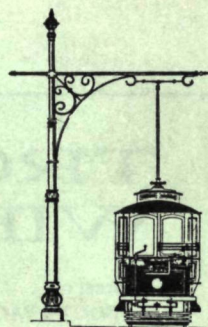


# TROLLEY WIRE

Journal of  
AUSTRALIAN TRAMWAY MUSEUMS

Registered for transmission by post  
as a Periodical- Category B.

THIRTY FIVE CENTS



APRIL 1972



NOW 24 PAGES !

# TROLLEY WIRE

Journal of

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

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APRIL 1972

New Series Vol. 13 No. 2 Issue No. 139

## RANDWICK TRAMWAY CLOSES

The trolley wire was taken down from the last usable track at the Randwick Tramway Workshops on Friday 24th March 1972 thus effectively isolating R1-class car 1979 and its flat-car and bringing to an end 110 years of tramway operation by the New South Wales Government.

## SPER - NOTICE OF MEETINGS

The next General Meeting of the South Pacific Electric Railway Co-operative Society Limited will be held on Friday, 28th April 1972 in the Railway Institute, Devonshire Street, Sydney commencing at 7.30 pm.

The Thirteenth Annual Meeting of the Society will be held at the same address on 23rd June 1972\* commencing at 7.30 pm. Business at the meeting will include the election of three directors to replace those who are retiring in accordance with the rules of the Society. Society members who wish to nominate for the position of Director are advised that nominations close with the Secretary, SPER, Box 103, GPO, Sydney 2001 at 5 pm on Friday 26th May 1972.

\*Note: date to be confirmed.

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FRONT COVER: In service by public demand! Birney 29 rolls along High Street with a standing load on Sunday afternoon, 5th March, following the receipt by the SEC of numerous requests to run one of the famous cars.



## Trams That Work By Steam

In September 1879, the citizens of Sydney town were witness to an experiment in street transportation which was not only to prove successful, but was to provide Sydney with a particular form of transport until 1943. In 1879 the first steam hauled trams began operating in Elizabeth Street.

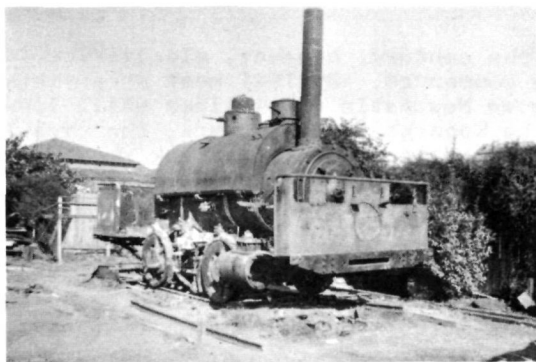
From a hesitant beginning along  $1\frac{1}{4}$  miles of track with 4 locos, or as they became known, steam motors, and 6 cars, the steam tramway developed into a considerable undertaking serving the inner Sydney area and nearby suburbs with isolated lines operated at Arncliffe, Kogarah, Cronulla, Enfield, Brookvale, and Parramatta, while two private lines were opened to Brighton-le-Sands and to Parramatta Wharf. Government owned steam trams also ran in Newcastle, Maitland and Broken Hill and from time to time took over from railway rolling stock and locos on short branch lines.

By the turn of the century, however, electrification of the steam lines was commenced. By 1927 most steam working had ceased, only some Newcastle outer lines still lingered, together with the Kogarah to Sans Souci, the Cronulla to Sutherland and the Parramatta Park to Redbank Wharf lines still serviced by the steam trams. The Cronulla line closed in 1932, and the Kogarah line was replaced by trolley buses in July 1937, leaving only the Redbank Wharf line which continued to operate until 1943; closed not because of being superseded by more modern forms of transport, but because of the falling off of river transport - thus depriving the tramway of its not inconsiderable goods traffic to the numerous factories along the line.

Motor 103A of the New South Wales Government Tramways, built in 1891, had been sold to Sydney Ferries Ltd., the owners of the Redbank Wharf line in 1937. After the closure of the line the motor was sold to the Commonwealth Engineering Co. at Clyde for use as a work's shunter.

On 11th June 1954, the Steam Tram group within the Railway Historical Society held their inaugural meeting and formed a separate group, the New South Wales Steam Tram and Railway Preservation Society. Their aim was to organise the acquisition and restoration of some of the few surviving steam tram relics. Their activities for a time centred around the remains of 103A which had been acquired by Bruce MacDonald, delivered to his home on 10th April 1953 and was in the process of being restored to operating order. The tramway preservation group of the Australian Electric Transport Association viewed the progress of this work at the MacDonald residence in May 1954 and again in June 1955 and also, during 1954 were the guests of Mr. And Mrs. MacDonald for a joint meeting with the new NSWST&RPS where preservation problems were discussed and interesting movies, taken by Mr. A. Steel in the 1930's, were screened showing the day to day operation of the Kogarah steam tramway.

