. Lambton to Jesmand, site of the former Newcastle to Wallsend tramway. Available for lease but too far from Sydney.
5. Oatley towards Como Bridge, former NSWGR route. Located on steep grade and in a cutting, 1,000 feet.
6. Picton, former NSWGR route along the old connection between Picton Station and the existing Mittagong loop line, $\frac{1}{4}$ mile.
7. Helensburgh Colliery to Lilydale Station, on the former NSWGR route. A tunnel approximately 280 ft. in length was located on this site and a lease from the Railway Department seemed available until further checking revealed that the tunnel in the centre of the location had been leased to a mushroom grower for later use.
8. The Royal National Park, the site on which the SPER Museum is now established.

The Committee of the AETM pushed ahead with the application for the National Park site lease as well as a bridging request for temporary lease of part of Wolli Creek yards where the preserved tramcars could be kept after June 1956 pending construction of the depot at Loftus. The National Park Trust approved the lease during August 1956 while Commissioner Shoebridge came to our rescue with the offer to store the preserved trams at Rozelle Depot in the meantime. The transfer took place from Ultimo on 15th October, 1956, the four cars being hauled individually by O car 1468 between the two depot locations. In addition, the Commissioner approved the donation of the following tramcars on condition that a site for the proposed museum be found in the near future. These vehicles, K-class 1296, E 529-530, 115s (ex-C 290), Freight car 24s and the Balmain counterweight dummy trolley joined the original trams at Rozelle Depot.

The 18th, 19th and 20th March, 1957 were the days on which the removal of the ten trams to Loftus was carried out. Quotations for this work resulted in amounts ranging from £335 to £1,000; the lowest tender, that submitted by J. McMahon and Co. was accepted. The loading was planned to take place in the Rozelle Depot grounds and the Department had sanctioned the temporary removal of overhead wire to facilitate this operation but the overhead section pointed out various unseen difficulties which could result from this plan so the Transport Department provided tram-driver/member Ted Davies and Norm Chinn the use of an O-class car free of charge to haul the trams singly to Randwick Workshops where the loading proceeded without a hitch. F 393 reached Loftus first on 18th March followed by N 728 and Prison car 948, the next day resulted in the arrival of K 1296, C 290, L/P 154 and the counterweight dummy and the move concluded on March 20th with 24s and E 529-530.

The later growth of the SPER fleet is best told in the museum's catalogue "Guide". One further milestone was the acceptance of the first interstate car, number 180, from Brisbane. The Loftus group had requested consideration be given for the sale or donation of four wheel open cross bench car 65 and a bogie centre aisle car as there appeared little prospect of a local museum being established at that time. The application, however, triggered the first moves towards tramway preservation in Brisbane for, whilst 180 was made available on 10th July, 1958, the BCC decided to retain and repair 65. Storage for 180 was arranged at a BCC depot in Brisbane and not until 16th August, 1962 did the car arrive in Sydney to join O-class breakdown car 141s, which had been purchased for the Museum by member Kevin Martin, in open store on sidings at Randwick Workshops in an area under the control of the University of NSW. Both vehicles eventually arrived at Loftus on 3rd August, 1964 but remained in the incompleated substation yard until June 1966 when they were finally transferred into a new portion of the

It is interesting to recall that years later SPER was consulted by the BCC on the merits of retaining and restoring four wheel combination car 47. That the advice



