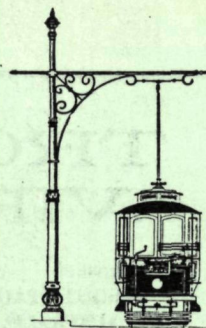


# TROLLEY WIRE

Journal of  
AUSTRALIAN TRAMWAY MUSEUMS

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

THIRTY FIVE CENTS



JUNE 1972



# TROLLEY WIRE

Journal of

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

JUNE 1972

New Series

Vol. 13

No. 3

Issue No. 140

## THE ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY

With this issue of TROLLEY WIRE we welcome yet another preservation group to the ranks of similar societies using TW as their house journal - the Illawarra Light Railway Museum Society. The ultimate aim of this group is to lay and operate in or near Wollongong, NSW, a two foot gauge steam tram line using, wherever possible, material salvaged from some of the numerous colliery lines to be found in the Illawarra area. TROLLEY WIRE, on behalf of the AETM, WAETA, BTPS and SPER offers best wishes to the ILRMS in their venture and we look forward to reading further of their activities in future issues of the magazine.

## R.I.P.

On 20th May 1972, the firm of Gardiner's Body Works was destroyed by fire. This Brisbane firm was responsible for the construction of a number of the Brisbane centre aisle cars and some dropcentres. SPER car Brisbane No.180 is indicated in the records as being one of the Gardiner trams.

## SPER - NOTICE OF MEETINGS

The Annual General Meeting will be held on 23rd June 1972\*. The next General Meeting will be held on Friday 25th August 1972. Both meetings will be held in the Railway Institute Devonshire Street, Sydney to commence at 7.30 pm.

\* Note: date still to be confirmed by letter.

\* \* \* \* \*

COVER PHOTO: Melbourne Y1-class car 610, on tour, traverses treelined Victoria Parade, on one of the many reserved track sections of the Melbourne and Metropolitan Tramways Board's system.

Photo: Noel Gipps



## ROCKHAMPTON - - - REVISITED

compiled by Ken McCarthy

The subject of the Rockhampton Tramways has been largely neglected, the only recent accounts being those appearing in this magazine during February 1967 and October 1967 based largely on observations made by readers during rushed visits to that Queensland city.

Details of the Rockhampton Tramways have always interested the writer since a visit, made on a school boys' excursion during 1947, revealed that a street steam tramway had flourished in that city, but closed just eight years previous to that visit. Mixed reports, over the intervening years, stating that some relics and trackwork still existed kept alive interest in the subject until a visit during September 1971 finally revealed that a treasure trove of items relevant to the tramway can still be seen, even though buses took over the service in 1939.

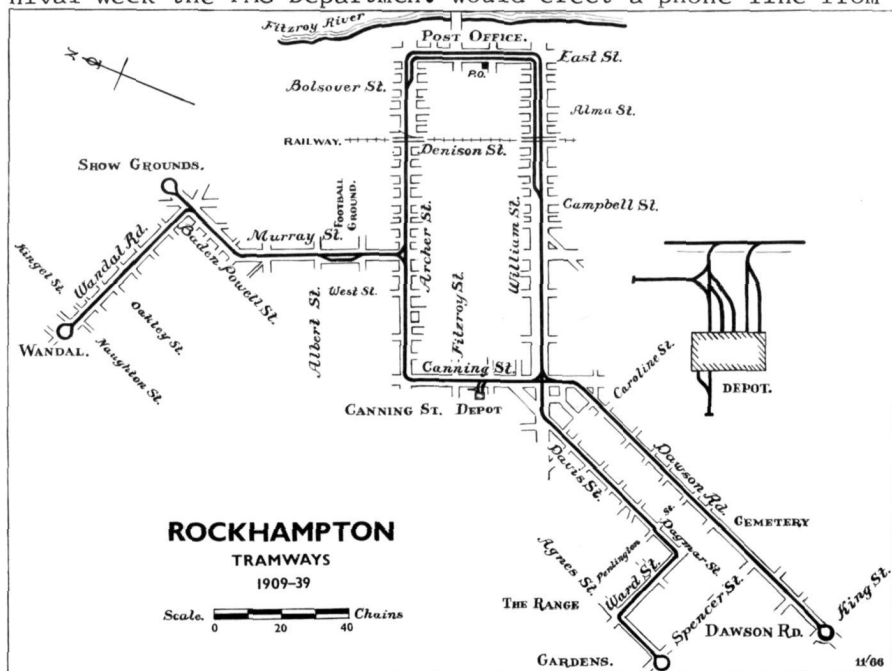
As mentioned in TROLLEY WIRE in February 1967, the 3'6" gauge Rockhampton steam tramways were officially opened on 5th June 1909 and closed on 24th June 1939 and at the time of closure 9 steam powered passenger cars and 6 trailers, all constructed to the open cross bench design, were on the roster. Details of the rolling stock will be presented in a future TW; this section will deal with remaining relics and some unusual features of the operation.

The reason for being opened in June and then being abandoned in the same month, thirty years later, was not a co-incidence. The celebrated "Carnival Week", a mixture of

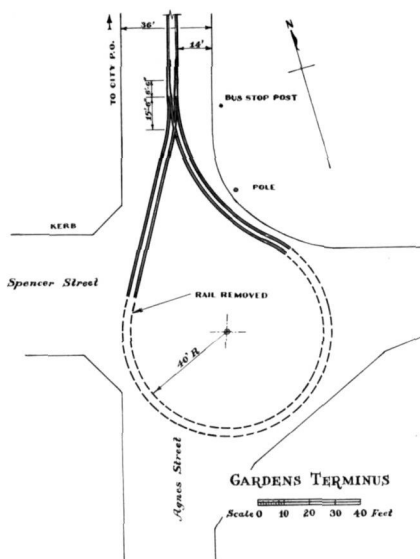
agricultural show and rodeo extravaganza, attracts thousands of people to Rockhampton and this event caused the system to be prematurely opened for traffic during the show period and a partial service of tramcars to be retained until June 1939 even though sufficient buses were available for conversion three months before this date.