The Parramatta Park Trust granted a lease to the steam tram group in 1955 and work was soon launched on track laying and the erection of a small depot building. The first piece of rolling stock to arrive at the museum site at Parramatta Park was 13sv (a former NSWGT bogie ballast trailer) on 29th January, 1956, by which time the depot was partially completed and some 30ft of track in place. During 1956 the former Newcastle steam tramway trailer 74B arrived from the North Coast Steam Navigation Co.'s tramway at Byron Bay while on 8th November 1956, steam motor 103A was placed on the tracks at Parramatta Park. The tram arrived minus body which had been reconstructed, but removed. The body arrived in a 'knocked down' form and was re-erected on the motor. On 9th June 1957, 103A re-appeared ceremoniously for its first public performance along some



103A in the backyard of Bruce MacDonald's home after the water tank had been refitted, but before the motion had been replaced and the new superstructure rebuilt.

Photo courtesy NSWST&RPS





The first item of rolling stock to arrive at Parramatta - the bogie trailer 13sv, before being unloaded from the road jinker.

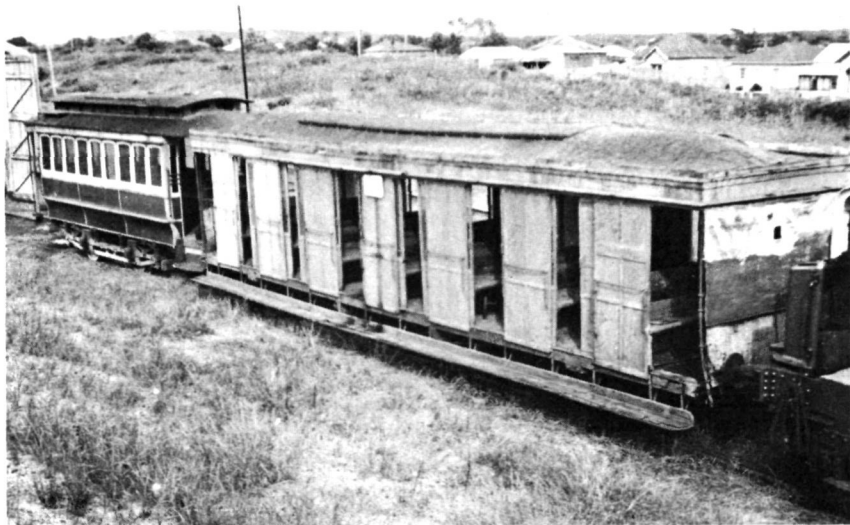
Photo courtesy NSWST&RPS

35 yards of track in Parramatta Park.

The 500 miles railway trip to Parramatta had not been kind to 74B and although in operating condition at Byron Bay, major overhaul would be needed before it could be employed with any degree of confidence in Sydney. To provide much needed passenger accommodation in the interim period the body of former Sydney C-class electric tram 95 was obtained and mounted on a Peckham truck purchased from Randwick Workshops during May 1962. It had been used under the mobile office located in C 68. The body retrieved by the Parramatta group had been used as a shed at Blakehurst since 1922, so the car returned to the rails after an absence of 40 years.

Ballast trailer 13sv was unfortunately scrapped for its bogies while its timber parts aided the Parramatta Park depot construction, but the arrival of the body of NSWGT steam tram trailer 191B during October 1965 balanced this loss. Both 191B and 102B had been sold, on the closure of the Sutherland to Cronulla tramway in 1932, for use as out-houses behind a residence at Jannali. The housing boom in that area, which followed World War II, caused the allotment on which these tramcars stood to be completely surrounded with little hope of them being retrieved in one piece for later preservation. "It is an ill wind which blows no good..." for in early 1965 the house standing between these tramway relics and the roadway, was burnt to the ground, thus the Parramatta Society was able to collect 191B for preservation and 102B for body parts.

In 1956 an 0-4-0, 2 ft gauge Davenport loco arrived at Parramatta. Dual gauge track was laid to enable this



Ex-NSWGT B-class trailer at Byron Bay, after having been towed out of the tramshed with ex C-class car 37 for inspection in May 1955.

Photo: N. Chinn

loco to shunt cars in the depot yard, but this operation did not continue, and in 1967 the loco was sent to Goulburn to serve on the 2 ft gauge line of the Marsden Museum of Historic Engines (see TW, April 1971 and June 1970). Two gravel dump trucks were obtained from the Emu and Prospect Gravel and Road Metal Co. Ltd. as well as the same company's loco No.1, a 1912 built Vulcan 0-4-0 saddle tank loco. The Society undertook restoration of this loco, in the process of which they salvaged the saddle tank from the NSW shunting loco 1022, a similar type of engine. Also at Parramatta is an 0-6-0 tank engine, acquired from the Commonwealth Portland Cement Co. which arrived on 26th May 1966.

On 22nd October 1970, the Society took delivery at Parramatta of NSW X-class loco 1022 from the Rail Transport Museum who took in exchange the Emu Gravel loco. 1022 had by then been fitted with the saddle tank from its scrapped sister engine 1023. (see TW, December 1970).

The latest acquisition by the Steam Tram Society is a KA-class trailer believed to have originally been numbered 84 and built sometime in 1885. TROLLEY WIRE will publish further details of this car in a future issue.

\* \* \* \* \*

THE Parramatta Park Museum steam tramway is situated on the western side of the Park, and trams are run on the THIRD Sunday afternoon of each month.