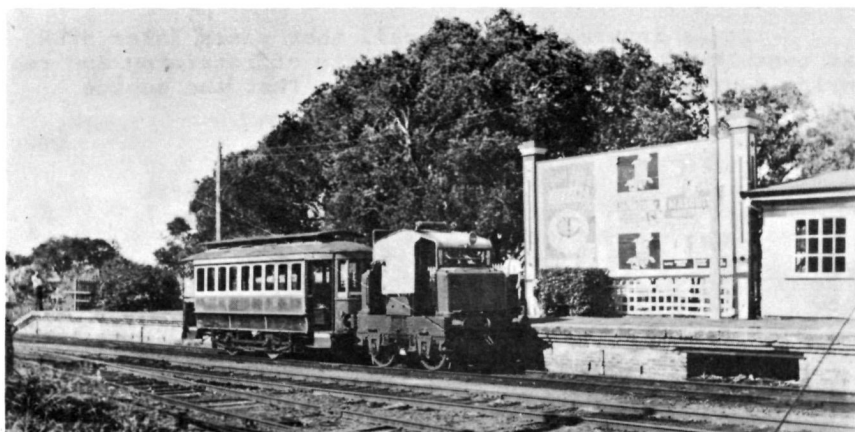
BCC ten bench car 65 poses for photographers on its first tour in 1959, before being overhauled and repainted.

offered was favourable to this end can be seen in the immaculately restored car now in the possession of the BTMS.

Only the older readers perhaps realise that the successful AETM museum in Adelaide was once a branch of the Sydney organisation. On the Adelaide AETA Convention held during Easter 1956 several Sydney museum members, including Bob Young and Ben Parle, accompanied by John Radcliffe and Mac Alexander of Adelaide, discussed tramcar preservation and the availability of spare parts with the Metropolitan Transport Trust (MTT) authorities. In October 1956 the Sydney AETM received word from the MTT offering Adelaide cars A-class 1, E1 111, D 192, F1 264, H 380 and H1 381 for eventual preservation. The AETM-SPER policy has always been that preference should be given to having tramcars preserved in their home cities and to investigate this possibility John Radcliffe and Mac Alexander were appointed AETM representatives in Adelaide on 6th January, 1957.

These two gentlemen wasted little time in setting up an active group in that city and immediately launched a search for a suitable museum site in the Adelaide region. Some of the sites investigated were:-

1. Belair National Park. $1\frac{1}{4}$ mile route between the railway station and sporting area. Lease refused as such a grant would create a precedent.
2. West Beach Trust. Not available.
3. Shepherd's Hill Reserve. Not available.
4. St. Kilda, 5 acre site. Salisbury District Council approved the lease on 24th March, 1958.



Former NSWGT C-class car 37 and the Simplex loco of the North Coast Steam Navigation Co's Byron Bay tramway stand at Byron Bay railway station in 1961 during a tour over this interesting tramway.

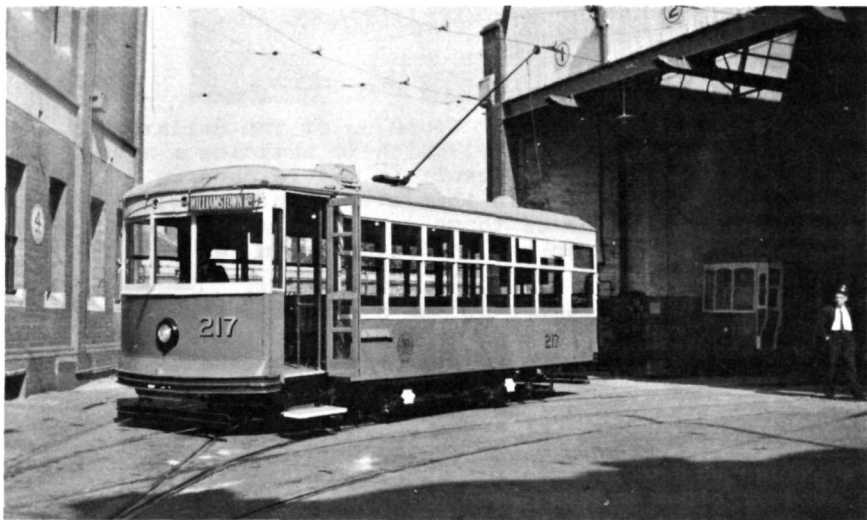
Due to the demolition of portion of the Hackney tram depot, AETM (SA) cars 1, 111 and 192 were conveyed to the Morphettville Racecourse sidings on the Glenelg line on 3rd January, 1958 with A2-class car 42 joining the other cars in open storage there in April. The society was given until March 1958 to vacate this site but this was later extended until the 18th July, 1958, so the St. Kilda lease was only obtained at the last minute. Low Loaders Ltd. transferred the four trams to St. Kilda over a period of 6 days commencing 8th August, 1958 at a cost of £145. So the initial four tramcars in the AETM Adelaide collection were safe for the time being and, although a start was made immediately on the erection of a 50' x 100' depot building, this was not completed until 1965. An account of the opening of this museum for public static inspection appeared in TW for August 1967 and since that date the depot has been increased to 80' x 100', a workshop annexe added and the museum collection increased to 1 horse car, 1 electric loco, 1 horse box electric trailer, 7 ex-Adelaide electric trams, 2 ex-Ballarat trams and 3 trolley buses.