At the opening, the system consisted of a belt line of 2 miles 60 chains, almost half of which was double track, around the closely settled city area and from this, three suburban lines branched out to Dawson Road and the Cemetery (1 mile 40 chains), "The Range" and the Gardens (1 mile 8 chains), and to the football grounds and the Show Grounds along 70 chains of track.

The depot was located on the belt line in Canning Street, at the Denham Street corner. As all powered cars were of single ended construction, balloon loops were located at each suburban terminal, with that at the Show Grounds being larger than the other two to hold several trams at peak loading times, and a triangle stood in the depot yard. Elaborate triangular junctions were constructed at the two major tramway intersections to enable through running to the depot. A long passing loop could be found in Murray Street, outside the football grounds at Albert Street. This was used to pass up and down trams on the single track section during show traffic and to park cars clear of the main line during football matches. During Carnival Week the PMG Department would erect a phone line from







Murray Street to the tram depot to enable additional trams or an emergency team to be called quickly to deal with any load increases or derailments.

Press reports reveal that the opening of the tramway for Carnival Week in 1909 was somewhat premature as construction was incomplete and the staff had not been trained to a degree where a dependable service could be operated. The tramway worked spasmodically for the next year and not until late 1910, after workshop facilities and track adjustments had been made, was a regular service launched.

Several extensions to the basic system were planned but due to shortages caused by World War I, such as lack of manpower and the inability of the Purrey Engineering Works of Bordeaux, France, to provide replacement parts for the boilers, engines and chasses used in the power cars, the only route extension made to the Rockhampton system was a single 52 chain line from the Show Ground to Wandal along Wandal Road. This extension, opened in 1922, brought the total mileage to 6 miles 34 chains, which remained in service until 1939. Photos suggest that a turning triangle could have been provided at Wandal at the opening, but a balloon loop turnback was certainly located there in later years.

On the closure of the system, track was not immediately lifted, but coated with tar as routine road maintenance took place. As a result, much of the trackwork is still in place, except for the Showground and Wandal line beyond the Archer & Murray Streets junction.

The Show Ground line seems to have been located as side of road reservation along Murray Street, while beyond the Show Grounds loop the Wandal track was in centre reservation as far as Oakley Street and on side of road location beyond. It would be fair to say that some of the adjacent paving on roads in Wandal region consisted of loose gravel so it is difficult to consider the track as being isolated from the road surface. Some of the Wandal line was lifted for other use during World War II but a short length of the grooved track is still in position at the Oakley Street intersection.

The length of track most clearly seen today is that along William Street west of Denison Street to the Gardens, while the Canning Street line between Dawson Street and

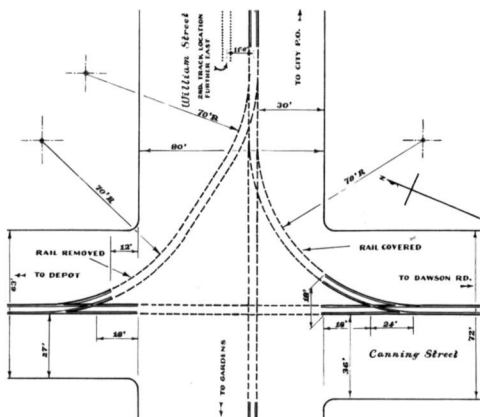
Denham Street is quite obvious. With the exception of the Archer and Canning Streets corner which can be clearly seen, the Archer Street track can only be detected with difficulty while the Dawson Road stretch is in a similar state. The depot yard rails have long been removed and although the double track along East Street is well covered with island gardens, the installation of centre light standards in June 1967 revealed the presence of buried track in that thoroughfare which had to be removed in isolated 1 ft pieces to enable foundations for the lights to be prepared.

The balloon loop at the Dawson Road terminal can no longer be seen but that at the Gardens is partially in position with much of the curved track removed but the 'Y' junction entrance is still in evidence. Detailed measurements taken of this terminal revealed the circle to be of only 40 ft radius yet the track gauge on this curve remained at 3'6". The Sydney loading gauge tables indicated that the sharpest tramway curve, that of 50 ft radius, required a gauge increase of 1 inch. The power needed to work the Rockhampton trams around the tight gauged Gardens terminal loop must have been of a high order.

The Rockhampton tramway crossed the double track Queensland Railways, laid in street formation along Denison Street, at two places. The double track crossing at William Street required four diamonds. The tramway was single track at the crossing in Archer Street, but as the branch line to Archer Park station yard was also crossed, three diamonds were located at that point. No safeworking protection devices were installed at these crossings, but after one collision, which took place in January 1919 at the Archer Street crossing when a northbound train in Denison Street collided with the trailer hauled by tramcar number 7, the Queensland Railways ruled that trains passing in Denison Street could only do so between intersecting streets. The driver of tram 7 had allowed a southbound train to pass and

then crossed the tracks into the path of the northbound train. These crossings were lifted soon after the closing of the tramway.