\* \* \* \* \*



A proud moment for A.E.T.M. members as Adelaide A-class car No.1 breaks through the ribbon on its first run at St. Kilda.  
Photo: J.W. Hoffmann

### OFFICIAL FIRST TRIAL RUN

As mentioned in the February TROLLEY WIRE, the first official trial run to be held at St. Kilda took place on 1st January 1972. The simple ceremony, the culmination of 15 years work by Museum members, took place at 5.30 pm after the last visitors for the day had departed. A bottle of beer, suspended from the trolley rope of car No.1, was smashed over its bumper. The assembled members then toasted the event with two magnums of champagne, following which Museum President John Radcliffe, assisted by General Manager John Pennack drove the tram through an outstretched ribbon.

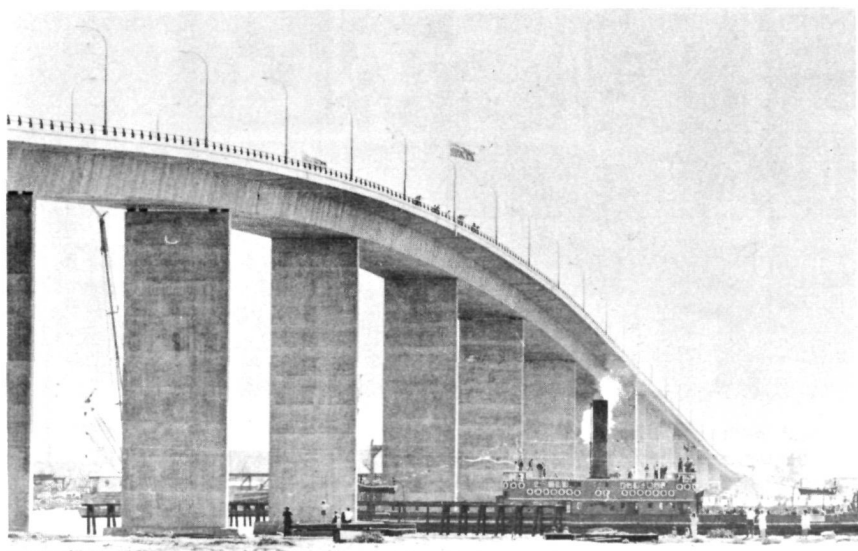
Car No.1 was the universal choice for the occasion as it had performed the first trial run in Adelaide on 30th November 1908, and was driven to Kensington on 9th March 1909 by Sir William Goodman and Mrs. T. Price, wife of the then Premier of South Australia, to ceremonially open the Adelaide electric tramway system.

The car is now in good operating condition, and members have been surprised by the fierceness of the magnetic brakes, even at low speeds on 140 feet of track. Some further adjustments were required to the handbrakes before these were entirely satisfactory. The car does not have air brakes.

The official trial run was made possible by feverish effort over the previous few days by electricians John Pennack and Peter Keynes, assisted by Max Fenner, Robert Mag-nussen and Mark Skinner.

EXIT.... the Sydney and Newcastle Vehicular Ferries

## THE END OF AN ERA



With the offer of the former Sydney car ferry, the "Kara Kara" for sale by the Navy and the demise of the Sydney Showboat, the "Sydney Queen" formerly "Kalang", and the vehicular ferries from the former Newcastle to Stockton service, the era of free sailing (as against one operating along cables) steam propelled vehicular ferries came to a close in New South Wales after a period of over 100 years.

Two transport changes took place in Sydney during the 1930's. The major change was the opening of the Sydney Harbour Bridge and the immediate drop in ferry patronage from 40 million passengers per annum to 14 million while the minor change was the alteration of the colour scheme of the Sydney trams from the drab fawn, grey and olive to the brighter cream and green livery.

With the closure of the vehicular ferry services between Dawe's Point and McMahon's Point and from Benelong Point to Milson's Point the colourful mode of cross harbour transportation was not lost altogether, because until 1st November, 1971, the nostalgic Sydney-sider could still drive his car onto an old Sydney steam ferry for the trip between

Above: "Koondooloo", the flagship of the DMR Newcastle vehicular ferry fleet passing under the new Stockton Bridge about 4 pm on 1st November 1971.



Newcastle and Stockton. Also up until June 1950 the visitor to Newcastle could step back in time and still witness Sydney type tramcars wearing the old pre-1930's colour scheme. Nostalgia produces little profits and all this has now disappeared!

From time to time TROLLEY WIRE has published accounts of the closure of the Newcastle electric tramway system, but the other nostalgic form of transport, the Stockton steam ferries, have not been treated before in these pages.

### INTRODUCTION OF STOCKTON FERRIES

The Stockton vehicular ferry started regular service in 1916 across the Hunter River when the Public Works Department's steam ferry "Mildred" took up its run between slips located at Griffith Street (off Fullarton Street), Stockton, and at Lee Wharf Road, west of Merewether Street at the Basin in Newcastle. Prior to 1916 small, privately operated punts of limited capacity, had given spasmodic service but the growth of Newcastle (in spite of World War I cutting off the established coal trade markets) due to the prime dependence on coal mining being gradually shared with manufacturing industries such as the Steel Works and heavy steel fabrication plants, together with the growth in motor traffic dictated that regular vehicular ferry services across the Hunter mouth must be established.