On 11th August, 1956 the AETM held its first historical tour in K-class car 1296, on the Watsons Bay line followed by another successful outing in the same tram on 20th October. During the closing stages of the Sydney tramway system the museum undertook many successful excursions but the most notable was that over the Byron Bay tramway on 4th November, 1961 when a group of members toured the private branch line between the railway station and the jetty in former NSWGT C-class car 37 drawn by the 0-4-0 petrol

Simplex rail tractor. The closure of regular passenger traffic between Sydney and Byron Bay on the North Coast Steam Navigation Company's steamers during World War II caused 37 and 74B to become redundant on the jetty tramway but the post war interest in tramway preservation saw the trams hauled out for special trips during April 1954 and May 1955.

With the growth of the Sydney activities of the AETM some form of incorporation was needed whereby the liability of the members of the Society could be limited and the financial situation of the undertaking subjected to compulsory audit. Various methods by which this could be carried out were investigated and the most convenient and least expensive proved to be registration as a Co-operative Society. On 2nd April, 1959 the South Pacific Electric Railway Co-operative Society Limited (SPER) replaced the AETM (NSW), this separation from the Adelaide group being a compulsory pre-requisite as the NSW Co-operative Act prohibited affiliation with any interstate organisations. The AETM (SA) followed into local incorporation in 1960 as a separate society.

In recent years TROLLEY WIRE has witnessed the expansion of the tramway preservation movement with the growth of the AETA's Melbourne collection into the separate Tramway Museum Society of Victoria, incorporated on 9th April, 1963, which is currently establishing an operating museum on leased railway property at Bylands; the estab-



MMTB X-class car 217, in MMTB colours before restoration by the TMSV to its original condition. The Birney car is standing in Malvern Depot yard.

Photo: Laurie Gordon

lishment of the Brisbane Tramway Museum Society at Ferny Grove; the nucleus of an interesting tramway museum collection by the Western Australian Electric Transport Association, incorporated 24th March 1971, at Castledare which is developing rapidly considering that the last Perth trams ceased operation in 1958. Just prior to the closure in Perth, the SPER wrote to the Tramways and requested that certain small items such as signals and uniforms be made available for preservation, and this request was duly approved and the items were placed in the care of Don Tyler and have now passed to the WAETA.

The tramway and trolley bus museum in Hobart is to be established at Glenorchy with former HMT tram 141 as its



141
stored
in
the
round-
house
in
Hobart

centrepiece and the recent founding of the Ballarat Tramway Preservation Society (BTPS) which is building a museum depot to house six trams will result in the re-opening of the former Gardens tramway in that city. This completes the present museum scene of those societies which are either in operation or who plan public operation in the near future in this country.