The original tram depot, consisting of two distinct buildings side by side, still serves as a bus workshop. In tramway days the two southern roads within the "lean-to" structure generally housed the trailer cars while the remaining tracks served the power cars. The workshop, at the northern end of the structure, was reached from



the rear of the depot. All traces of the depot trackwork have vanished.

The large council bus fleet is now parked in the open. Two items from the late tramway days can still be seen in the council area adjacent to the tram depot site; these are two steam rollers. One is still in active service but the other, a Cowley of 1939 bearing number 4 on the council's roster is standing disused. This roller bears a plate labelled 4-12-39 indicating a working boiler pressure of 180 psi.

After recording the remaining track details a visit was paid to Mr. C.J. Bull of Wandal. Mr. Bull migrated to Rockhampton from England in early 1909. He vividly remembers arriving at the mouth of the Fitzroy River one evening and being transhipped to a steam launch for the journey up river to the city. His family disembarked soon after midnight, at the wharf near Stanley Street, and as they struggled up William Street searching for their boarding house, Mr. Bull remembers passing excavations for the tramway, then being constructed.

Mr. Bull joined the tramways in 1922 and after serving as a tramdriver with a 2nd class steam certificate, he transferred to the buses in 1939 as a driver. He continued on the administrative side of the undertaking before retiring in the 1960'S. It seems that drivers with 2nd class steam certificates could operate both the simple and compound expansion steam trams, while those with only a 3rd class certificate were limited to the simples.

Mr. Bull proved to be a mine of information. A point which emerges when discussing the subject with former tram travellers and employees of Rockhampton is that most can quote tram fleet numbers when describing their memories----



Canning Street depot 1938. Trailer 10 is almost hidden in the shed at the left. Power cars 6, 3 and 8 are in the main shed

Photo: Ken Magor collection



East Street, Rockhampton around 1912. Cars 7 and 8 are closest to the camera, the air hose connections for the trailer's brakes can be seen. The trams are carrying roof destination boards and auxiliary signs on the aprons.

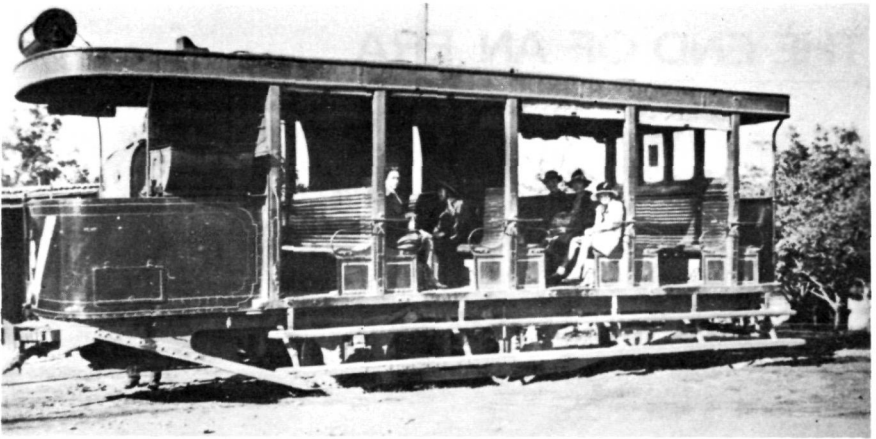
Photo: Ken Magor collection

such is the impression that the system left on those who used it. But as in Sydney, the former patrons either liked or hated the service provided, there were no half measures!

Mr. Bull recalled many items vividly: During the 1930's the service was generally through routed between Gardens and Canning Street, and Dawson Road and Wandal, both services passing the post office in East Street. Prior to this, the timetables reveal that the through routing occurred without a set pattern. Canning Street cars went to either Gardens or Dawson Road etc. with some trips at busy periods around the belt line, from depot to depot. One timetable from around 1920 shows details of an "Extra Late Prowler" service around 10.45 pm. Whether its duty was to round up any drunks and take them home or not remains to be explained! Other runs during busy lunch periods had first stop limitations at West Street for the southern lines and Murray Street for the northern lines.

Stripes were painted on the motor cars about 1931. The front apron carried a large white 'V' while the rear panel displayed an inverted 'V'. The reason for these stripes was to enable the driver on a single track section to readily tell whether the tram in the distance was steaming away from him or towards him. When Mr. Bull was asked about car 8 which carried an inverted 'V' on the front apron (see TW - Feb 1967 and Oct 1967), he laughed before he supplied the simple answer to the query.... the painter made a mistake! A photo since discovered taken about 1938 reveals that the error was later corrected.





Car 8, about 1938. By this time the apron "V" appeared the right way up on the front. Not so clearly seen are the interior advert. racks above the doors. These were unique to this car.

Photo: Ken Magor collection

Between April and 24th June 1939 trams operated only a partial service, mainly during periods of heavy loading, and during this transition time the new buses used the centre of the road tramway safety zones to serve passengers. In fact some residents claim that the buses would not pull into the kerb at suburban stops either, but stood on the tram tracks at the crown of the road to take up passengers. The new bus fleet consisted of ten diesel powered Albions built by Waddingtons-Commonwealth Engineering Company in Sydney. These were delivered under their own power over the 1,000 miles of indifferent quality roads in groups.

To accommodate the new buses, and their maintenance facilities, the dead end track on the depot triangle was extended parallel to Canning Street into the Council's quarry area to enable the tramcars to be stored clear of the depot area. This extension just enabled the fleet of 9 motors and 6 trailers to clear the bus area and Canning Street. A sketch will accompany a later part of this article setting out the position of this rolling stock in this line up and it would seem that car 4 or tram 5 hauling trailer 10 were the last vehicles to traverse the tramway on that closing day.