The "Mildred" was a double ended craft, with a steel hull, 100 ft in length, 27 ft beam, a draught of 7 ft and a displacement of 200 tons. This vessel was capable of accommodating 15 vehicles and with a speed of 10 knots could provide a service of half hour frequency. "Mildred" was built at the nearby Walsh Island Dockyard, an establishment which built such land vehicles as NSWGT P-class tram 1682, and 248 trailer cars and 100 electric motor cars for the NSW Railway's Sydney suburban services and which fell victim of the 1929-32 Depression.

No matter how reliable a vessel proves to be, the time arrives when it must receive major maintenance and for a period of three weeks each year the "Mildred" had to be replaced by a relief punt consisting of a barge fitted with temporary side rails and end ramps lashed to a steam tug boat. This arrangement could carry 14 to 16 vehicles at one time, but the effort needed to manoeuvre the arrangement at each slip meant that only an hourly service could be operated.

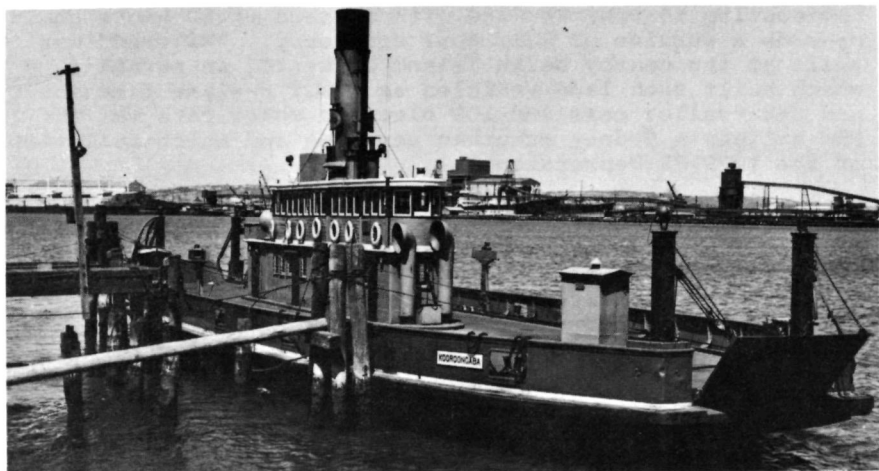
During 1930 the newly constituted Main Roads Board (later the MRD and finally the Department of Main Roads) took over the Stockton ferry from the PWD and at the same time established a cross Hawkesbury link at Peat's Ferry with the two new motor vessels "Francis Peat" and "George Peat".

By 1932 the "Mildred" was unable to handle the Stockton service alone with efficiency, as the crossing was by this time averaging 400 vehicles per day with a maximum of 700 at holiday periods. With the opening of the Sydney Harbour Bridge in March 1932, the smaller Sydney ferries "Kamilaroi", "Killara", "Kooroongaba", "Kedumba", "Barangaroo" and "Benelong" became surplus to current needs and the DMR was able to purchase the newest of these, the "Kooroongaba", for £7,500 (\$15,000) for the Stockton service.

### "Kooroongaba"

The "Kooroongaba" was a double ended steel vessel built at Walsh Island in 1921 to replace the early paddler "Warrane" which had served Sydney since 1883. "Kooroongaba" (which became 'DMR 34') was able to carry 30 vehicles (later registered with a capacity of 28 vehicles and 190 passengers) and her principal dimensions were: length - 145' 6"; beam - 38' 6"; and draught - 8' 6", and the triple expansion engine was rated at 750 Indicated Horse Power. The displacement was 313 tons. Prior to 1924 the vessel carried only kerosene lighting but after that date electricity was provided by a World War I "surplus" generator.

Although purchased in 1932 the new craft could not enter service immediately in Newcastle. Due to the deeper draught, when compared to the "Mildred", the slips had to be relocated to accommodate the "Kooroongaba". The dock on the Stockton side was rebuilt some 200 ft westward which enabled the sharp corners between Griffith and Fullarton



October 1971. The "Kooroongaba", withdrawn from regular service lays at the DMR Stockton Depot wharf. Three months later the ferry lay on the ocean floor, having sunk while being towed up the NSW coast en route for Manila.

Photo: Dennis O'Brien

Streets to be eliminated, while the Newcastle slip was removed to a new site about  $\frac{1}{4}$  mile eastwards on Wharf Road in line with Crown Street and free from the Basin. At the old Newcastle site the vehicular queue was situated on the southern side of Lee Wharf Road which caused cars and lorries joining the ferry having to cut across the busy wharf traffic but the new location enabled ferry traffic to line up on the northern kerb of Wharf Road and the ferry route to be more direct. These alterations were undertaken during late 1932 and about this time the top deck of the "Kooroongaba" was enclosed by windows and in this respect resembled the "Mildred".

The "Kooroongaba" was intermediate in size between the "Mildred" and the Hawkesbury ferries and the new Hunter River slips were designed to give a dock 125 ft deep and with pile wings wide enough to accommodate the large Peat's ferries.