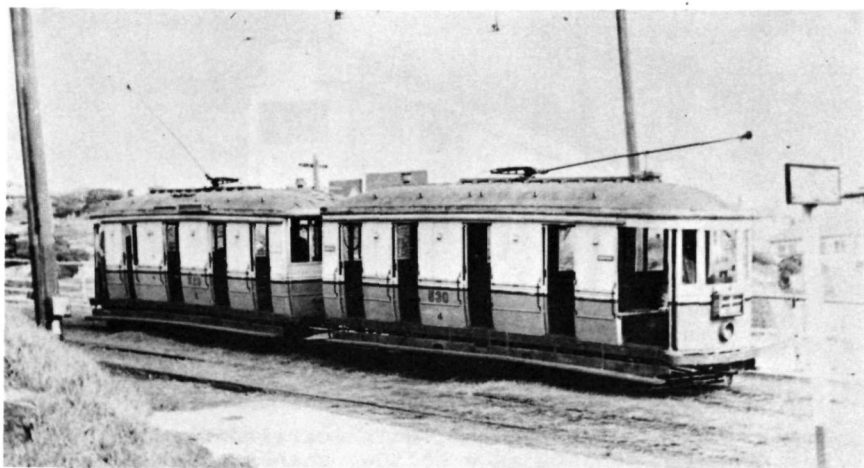
With the closure of the Sydney tramways interest turned more towards railways and interstate tramways and the SPER began running train and interstate tram tours. One tour notable for its repercussions was a combined rail-motor and steam trip from Sutherland to Summit Tank on 25th July, 1962. During this trip the forthcoming closure of the former Camden Tramway was discussed with the idea of possibly keeping it running. From this initial proposal the idea of an overall railway museum was formulated. Further discussions took place at National Park and the feasibility of the SPER expanding into the railway sphere was considered but ultimately rejected and instead the NSW Rail Transport Museum was formed.

As readers are aware, passenger operation commenced at Loftus on 1st January, 1964 when the Cadillac rail motor, purchased from J & A Brown, Seaham Collieries Ltd. by John and Clyde Shoebridge, entered regular half-hourly service. The electric trials at Loftus commenced on 19th July, 1964 and culminated in the official opening of electric operation on 13th March, 1965 when the then Deputy Premier of NSW, the Hon. Pat Hills declared the Museum opened by driving L/P 154 through a ribbon, witnessed by a crowd of some 2,000 people. Electric trials at St. Kilda commenced on 1st January, 1972 with cars A 1 and Ballarat 21.

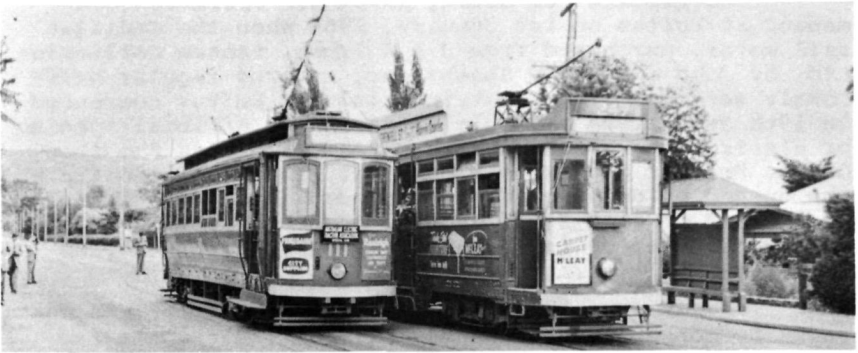
Today over 100 tramcars are now preserved in Australia by conventional museums, private individuals and operating museums worked on a voluntary basis by enthusiasts and these vehicles cover the Australian tramway ambit from 1878 to 1963. SPER, the pioneer electric museum continues to grow and with the closure of the Ballarat tramway in September 1971 this group's collection now consists of 20 passenger trams from Sydney, Brisbane and Ballarat, 1 rail motor, 6 special service tramcars from Sydney, Newcastle and Melbourne making a total of 27 vehicles.