Several clues were obtained last September as to the possible location of rolling stock remains. Visits to the railway wharf and the cricket grounds revealed nothing, but success awaited at Port Alma and at the local scout's camp, details of these discoveries, as well as detailed rolling stock notes will be published later in TROLLEY WIRE.

# THE END OF AN ERA

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## PART TWO



continuing the story of

EXIT.... the Sydney and Newcastle Vehicular Ferries

### The Disastrous Voyage

On winning the tender for the purchase of the Newcastle ferries, Goldfield Metal Traders engaged the services of the seagoing Philippines tug MT "Polaris" commanded by Captain Benito Cirara (ex USS "Pacific Reserve, ex HMAS "Reserve", 144 ft) from Top Service Inc. of Manilla to tow the vessels to the Philippines at a cost of \$12,500 each. A figure of \$100,000 has been mentioned as the expected profit of the venture if the four ferries could be delivered safely.

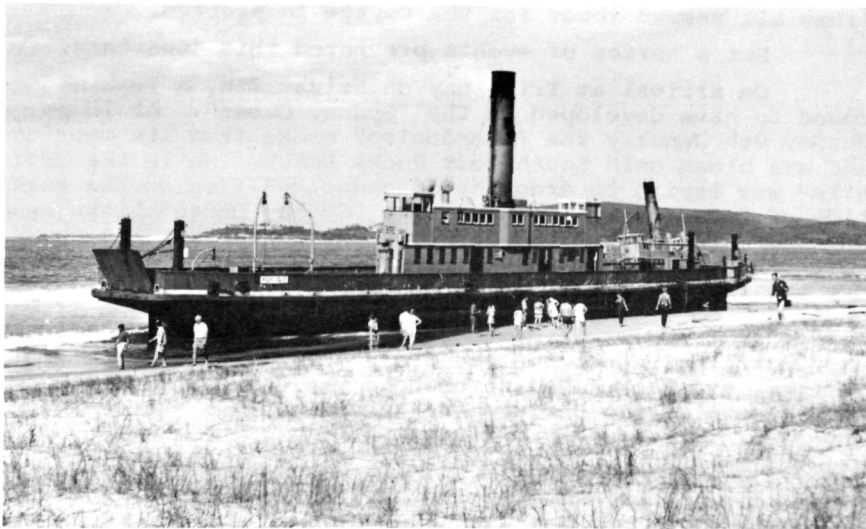
Part of the bulwarks of the "Sydney Queen" were cut away to accommodate the tow lines and the first leg of the journey from Sydney to Newcastle was successfully accomplished at 11 am on Wednesday 22nd December when the "Polaris" and "Sydney Queen" were assisted into a Hunter berth by the tug "Castle Cove". The journey had not been without difficulties as the bollards on the ferry to which the tow line was attached broke and in regaining the tow the "Polaris" holed the ferry's bow above the waterline.

On Saturday 1st January 1972 the "Polaris", assisted

by two local tugs, left Newcastle Harbour with the four ferries closely secured together. Behind the tug was the "Sydney Queen" to starboard and "Lurgurena" to port followed by "Koondooloo" to starboard and "Kooroonabga" to port. About half a mile off the coast it was planned to release the ferries from this tight formation so that they would trail in line for a total distance of 2846 feet.

Eyewitnesses reported that the "Kooroongaba" drifted from the group before passing Nobby's Head and before the towline drew taut the ferry drifted close to the Stockton breakwater. The Newcastle Harbourmaster, (Captain K. Hopper) later reported that the ferry had suffered no damage. On clearing the port the vessels were manoeuvred in line and by TV observation it appears that the order was the "Polaris" followed by "Lurgurena", "Sydney Queen", "Koondooloo" and "Kooroongaba".

At 8.10 am, on Monday 3rd January 1972, Captian Cirara radioed that the "Kooroongaba" was in danger of sinking 15 miles off Crowdy Head almost 100 miles north of Newcastle and that an attempt would be made to beach the foundering vessel. The tug is believed to have cast off the convoy to reach the "Kooroongaba" but in doing so the screw became tangled with a tow line. The "Koorangaba" sank in 56 fathoms after which the remaining three ferries were taken in tow again and the disabled tug limped towards Trial Bay, 75 miles to the north, at a speed of 2 knots. The loss of the "Kooroongaba" is reported to have cost Goldfield Metal Traders \$25,000.



Before the storm.... "Koondooloo" with "Lurgurena" in the background at a time when salvage would still have been possible.

Photo: Dennis O'Brien



Beached, but intact, the "Sydney Queen" waits for a high tide and the "Polaris" to return.

The tug and ferries reached the entrance to Trial Bay on 5th January and, with some assistance from the fishing launch "Yessabah", finally moored to the oil terminal buoys on Friday 7th January. A local skin diver was able to free the entangled line from the tug's screw and except for a slight delay while awaiting the delivery of new tow lines all seemed ready for the voyage to proceed.

But a series of events prevented this departure.....