There is evidence that the Hawkesbury ferries were used on odd occasions at Newcastle but this may have only occurred during trials after major overhauls at the nearby State Dockyards. This undertaking was also responsible for major overhauls on the regular Stockton ferries but minor jobs were carried out at the DMR Stockton Depot about  $\frac{3}{4}$  mile upstream from the Stockton slip near Hereford Street.

The DMR planned to use the "Kooroongaba" at Peat's Ferry during busy holiday periods but as no coaling facilities existed at the Hawkesbury crossing the Newcastle steam vessel would have to carry about 50 tons of coal to supply the daily appetite of 10 tons. Although the vessel could accomplish this there is no record of it actually making this transfer.

### "Lurgurena"

The "Mildred" remained at Newcastle for the next 14 years as the relief vessel but its limited capacity and increasing overhaul costs were such that the "Kooroongaba" maintained continuous service throughout World War II without a single major overhaul. The DMR was looking for another vessel and was able to purchase the Tasmanian steam ferry "Lurgurena" in 1945. This craft had been built at Saltney Shipyard in Chester, England, by J. Crichton and Co. Ltd. in 1924/5. The vessel entered service on the Derwent River between Hobart and Bellerive after a 113 day journey from England under its own steam and continued in this job until 1944 when the pontoon bridge at Hobart was opened for traffic.

Considerable repairs were required before the "Lurgurena" could undertake the voyage to Newcastle. Mr. G. Newell of Sydney won the contract for the delivery and the ferry arrived at Newcastle on Christmas Eve 1945. Further refitting was completed on the Hunter and a certificate was gained from the Navigation Department enabling 47 vehicles and 274 passengers to be carried. In later years this was



A link with the past has been broken. Trams have ceased operating on the North Bendigo and Golden Square routes and by the time this issue of TROLLEY WIRE reaches you, the Quarry Hill line will be closed and the trams to Eaglehawk will be just a memory.







Photo: J. Seletto

Above: Bendigo single truck trams 19 and 30 wait at Charing Cross for passengers from the Eaglehawk and Quarry Hill cars on a service which is no more....

Above Left: Number 19 again, this time passing the War Memorial at Charing Cross on the last day of operation for the tired little four wheelers, 4th March 1972.

Below Left: Bogies replaced the usual "trucks" on the last day of the North Bendigo to Golden Square service, Sunday 5th March. Cars 24 and 26 wait for departure time at Charing Cross.

\* \* \* \* \*

Details of the closure of this, the last of the Australian provincial tramways will be presented in the June issue of TROLLEY WIRE.

The End of An Era.....continued from page 11.

amended to 42 vehicles and 280 passengers. The "Lurgurena" amounted to 199 ft in length, 35' 7" in width, 11' 6" draught and a displacement of 552 tons. Triple expansion engines provided 1,150 IHP at 180 lb/sq. in boiler pressure.

Due to the large draught the "Lurgurena" (as DMR 38) could not enter regular service until 6th December 1946 when dredging operations at Stockton were completed, although a trial trip had taken place during October 1946 at high tide.

The "Mildred" was sold by public tender in 1946 for £9,250 (\$18,500) to the Phillip Island and Western Port Shipping Co. of Victoria, an undertaking which had purchased two vehicular ferries from Sydney in 1932. The hull of the "Mildred" is reputed to still be in existence at Port Adelaide.

#### "Koondooloo"

The growth of vehicular traffic after World War II indicated, in a survey conducted in 1948, that requirements at busy periods could not be met by the "Kooroongaba" and "Lurgurena" while the situation would be chaotic when the larger vessel was withdrawn for major overhaul leaving the "Kooroongaba" to handle the service alone with a half hour frequency.

The "Koondooloo" was offered to the DMR by Sydney Ferries Ltd. and the purchase negotiations were completed during December 1950, but extensive rebuilding had to be carried out before the ferry could operate at Newcastle.

The "Koondooloo" was built by Hawthorns Ltd. at Leith, in Scotland in 1924 as a motor vehicle ferry and arrived in Sydney in July 1924 after a trip made under its own steam. Rendered surplus by the opening of the Harbour Bridge, although it seems an attempt was made to continue the Sydney service after March 1932, work started in 1936 on conversion to a Showboat and the "Koondooloo" re-entered service in this new guise in 1937. As a passenger vessel of 800 tons displacement, the "Koondooloo" had an enclosed lower deck with open ends surmounted by an open upper observation deck. The open ends were soon covered by canvas awnings, later being replaced by steel and wood canopies. Late in 1938 the open top deck was fully enclosed to provide a dance floor.

In September 1942 the "Koondooloo" was requisitioned by the Navy and converted to a single ended workshop craft, "S 181", with a built-up bow, for war service with the Army in the Pacific Islands. In October 1946 "S 181" was returned to Sydney Ferries Ltd. at Sydney but it was not recommissioned as a Showboat. It was in this state that the DMR obtained the vessel for the Stockton run in 1950.

The "Koondooloo" was reconverted into a vehicular



The "Koondooloo in happier days as a showboat on the Harbour. The top deck was later enclosed.

Photo: courtesy of D. O'Brien.

ferry (DMR 39) with several improvements to the superstructure as carried in Sydney in the 1930's; these included enclosed top deck and raised wheel houses to provide rear vision (this later conversion had been made to the "Lurgurena") and the steam steering was replaced by a "Donkin" hydraulic system.