* * * * *

TROLLEY WIRE was established 20 years ago to aid the tramway enthusiast movement, which was judged by the then 'ultra conventional population' as belonging to the "idiot fringe" but with the growth of the tramway preservation movement to its current 'community acceptable' level TROLLEY WIRE hopes that its efforts have helped to contribute in some small way

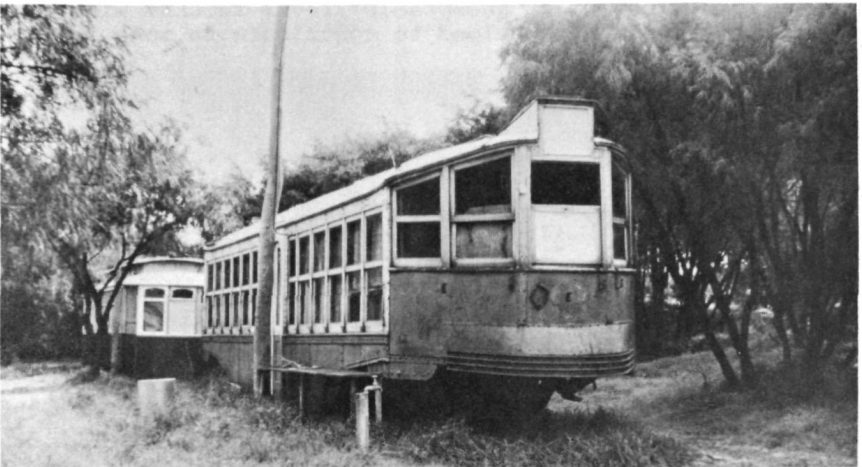


E-class cars 529 and 530, now preserved at Loftus, heading down to Watson's Bay on their last tour in Sydney in April, 1956.



Adelaide E1-class car 111, now at St. Kilda, is seen here passing F-class 247 while on an AETA Convention tour.

to the present strength of the transport museum movement. We do not like to predict the future to any great degree but TROLLEY WIRE, over the coming decade, plans to extend further into other museum reporting fields with news of ship, railway and bus preservation successes accompanying our major area of tramway museum activities, while current negotiations indicate that one or two preservation groups will join the SPER, AETM, WAETA and the BTPS in using TROLLEY WIRE as their official journal accompanied by local supplements.



Perth's unusual stepless car, which carried fleet number 63, as it appeared in 1962 as a holiday shack at Emu Point, along with about 20 other Perth and Fremantle cars. 63 has been retrieved and returned to Perth for preservation by the WAETA.

PRICE RISE

As from April 1972 the number of pages in each regular issue of TROLLEY WIRE will be increased to 24. But this will also require an increase in price... to 35 cents a copy. We have been reluctant to increase the price to cover costs, in fact as you will remember, last year we took a gamble and instead of increasing the price of the magazine, we increased the size. This had the desired effect of boosting sales. But, rising costs have forced this increase. Once again we are taking a risk by increasing the size of the magazine in the hope of increasing sales. Page for page, the price of TROLLEY WIRE has only increased by 17% since April, 1964. That the increase has been so low has been due almost entirely to the 100% increase in sales since that time. Further rise in sales will help keep the price low.

* MUSEUM Notes & News

from B A L L A R A T.....

The Board of the Ballarat Tramway Preservation Society welcomes the following new members, and appreciates their interest in helping preserve part of Australia's history for the benefit and education of future generations:

T. Roberts	197	R. Cook	221	C. Harding	245
Mrs P. Roberts	198	R. D'Arcy	222	P. Robinson	246
Miss A. Roberts	199	Mrs D. Jessup	223	J. Donoghue	247
G. Roberts	200	E. Hekkema	224	G. Westwood	248
Miss J. Roberts	201	S. Martin	225	K. Atkinson	249
P. Roberts	202	R. Brash	226	TMSV Ltd.	250
B. Roberts	203	J. Sinnatt	227	B. Morrell	251
A. Smith	204	B. Martin	228	D. Harvey	252
N. Palmer	205	T. Smith	229	N. Pearson	253
Mrs A. Palmer	206	J. Blight	230	G. Duffin	254
E. Godwin	207	D. Mitchell	231	J. Brownscombe	255
W. Williams	208	S. Bastra	232	F. Edyvean	256
E. Belot	209	P. Gram	233	J. Kingsbury	257
R. Cleary	210	C. Thompson	234	Mrs R. Kingsbury	258
N. Govan	211	L. Doull	235	A. Ponton	259
D. Allerton	212	R. Jackson	236	R. Smith	260
B. Coleman	213	B. Young	237	N. Gipps	261
T. Watson	214	M. Evans	238	A. Hill	262
W. Mercer	215	M. Brooke	239	G. Watts	263
D. Langley	216	J. Frost	240	E. Muhs	264
L. Richards	217	E. Slight	241	A. Ford	265
Mrs. S. Richards	218	B. Carroll	242	M. Gale	266
Miss L. Richards	219	L. Coghill	243	R. Frier	267
J. Horne	220	G. Jordan	244	R. Gilchrist	268