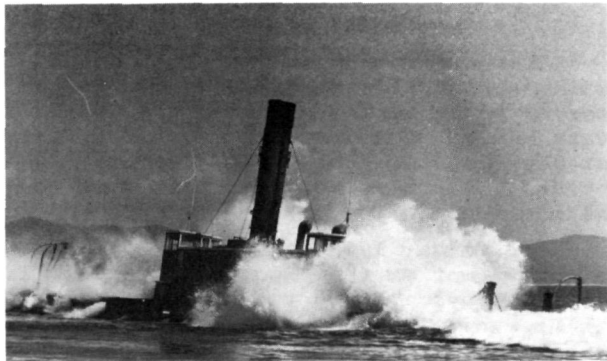
On arrival at Trial Bay on Friday 7th, a leak was found to have developed in the "Sydney Queen". At 10 pm on Sunday 9th January the "Koondooloo" broke from its moorings and was blown onto South West Rocks Beach. While the "Polaris" was trying to drag the "Koondooloo" free on the early tide of Tuesday 11th January, the "Sydney Queen" broke away and the "Koondooloo" had to be abandoned so that the showboat could be retrieved. Just after noon on the following day the "Sydney Queen" again broke from its moorings but could not be reached in time by the "Polaris" before it came ashore just 400 yards north of the "Koondooloo". During the day 20 knot winds forced the "Polaris" to leave Trial Bay. If these troubles were not enough, the "Lurgurena" broke away from its buoy during Wednesday night and beached near the other two ferries

The first successful feature of the exercise occurred on the night of Thursday 13/14th January when the tug managed to free the "Lurgurena", but the Friday proved to be a day of difficult decisions. It seemed that the "Koondooloo" could perhaps be refloated on expected high evening tides but permission to take the ferries into the Macleay River was refused as the vessels were of too large



the "Lurgurena"  
at right: seas  
break over the  
ferry.

below: the re-  
mains, sunk off  
the beach, with  
wheelhouses and  
passenger saloon  
smashed.



a draught to negotiate the bar and no shipbreaking facilities existed on that river. By Friday evening waves were breaking through the "Sydney Queen" and the engineroom was flooded.

On Saturday 15th January the "Lurgurena" was reported still safe at the buoy. The "Koondooloo" was still sound but the wooden upper structure of the "Sydney Queen" showed some deterioration, while an attempt was made in the afternoon to pump out the engineroom on the "Sydney Queen" in preparation for floating her sufficiently to enable the vessel to be towed free into deep water or further up the beach for scrapping.

At this stage some former crew members of the ferries volunteered to make the journey from Newcastle, raise steam in the vessels and endeavour to propel them into deep water by their own power. However, the wheelhouses had been stripped and parts were missing from their steering gear and enginerooms, making such an attempt impossible.

Throughout Sunday 16th January the "Polaris" tried, without success, to drag the "Koondooloo" free. Consideration at this stage was being given to towing the ferries to either Ballina on the Richmond River, or back to New-

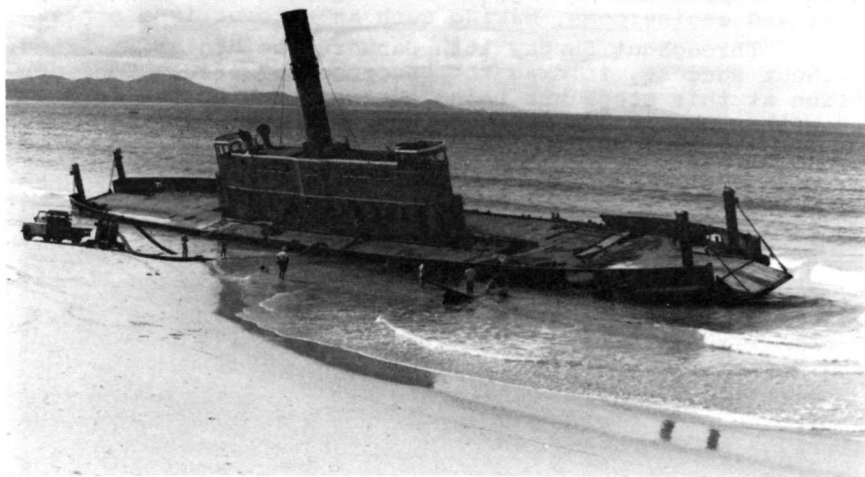


castle, if they could be freed.

The attempt to refloat the "Koondooloo" on Sunday evening's high tide was abandoned when the "Lurgurena" was observed to be taking on water due possibly to the hatch covers having been disturbed when the vessel was beached four days before. The "Lurgurena" was again hurriedly grounded, this time to prevent it sinking at the oil terminal moorings in the bay,

On Monday 17th January the "Polaris", after a last towing attempt on the "Koondooloo", left Trail Bay for Manilla. On Tuesday 18th two MSB officers held discussions with Mr. White as to the future of the stranded ferries. In the meantime Mr. White started to dismantle the easily removeable parts from the ferries for sale as on-the-spot souvenirs, this being aimed at removing temptation from the way of vandals and amateur scrap dealers. Two proposals were discussed; one, that heavier tugs be engaged locally to free the ferries and tow them to a safer haven or the other consideration was that they be broken up for scrap on the beach. On Tuesday night the announcement was made that they could not be refloated, and that they would be broken up on the beach.

The next few weeks saw little done on the ferries. The continual pounding of the seas had smashed almost all of the "Sydney Queen's" lower deck away, and most of the upper deck as well, moved the "Koondooloo" further up the beach and was smashing the "Lurgurena", sunk 200 feet from shore. Cyclone Daisy early in February caused very heavy



Pumping out of the "Koondooloo's" engine room in an effort to salvage engine parts.



"Sydney Queen" after the cyclone had passed, settled into the sand just out from the beach.

seas along the NSW coast. When the cyclone had passed and the seas abated, the skeleton of the "Sydney Queen's" upper deck was all that remained above water, the "Koondooloo" had been blown further up the beach and the "Lurgurena" was marked by rusted steel, all that remained of her wheelhouse.