The vessel had a steel hull 192 ft long, 32 ft wide, and a draught of 11' 6". In the 1950's the vessel's capacity was rated as 51 vehicles but this was later modified to 42 vehicles with 283 passengers. The displacement amounted to 525 tons while the triple expansion engine was rated at 1,150 IHP with a boiler pressure of 180 lb/sq in.

By 1963 the average daily traffic loading on the ferries was 3450 vehicles, and this had risen to 3820 in 1968 and 4060 in 1970. On "peak" holidays during 1971 the daily average had risen to 5000. By 1968 the operation of the ferries was costing \$500,000 p.a. and this had risen to \$800,000 by 1971.

### Recent Operation

In recent years a 24 hour ferry service has been maintained at Newcastle using two ferries to provide a 15 minute frequency between 5.45 am and 11.45 pm (midnight on Saturdays) and a 30 minute service employing a single ferry between 12.15 am and 5.15 am. Routine maintenance was usually carried out on the released ferry during the early morning

hours, but the smaller "Kooroongaba" would be pressed into service during times of major maintenance on the larger ferries or during periods of light loading. During May 1971 this arrangement was undertaken when the "Lurgurena" was out of service for major repairs.

The ferries were coal burners and the bunkers were usually replenished each morning between 10 am and 11 am at the Newcastle slip by backing a tipping lorry onto the ferry and releasing the coal directly into the vessel's bunkers. The two former Sydney ferries were provided with passenger accommodation on the lower deck but the "Lurgurena" had its compartment on the upper deck.

65 men were required to work the ferry service of which 8 were ferry masters. Motor drivers and their vehicles were carried free of charge but additional passengers were charged 8¢ for adults, 2¢ for children and 1¢ for pensioners. Tram type paper tickets of 1¢, 2¢, 8¢, 10¢, 16¢ and 24¢ were issued. At one stage a roving conductor was located on each ferry (1950) but in later years the fares were paid while lining up to join the ferry.

#### Closure of the Stockton Ferry Service

During the 1960's the Kooragang Island development project was initiated to provide additional industrial land in the Newcastle port area. Under this scheme, Walsh, Goat, Smith, Dempsey, Table and Moschetto Islands were joined by reclamation works and access provided in 1965 by the opening of a bridge over the south channel of the Hunter River at Tourle Street, Mayfield. Work then commenced on the approaches of a four lane, 3358 ft concrete bridge to link Walsh Island to Stockton. Tenders were called for the bridge construction in 1968 and the \$6.5 million structure was opened on 1st November 1971 displacing the ferries. The bridge was designed to provide a vertical clearance of 100 ft and a width of 200 ft over the navigation channel on the north arm of the Hunter but motorists between Newcastle and Stockton now have to face an 11 mile detour compared with the former  $\frac{3}{4}$  mile ferry trip.

During the last day, Monday 1st November 1971, the two large ferries "Lurgurena" and "Koondooloo" were decked out with flags and maintained the usual 15 minute frequency. At approximately 3.30 pm the "Koondooloo" departed from the Newcastle side with its last load of vehicles and after disembarking them at Stockton at 3.45 the ferry departed up river with a complement of passengers to steam under the new Stockton Bridge opened by the Premier of New South Wales, Mr. (now Sir Robert) Askin at a ceremony starting at 2.30 pm. In the meantime, the "Lurgurena" left the Newcastle slips at 3.45 pm and the Stockton side at 4 pm to make the last regular return crossing.

As it was not usual to have more than two ferries moored at the Stockton DMR depot, the "Koondooloo" had to





The "Lurgurena", Newcastle-bound, passes "Koondooloo", on course for Stockton, dead ahead.

Photo: Dennis O'Brien

be moored to the "Lurgurena" at the north end of the dock while the "Kooroongaba" was located at the south end adjacent to the North Stockton passenger ferry wharf.

### Disposal

As early as April 1971 the DMR announced that the three Newcastle ferries would be available for sale later in the year and during September tenders were invited for their purchase closing on 12th October 1971. In all, six tenders were received, two for the purchase of one vessel, one for the purchase of two vessels and three for the entire fleet. Goldfield Metal Traders were the successful tenderers and obtained the three craft for \$12,000. Mr. Stuart White, a director of the firm, wasted little time in preparing the ferries for a deep sea journey by covering portholes and coal bunker gratings. Goldfield Metal Traders hoped to tow the ferries 4,000 miles to the Philippines where they could be sold as timber barges. Earlier, this undertaking had purchased the Sydney Showboat "Sydney Queen", which at one time had been a Sydney Harbour car ferry "Kalang", for \$22,000 and this vessel was to accompany the three Newcastle craft to Manilla where it would be sold for use as a floating restaurant/showboat.

The four ferries were destined not to reach their new home.

.....to be concluded.



Former Kiama loco, Davenport 1596, with saddle tank removed at Marsden Museum. The crossover can be seen in the foreground.