Trams will be operating in Ballarat this year. Exactly when, we aren't sure at this stage, because there is a considerable

amount of work to be done. However, it won't be too long before the familiar green and cream trams are again operating in Wendouree Parade.

The main project in hand at the moment is the construction of the new depot, beside the Fish Hatchery. This should be almost complete by the time this appears and our trams ready to move in. Society members have cleared the site, but the actual construction will be done by a local contractor. There are several reasons for this, the main one being the need to move the Society's cars stored in the SEC depot before 31st December.

The points leading to No.0 road were required for the new depot, which necessitated the removal of the four single truck cars on No.1 road. This manouvre, together with the re-arrangement of cars for fire safety reasons, meant that the trams had to be pushed out into Wendouree Parade, out by muscle power, but back by means of member John Withers' four wheel drive vehicle. Subject to approval of the authorities, the trams will be towed by the same vehicle to their new home.

The BTPS fleet is made up of single truck cars 14, 26, 27 and 28, and bogie cars 38 and 40. Car 14 is the property of the Ballarat City Council, and will be a restricted traffic car. No. 28 was badly damaged at one end but the Society intends to repair this car once operations have commenced. Car 40 was the last to operate in Ballarat, while No. 38 is one converted for one-man service, but never used as such.

There has been really encouraging attendance at work parties, but volunteers are always required. Work parties are held each weekend. Vice President, Bill Jessup, is rostering officer and volunteers are asked to phone him at (03) 874 5329 during the week before they wish to attend.

One of the main arguments put forward against the scheme in the early days was the time and distance involved in getting to and from Ballarat, this has not proved to be entirely valid. A scheme has been arranged where people can be brought to Ballarat by car, and the driver re-imbursed to a certain extent. This arrangement is working satisfactorily.

The Society is now Australia's biggest tramway museum group. Although not strictly an enthusiast group, the majority of members are fans. It is felt that the public will make the venture a success, when one considers that up to 200,000 people visit the Gardens during the annual Begonia Festival, with other attractions such as the Sovereign Hill Historic Park expected to bring further patronage.

The membership should now have topped the 300 mark. The Board is extremely pleased with this figure, considering that the Society was formed as recently as 30th May, 1971.

However, the Society is constantly on the lookout for the new members to give it the strength it needs, and appeals to any non-member readers of TROLLEY WIRE to forward their \$2 subscription to: B.T.P.S.,

PO Box 632,

Ballarat, Vic. 3350.

This the Society's official, and only, address.

Each member receives a monthly information bulletin, and the subscription to TROLLEY WIRE is optional. We expect that most of our enthusiastic members will subscribe to our official journal.

Because the Society's main aim is to commence operations as soon as possible, we have not been holding regular general meetings, or running special tours, but we do expect to have four meetings during the year, on dates to be advised.

One of the biggest breakthroughs in the Society's development has been the formation of the Co-operative Loan Society. This Society is independent of the BTPS and has been set up with the express purpose of obtaining a Government guaranteed loan to enable the BTPS to commence tramway operation. It is registered with the Government, and has to conform with stringent regulations. Any person can join the Co-operative Loan Society; for full particulars write to Mr. Neville Gower, Secretary, BTPS.

Although the first eight months of the Society haven't been without their frustrations, we are pleased with with the rapid progress we have made so far, and we are confident we will achieve our aim before too long when it will once again be possible to ride a tram in the streets of Ballarat.

from S T. K I L D A.....