It is expected that it will take at least six months to remove all traces of the three ferries from the beach at trial Bay.

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In a future issue of TROLLEY WIRE we will conclude this story with a resume of the history of the "Kalang".

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#### FOOTNOTE:

The closure of the Stockton Ferry has reduced to thirteen the number of vehicular ferries operating on the main road system of NSW. In addition to this number there are several small council controlled services throughout the state. In 1925 when the Main Roads Board (later DMR) was established some 45 ferry workings came under their control. In 1930, the motorist brave enough to follow the North Coast Highway (later Pacific Highway) from Sydney to Brisbane was confronted with thirteen vehicular ferry crossings!

Ken McCarthy wishes to thank Vic Solomons, John Shoebridge, John Beckhaus Dennis O'Brien and Bob Merchant, also the Dept. Main Roads for the use of material contained in "Main Roads" for November 1932 and June 1947; and an unpublished DMR manuscript dated 9th November 1961. Acknowledgements are also made to the "Sydney Morning Herald", "Australian", "Newcastle Sun", "Newcastle Morning Herald", ABC Radio and TV News Service, the Macquarie News Service and the ATN Channel 7 News Service. Thanks are also due to Bill Allen for supplying photos, including the one on page 15 of the April 1972 issue, obtained through Dennis O'Brien.



## Bendigo Tramways... Farewell

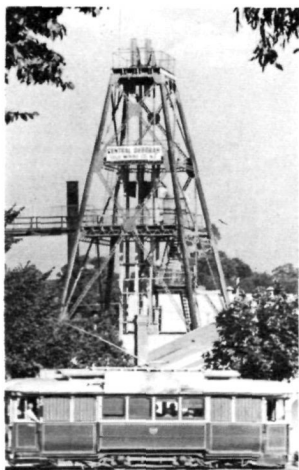
Bogie cars 18 and 5 standing at the inner gate of the Bendigo Depot ready to depart for the last afternoon of service on the Bendigo Tramways.

Photo: Bob Harvey

In what has been described as the most emotional farewell for many years, the residents of Bendigo and Eaglehawk said "Goodbye" to the trams which had served their community in various forms from 1890. Little of the vandalism which characterised other closures was evident. Sunday 16th April saw services commencing at 12.15 pm; characteristically no services were run in Bendigo on Sunday mornings except when necessary to meet a train from Melbourne.

Bogie car 18 led the procession of cars from the depot on this last day of service. Cars 18 and 24 operated during the afternoon but returned to the depot before the final runs. At 5 pm, cars 5 and 25 left Quarry Hill, with 25 leading for the last run, while cars 2 and 26 departed from Eaglehawk on the last inbound run. In the meantime, Birney cars 28 and 29 had been driven out to Charing Cross to join the last procession back to the depot. 28 carried tramway staff for a last run while 29 was reserved for other special guests. Cars 26 and 2 were met at the top of View Street by bands and proceeded slowly to Charing Cross. Here the six cars lined up in Pall Mall; 29, 25, 2 and 26 on the correct road in that order. Cars 5 and 28 ran "wrong road" to the end of the double track in Pall Mall. The convoy of cars led by brass and pipe bands moved off slowly down Pall Mall, with the Mayors of Bendigo and Eaglehawk taking the controls of cars 5 and 26 respectively over part of the trip. At the end of the double track 29 took the lead and preceded 25, 2, 5 and 26 into the depot. To Birney car 28 was left the distinction of being the last car into the depot at 6.13 pm.





Bendigo car 7  
passes the  
Central Deborah  
mine head.



ARHS-TMSV tour convoy, comprising bogie car 5, single trucker 6 and Birney car 28, continue along High Street after crossing the outward bound regular service car at the Myrtle Street loop.



Saturday 15th April 1972. Birney car 28 in Pall Mall on its last passenger run, from Charing Cross to Eaglehawk, to pick up a special group hiring run.

Photo: Bob Harvey



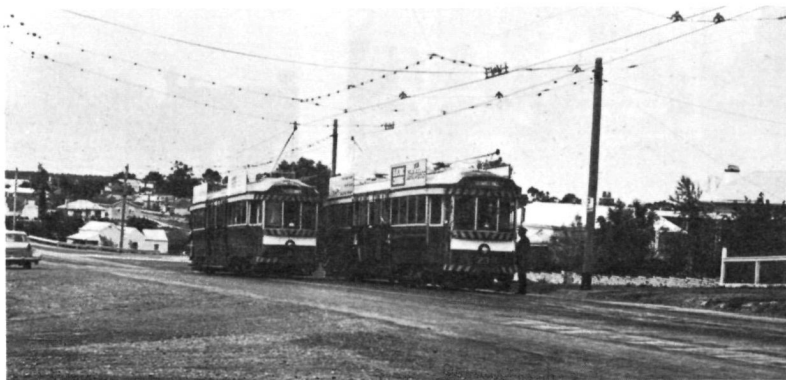
Cars 18 and 5 pass at Charing Cross. With only a few hours left in service the trams wait for capacity loads carried on the last trips.

Photo: Bob Harvey

Birney 28 was operated on special hire on the day prior to the closure and during the course of the trip carried paying passengers on a run to Eaglehawk - probably the last revenue run for a Birney car in the whole world in other than museum service - conveying a wedding party to the Railway Station and return.