Photo: K. McCarthy

#### MARSDEN MUSEUM OF HISTORIC ENGINES - GOULBURN

Since the repainting of the 0-6-0 Hudswell Clarke 2ft gauge tender locomotive and the commissioning of the former Melbourne cable tram trailer in April, 1971, work has been mainly concerned with the demolition of a large gas engine powered electric power station retrieved from Dalgety's 19th century wool store at Millers Point in Sydney and its delivery to the Marsden Museum. TROLLEY WIRE intends to report on this project, giving a brief historical report, when work is launched on its re-erection at Goulburn.

The task of reconditioning the former Kiama 0-4-0 Davenport locomotive is progressing. This engine steamed on the opening day of the museum on 4th April, 1970 but since then, the saddle tank has been lifted and the boiler casing and lagging removed to enable major restoration to be undertaken.

On Sunday, 14th November, 1971 an RTM steam train tour to Goulburn via Wollongong, hauled by 3526, included a visit to the Marsden Museum as one of the highlights of the day, but a heavy shower of rain took much of the glamour from the event. On this occasion the 0-6-0 Krauss loco, built 1896, the 0-6-0 Hudswell Clarke engine (1915), and the 0-4-0 (ex-Kiama) Fowler loco (1923) were in steam.

The wheels, frames, motion and cylinders of the former Corrimall Coal Company's 2ft gauge 0-4-0 Krauss loco, B/No. 6927 of 1914, were delivered to Goulburn on 16th Dec-

ember. 1971. This loco was set aside from active duty, on a siding located at the edge of high fill, during 1948 leaving the Robert Hudson and the R. Hawthorn "Burra" locos to handle the haulage of the 2ft gauge coal skips between the Corrimal colliery tunnel mouth and the top of the self-acting incline under "Broker's Nose". By 1950 the siding had subsided leaving the loco standing at a precarious angle. As time and weather progressed so the Krauss tipped further over and by 1963 it was observed to have turned right over and to have slid down the hillside to be lodged amongst thick undergrowth. Since then various parts have been removed leaving the undergear to be the only worthwhile portion to be preserved for spare parts at Goulburn.

During December, 1971 work was well advanced on the laying of a facing crossover between the two deadend roads at the pumphouse. A runround loop is provided at the Crookwell Road terminus of the museum railway but shunting at the pumphouse has to be carried out by manhandling the open cars and by two engines in steam or a tailrope when the heavier cable car is in service. When the crossover is in use and the two deadend sidings are extended further west, the operation of the railway will be simplified.



Chassis of Corrimal Krauss loco 6927 at Goulburn, 31st December 1971. The gas producer from the Dalgety's power house can be seen in the background.

Photo: K. McCarthy

TOP PHOTO NEXT PAGE:

"Look what I have done!" Krauss loco 6927, abandoned at Corrimal, September 1951.

Photo: K. McCarthy

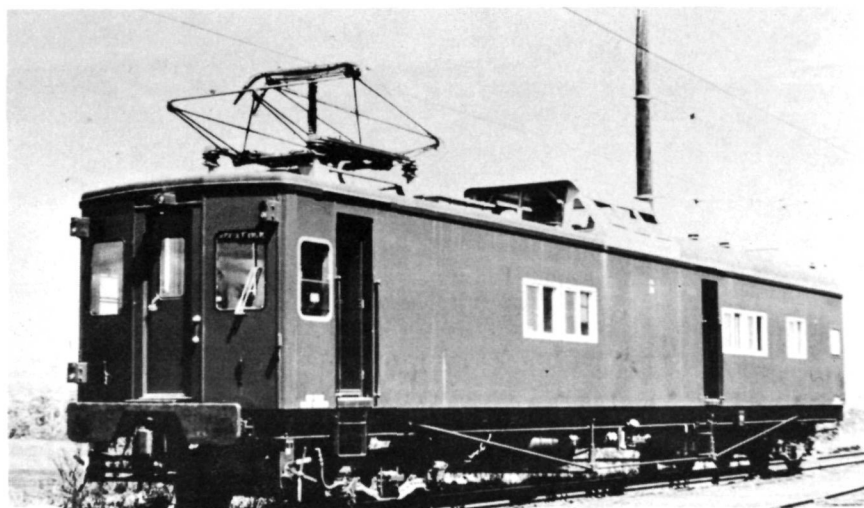


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## AL 20

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On 28th February the Railway Department's newly commissioned overhead line inspection car AL20 visited the National Park branch line. A proposed parallel run with 99u, the Society's overhead line car failed when 99u refused to accelerate from the museum line south terminus during a torrential downpour which lasted only five minutes, just long enough for AL20 to travel between National Park station and Loftus station.



AL20, the new Railways Department overhead line inspection driving trailer car.