A motor-generator set, formerly used on the Gladesville Bridge in Sydney, and on loan from the S.P.E.R. was delivered to the new power station at St. Kilda on 24th December, 1971. This unit, which was originally used to supply the first traction power at Loftus, also supplied the first power at St. Kilda. Track bonding for the project commenced in November. The first tram movement under power took place on 1st January, 1972 when cars 1 and 21 were operated. Cars 34 and 111 are being prepared for trials. The controllers and switchboard equipment in car 1 have been completely serviced, while car 111 has been entirely rewired. Cars 21 and 34, recently in use in Ballarat, will need only minor checking.

The Broken Hill Proprietary Company has made available to the Museum several boxes of overhead fittings from the now defunct Iron Knob electric railway, together with two new spare controllers for the electric locomotive.

Members recently secured useful parts from the body of F1-class car 278 at Aldinga. Although the car had been badly damaged by vandals, air brake valves, handbrake controls and rods, handrails and minor body parts were salvaged.

The President and the Secretary of the Museum held discussions in November with the City Engineer of the City of Salisbury concerning the long term development of St. Kilda. During these discussions, the Council reaffirmed its previous plans for the Museum to lay a tourist tramway to St. Kilda Beach. It is expected that further discussions on the implementation of these proposals will be held shortly.

from P E R T H.....

At the Second Annual General Meeting of the Western Australian Electric Transport Association held on 3rd December, 1971 the office bearers for the current year elected as follows:

President..	Mr. D.C. Tyler
Vice President	Mr. L.C. Richardson
Honorary Secretary.. .	Mr. B.D. Morell
Councillors, three only:	Messrs. J. Stanbridge
	J. Shaw
	L. Tyler

with the positions of Patron and Honorary Treasurer to be finalised.

The Association has received two sets of bogies and other equipment from the Ballarat tramways and is presently taking delivery of single truck tram 31. Bodies only of ex-WAGT (Perth) tram 63 and ex Fremantle 29 have been purchased and delivered to storage at Castledare Boys Home, while the body of ex Kalgoorlie tram 15 has been purchased and is awaiting transport to Perth.

The full name of this group is the "Western Australian Electric Transport Association (Inc.) (Transport Museum)" which unfortunately was incorrectly reported in the October 1971 issue of this magazine.

from L O F T U S.....

Following the yearly pattern, work slowed down at Loftus over the December/January holiday period. No project-of-the-month was undertaken in either month but should resume in late February with an interesting off-site job.

The major construction job recently undertaken was the excavation and pouring of the foundations for the four steel columns supporting the main and annexe roofs. The 8" x 5" RSJ's used are from the former repair shop at Rand-
24

wick Workshops and have been set in concrete rather than bolted onto footings as in previous sections of the depot rebuilding project.

The second motor from the N car has been dismantled and the armature sent away for light machining of the shaft. New suspension bearings have been cast and will be machined and fitted when the housings are rebored. This will be undertaken on the boring machine constructed by Bob McKeever for similar work on the other N motor.

Further progress was made on installing new A.C. mains to the depot, and the substation received a long overdue cleanout prior to the proposed re-arrangement of the two motor/generator sets and the installation of the diesel alternator set. This will now be installed in the main substation building, taking the place of the third M/G set which has been sent to Adelaide.

Due to the non-availability of ash, 10 tons of 1½" screen blue metal has been purchased and laid for ballast on the curves in the southern part of the main line.

1971 MEMBERS' DAY AND DINNER

The 1971 Members' Day was held as usual on the second Saturday in December and by all standards was the most successful yet. For a number of years, the afternoon operations have been poorly attended by members whilst the dinner patronage has steadily increased. 1971, however, brought an overwhelming turnout during the afternoon; possibly news of the attractions had leaked out.

The outstanding feature of the afternoon was the music provided by a small fairground type organ generously made available by its owner, Mr. Malcolm Mackay.

The fairground organ, although similar to units built at the turn of the century by Dutch and Belgium organ builders, was built in Sydney several years ago by the owner. Four ranks of pipes, a xylophone, a glockenspiel, drum, cymbal, tambourine and triangle are all played mechanically using a standard player piano roll and mechanism. Variation in reproduction is achieved by manual operation of stops fitted to the organ. Mr. Mackay has had considerable success exhibiting and playing the organ in various shopping malls and at large gatherings around Sydney.