On Thursday 20th April, bogie car 26 which had been donated to the Eaglehawk Borough Council was driven from the Depot to Eaglehawk terminus and placed in an open yard next to the "Log Lock-up" at the rear of Eaglehawk Town Hall.

The disposal of the tramcar fleet, the equipment and track and overhead on part of the Golden Square to North Bendigo line is being delayed pending a decision due by 30th June on whether the Bendigo Trust will be granted permission to run a museum tramway service from the Chinese Joss House at North Bendigo to the Central Deborah Mine near Golden Square. If the Trust is successful, they intend to retain all remaining trams for their own use.



Bogies 3 and 23 at Job's Gully Loop on the Eaglehawk line in October.

Photo: Noel Gipps

# \* MUSEUM Notes & News



Industrial archaeologist at work! ILRMS Operations Manager Tony Madden starts excavations at the Corrimal incline on the 3 ft gauge side tip wagon, 12th March 1972.

Photo: Ken McCarthy

## from **WOLLONGONG**

### Illawarra Light Railway Museum Society

The first general meeting of this new museum society was held at the CWA rooms in Wollongong on 16th February 1972 following a well attended public meeting on 15th December 1971 when the decision was reached that the need for such a society exists in the Illawarra area of NSW.

The Illawarra area was once endowed with a multitude of private surface railways of standard 4'8½" gauge as well as 2 ft, 3 ft, 3'6" and 3'8½" metals worked by horse, power cable, gravity cable, steam, electricity and internal combustion traction to serve the coal, clay and metal production industries. Although remnants of some of these gauges still exist, only the standard gauge lines serving the A.I.S. steel plants and mines, worked solely by diesel electric locomotives since the retirement of the last steam engines in December, are readily accessible to the public gaze.

The aim of the Illawarra society is to "collect, preserve and operate light railway and associated industrial equipment for exhibition to the citizens and tourists of the Illawarra area" and the centre piece of such a museum will be a working 2 ft gauge railway.

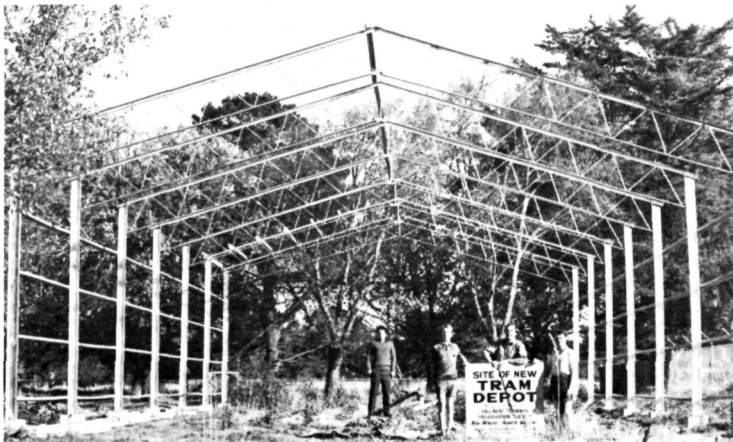
The December meeting nominated a Steering Committee, headed by Mr. Tony Madden, the initiator of the scheme, and

this body will be replaced by elected office bearers at the June meeting. The Society intends to be incorporated as a limited liability group in the near future. Between February and April, 22 members had joined the society and there is every indication that this figure will be doubled over the next few months.

The support of local Wollongong-Port Kembla industries has been most generous with the result that the week end work parties will be very busy for many months just retrieving and collecting the donated industrial hardware. The first work detail took place on the weekend of March 18/19th and since then the toil has continued. The initial task was to retrieve items donated by the A.I.S. from the vicinity of the base of the site of the former 2 ft gauge cable incline at Corrimall colliery. Two truck loads resulted in the delivery of crossing gates and associated items as well as a large 3'0" gauge side tip wagon to a temporary store site, followed by third load of two special purpose 2 ft gauge trolleys and some 25 lengths of 35 and 45 lb rail collected from Mt. Kembla colliery last October.

Up to mid April, work had continued on stacking these items at the store site and the collecting of 60 sound standard gauge sleepers donated by the South Bulli Colliery from their Mount Pleasant Coke Works.

These reports are intended to give an account of what has been achieved rather than to announce plans of the future but readers may be interested to learn that work is now in progress on lifting a mile of 2 ft gauge track and point-work for use on the society's proposed line; a steam loco has been promised from Queensland, free transport south for this item has been arranged; over two dozen various types of 2 ft gauge wagons have already been set aside for the



BTPS depot under construction in Botanic Gardens Reserve, Ballarat, 6th May 1972.

BTPS Official Photo

society by various owners and a diesel powered loco will soon be available.

Readers interested in helping this project should contact the ILRMS at PO Box 1741 Wollongong 2500 for a membership application form and a copy of the constitution. Membership is \$5 pa for full status, \$2 pa for junior (14 to 18 years) and associates. Meetings are held bi-monthly and a single page news sheet announcing current events is issued each month to all members.