# \* MUSEUM Notes & News

From St. KILDA

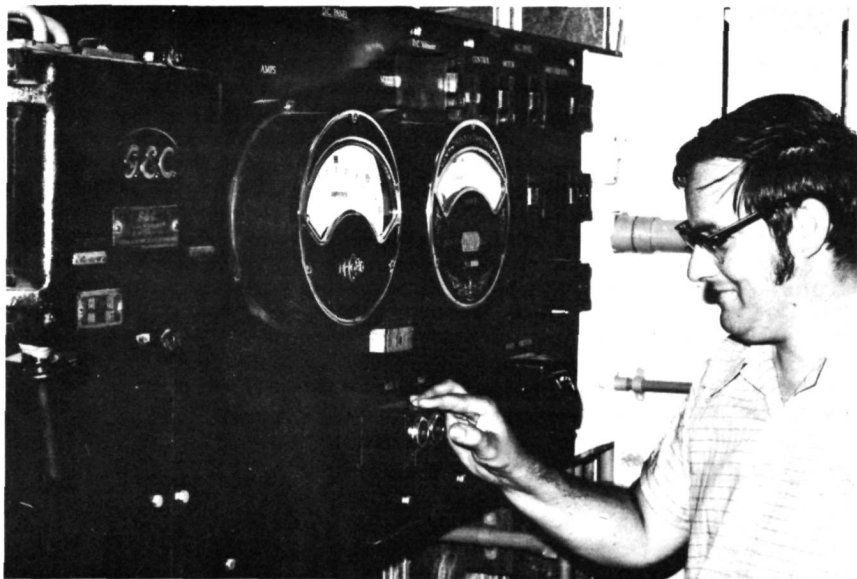


Photo: J.W. Hoffmann

"Well - here goes!" Peter Keynes presses the button to start the newly installed motor-generator set at St. Kilda on 1st January 1972. Although the generator was in position on 24th December 1971, the A.C. starter, which had been despatched from Sydney as a separate consignment, was not located at the freight depot until 29th December. Installation was completed by members working late into the following evening, and the unit was passed by an inspector from the Electricity Trust of South Australia on 31st December. During the afternoon final circuit tests were made on car No.1 before power was applied.

## HORSE TRAM TO BE RELOCATED

Work has commenced on a short extension to the narrow gauge track on Road 6 to allow the electric locomotive to be moved further into the shed. A section of dual gauge track will then be laid at the western end of the bay and the horsetram will be transferred to it.

## CAR BODY RESTORATION PROGRESS

The dash canopy lighting and yellow stripes have been removed from the motorman's cabins of Ballarat car 34 and the car returned to its 1955 appearance.

Interior restoration of car 111 is nearing completion. Particularly impressive is the work of Max Fenner

who has restored all the birds-eye maple ceilings by stripping the old varnish, patching damaged sections and renewing all gold lining before revarnishing.

#### COMPETITION INCREASING

A recent decision by the Municipal Tramways Trust has increased the pace of competition between the Museum and the Trust in tramcar restoration. Following the restoration of cars 364 and 363 in grey and red, the Trust is to experimentally restore two cars in the Tuscan red and deep cream colour scheme which was abandoned in 1952. The first car to be so treated will be 373. It is understood that Trust officials have been disappointed with the durability of the grey enamel used on 364 and 363 which both showed signs of deterioration soon after re-entering service (see TW, December 1971 - back page). Although restoration of the varnished interior woodwork seems to be universally preferred within the Trust, the cost is considered prohibitive and the new aqua and white interior colour scheme is to be retained.

from **LOFTUS**

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#### CAR NEWS

The Society recently took delivery of two GE 275 (60 hp) motors and gears (new) in exchange for one of the spare GE 67 motors. If failure of the roller bearings in the GE 275 motors fitted to Brisbane Dropcentre car 295 poses too much of a problem then plain brasses and these new motors may provide a solution to one of the problems which has



"Mac's Carnival Organ". The fairground organ which appeared at Loftus on the occasion of the SPER Member's Day, 1971.

kept this car out of service for so long. In the meantime further activity is to be undertaken to continue the restoration of 295 to the smart silver and blue colour scheme of the late 30's and early 40's.

After considerable delay work parties have once again descended upon Brisbane Centre Aisle car 180. Progress to date has seen the removal back to bare wood and metal of virtually all internal paint, and subsequent priming of these surfaces, and the reinstallation of seating and the massive steel brackets supporting the sides of the car. A call is being made to members who can spare a few hours on Tuesday evenings to assist in this work.

N-class car 728 is now sitting level again after the installation of the second reconditioned bogie. During the period between the installation of the first and the second bogies from under the Prison car, 728 had a pronounced down hill tilt. This was due to the extreme wear on its own wheels. Work is now under way on the reconstruction of the second GE 90 motor which when installed and completed will apart from minor body work, complete the restoration of this tram.

#### GENERAL NEWS

The spare resilient wheel bogie obtained from the BCC with "Phoenix" car 548 which had been at Bob Harvey's home has now been delivered to Loftus. The bogie was loaded onto and offloaded from a truck in a manner similar to that described in TW for August 1969, but things would have been easier had a few more members turned up to assist.

London taxis are rare in Sydnev. However, recently two were seen together. The occasion? Prominent SPER member Phil Parker married Janine Young at St. James Church, Turramurra on 18th March last and the two taxis were used as wedding cars; one being supplied by fellow member Dave Griffiths. SPER members attending the wedding made use of a 1938 Chevrolet Maple Leaf Bus driven by Dennis O'Brien.

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BACK PAGE: The red brick of the Bendigo Gasworks provides a backdrop to car 7 as it turns from Caledonia Street into Thunder Street, North Bendigo after allowing a group of homeward bound schoolchildren to alight on Thursday 2nd March 1972.

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