The newly returned grinder gave its first public performance and many trams which normally reside in the dark corners of the depot appeared briefly on stage. Cars in operation were 99u, L/P 154, C 290, F 393, E 529-530, N 728, O 1111, K 1296 (!), P 1497, R 1740 and Brisbane dropcentre 295, making 12 in all. For the first time two coupled sets were operated; the two E's and the L/p and K. The operation of basically different car types in coupled sets was not undertaken in Sydney and indeed L/P's and the

second series of K's are not entirely compatible, but as was demonstrated, can never-the-less operate together under suitable conditions.

85 members, relatives and friends attended the dinner and film evening, filling the Loftus Community Hall to capacity. Films shown were all 16mm and ranged from rare newsreels of Sir Charles Kingsford-Smith to a magnificent colour Cinemascope feature on the new Tokaido Line in Japan. "The Elephant" made a welcome re-appearance after a prolonged absence. Two projectors were once again used to enable the show to be continuous. Thanks are due to Bill Turnbull and Laurie Williams for arranging the programme and providing the equipment.

Larger premises are being sought for the 1972 Dinner and film evening and planning has begun to make it bigger and better than ever.

NEW EXHIBIT AT LOFTUS

A look back over the years reveals that, for some reason, new exhibits rarely come singly, not usually even in pairs, but more often in threes. The Brisbane exodus provided three in a row - 71, 295 and 548. Recently the grinder arrived, followed by 37 from Ballarat and now the third item has been delivered -- another 548!

Rather smaller and older, and certainly vastly different, the newest arrival does not even run on rails, but



is supported on four solid rubber tyres. In this instance the number 548 is a plant number rather than a fleet number and is proudly borne by a small vintage Sprague-G.E. Battery Electric crane from the Randwick Workshops. The second last of a numerous and diverse fleet of battery vehicles used at Randwick, the crane was donated by the Department

of Government Transport and transferred to Loftus on a trailer by Dick Clarke on 23rd December, 1971.

BALLARAT GAUGE

Ask anyone and they will tell you that Ballarat trams are 4'8½" gauge, yet check for yourself and you will find that they are not. Many years ago the gauge certainly was 4'8½" but over the years, as the rails wore out, the gauge gradually increased to around 4'9½". Overwidth to this extent would be of little worry to railway vehicles, but tramcars with narrower wheel treads and shallower, finer flanges require a more accurately aligned track. To overcome this problem in Ballarat a novel solution was adopted. As wheels were renewed and profiled the gauge was progressively increased to keep up with the receding rail.

Whilst this solution was acceptable in Ballarat, it poses a problem on the systems where standard gauge is maintained and ex-Ballararat cars with fairly new tyres are obtained. This very much applies to Loftus and 37. The newly relaid depot junction turnout will not accept the thick flanges on 37 which will have to be re-machined before the car can run at Loftus. Another example of this problem is the newly retired spare pony wheel and axle set obtained with 37. This will not even fit on the track in the roundhouse at Enfield.

SPER GENERAL MEETING

The next General Meeting of the South Pacific Electric Railway Co-operative Society Limited will be held on Friday, 25th February, 1972 in the Railway Institute, Devonshire Street, Sydney commencing at 7.45 pm.

THE ROCKHAMPTON ARTICLE

Due in part to the need to include considerable news from the Ballarat Tramway Preservation Society, and in part to several points requiring further investigation, we regret that it is necessary to delay publication of this fascinating story until a later date.

BACK COVER: Following completion recently of roads 5 & 6 on the northern side of the original four road depot at St. Kilda, work is being concentrated on vehicle restoration and new trackwork. Cars visible in the picture (left to right) are Adelaide horsecar 18, Ballarat 21, Adelaide F1 282, A 1, and Ballarat 34.

Photo: J.C.Radcliffe

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