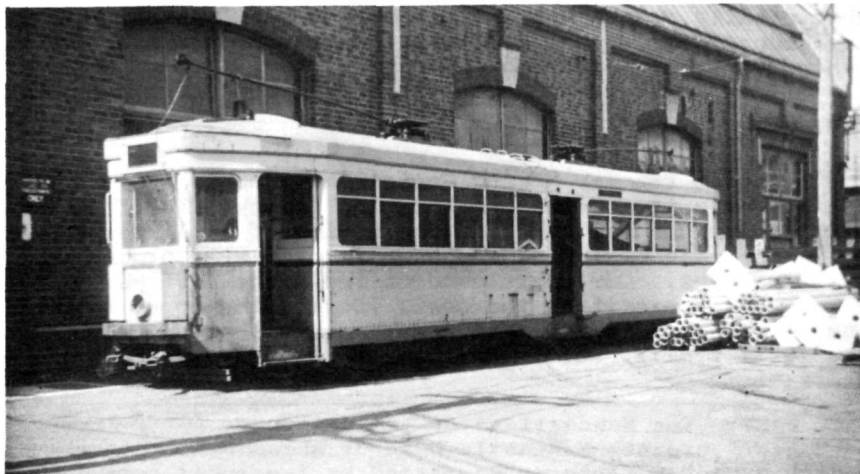
### from **BALLARAT**

The finishing touches are being applied to the new BTPS museum tramway depot at Lake Wendouree. The building committee is now planning ways of improving the surroundings of the building to blend in with the general character of the surrounding Gardens.

Work at the SEC Ballarat depot has been carried on in recent months; the track from the No. 0 road has been lifted, spare parts for the BTPS fleet have been sorted and clean-up work is being carried out on the trams.

### from **LOFTUS**

A sequel to the note on page 2 of the April TROLLEY WIRE which referred to the end of Sydney tramway operation has been the donation of Sydney R1-class saloon passenger tram-car 1979 to the Society by the Department of Government Transport. 1979 has been used in the foundry area of the former Randwick Tramway Workshops as a works shunter to tow one trailer (originally two - see TW for June and August 1967) since the Sydney tramways closed in 1961. Because



R1-class car 1979 as it appeared before January 1967 in somewhat better condition than when recently handed over to the SPER.

Photo: D.E. Cooke

of the condition of 1979 at present - it is not suitable for passenger carrying duties since most of its seats are missing and several areas of body damage and deterioration will be required to be rectified - the car joins Ballarat car 37 and Brisbane car 548 in covered storage at the Enfield roundhouse. On 31st May (37) and 1st June (548), the two cars stored at Enfield loco were successfully manoeuvred onto No.1 roundhouse turntable and towed to No.2 roundhouse where they repose side by side on roads 36 and 37. The move followed a decision to re-organise railway and Rail Transport Museum activity in the area. The move was undertaken without any difficulty, the trams being towed with a small rubber tyred tractor.

The Harold Park Paceway, who have title to the former Rozelle Depot yard have donated portion of the trackwork on the site to the SPER. Of special interest is a standard Sydney scissors crossover, with all rail complete. The crossover is presently being lifted.

from HERE and THERE

Four South Australian narrow gauge cars have been delivered to Lithgow for eventual use on the Zig Zag steam railway, while two Perry built 2 ft gauge locos from the North Eaton Mill in Queensland have arrived at Lithgow for the proposed Megalong Valley narrow gauge steam tramway.

From Melbourne... The Victoria Transport Minister, Mr. Wilcox, was quoted in a Melbourne paper as saving that a \$100,000 prototype tramcar was under construction at Preston Workshops and would enter service next year. Further details from a Melbourne correspondent suggests that the underframe is complete, and that the new tram will be placed in service in about 12 months time.

WHILE.... from BRISBANE

The Brisbane Tramway Museum Society have moved from their earlier site to a permanent location nearby. The firm of Wilmore and Randall paid for the moving of 24 large items while the sale of the old depot for scrap will probably pay the remainder. Our correspondent feels the BTPS may even make a small profit on the deal! During the move, trolley bus 34 was moved a few feet under power, thereby becoming the first trolley bus to operate in museum service in Australia.

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BACK PAGE: The Newcastle-Stockton passenger ferry "Newcastle-on Hunter" crosses Newcastle Harbour ahead of the oceangoing tug "Polaris". "Polaris" assisted by two local tugs is preparing to tow the "Sydney Queen", "Lurgurena", (in front) and "Koondooloo" and "Kooroongaba" out to sea on the first leg of their voyage to Manila.

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## from **St. KILDA**

Working conditions in the new workshop at St. Kilda are spacious and well lit compared to the old workshop. Road 5, which contains the pit (foreground) has a greater height and width clearance than the other roads to permit the jacking of trams.

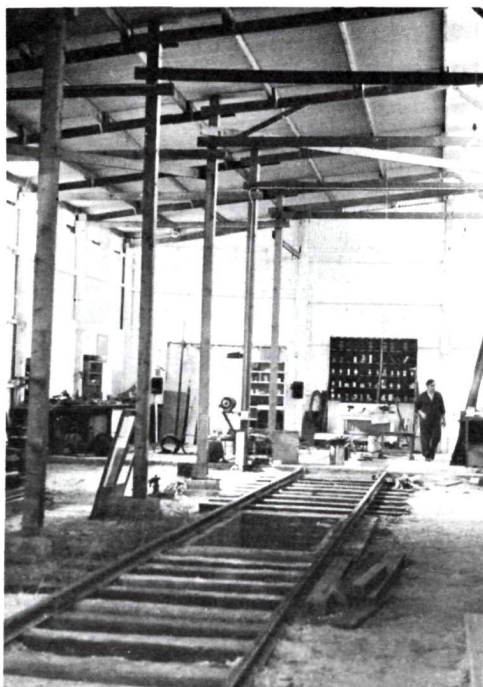


Photo: J.W. Hoffmann



D-class 192, seen leaving Hackney Depot in Adelaide, bound for Tranmere. This car, which was formerly MMTB O-class 130 is now in the fleet of cars preserved by the AETM at St. Kilda.

Photo: H.D. Ellerton

