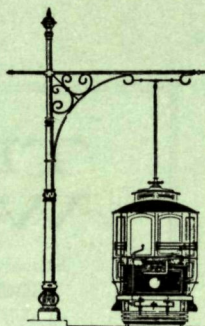


TROLLEY WIRE

Journal of
AUSTRALIAN TRAMWAY MUSEUMS

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as a Periodical- Category B.

THIRTY FIVE CENTS *



AUGUST 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

AUGUST 1972

New Series Vol. 13 No. 4 Issue No. 141

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FRONT COVER: This issue of TROLLEY WIRE is the 51st in the present format. The previous 50 have all had trams on the front cover, 49 electric and 1 steam. As the proprietorship and coverage of the magazine has changed since 1964, we begin the second half century with a look at one of the other subjects now included in our presentation - Light Railways.

Undoubtedly the best known 2 foot gauge loco in NSW, "Burra", of the Corrimall Coal Company, is seen in this photo by Norm Chinn, working on its home ground in August, 1950. Retired for many years, Burra is now on display at the Visitors Reception Centre at AIS-Hoskins Kembla steel works.

ROCKHAMPTON - - - REVISITED

part two



Car 1 at the Show Grounds terminus about 1916. The compact nature of these trams is clearly seen here; possibly only 5 more seats could have been gained had these cars been electrically propelled.

Photo: Ken Magor collection

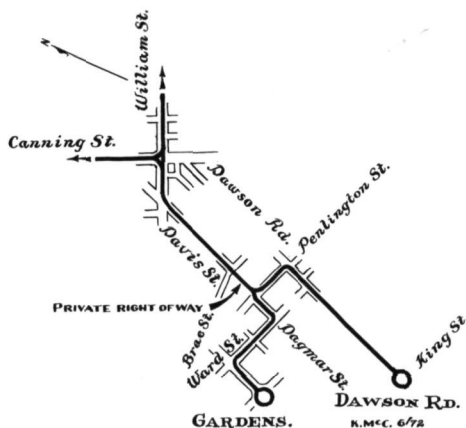
A brief account of the Rockhampton Tramways appeared in the June edition of TROLLEY WIRE. This second part of the story looks at some unusual aspects of the undertaking, and features further anecdotes on the day to day operation of the system.

At the closure of the tramways, the maximum rolling stock strength of nine self-contained steam power cars, numbered 1 to 9, and six four wheel trailers, 10 to 15, were still on the Council Tramway roster. Although tramcars were not listed to any one route, Mr. Bull, the Rockhampton tram driver interviewed last September, mentioned some preferences and, it seems from photographs taken during the late 1930's, that tramcars 5, 8 and 9 were mainly used on the heavy Wandall to Dawson Road route while 4 and 7 worked the Canning Street to Gardens service. During the 1930's car 2 saw little service and was certainly out of use during the last years of tramway operation while number 3 was usually a standby tram as it was slow, but reliable.

Prior to World War I the trams carried large side roof destination boards. These consisted of two horizontal planks on each side. The top one on the power cars carried "Botanical Gardens"- East Street" or "Dawson Road - East Street" or "East Street - Show Grounds" while a fourth sign may have read "Canning Street - East Street". The top

board on the trailers seemed to carry no permanent destination information. The lower boards on the motors and trailers displayed "Rockhampton Council Tramways". The permanent fastenings and heavy nature of the boards suggests that they could not be readily changed on reaching the city terminal at the post office. These boards were identical in construction and decoration to those used on the single deck Purrey steam trams used in Paris on the "Place de l'Etoile to La Villette" line at the same time. Photos of the Rockhampton trams during the lines' early period indicate that 'tie-on' supplementary destination signs were displayed on the front apron at the time when the roof boards were in use.

An interesting map of Rockhampton published by the Queensland Survey Office and dated 12th November 1929 reveals what may have been a different track layout in The Range area



SUGGESTED TRACK FROM
SURVEY OFFICE MAP 12-11-1929

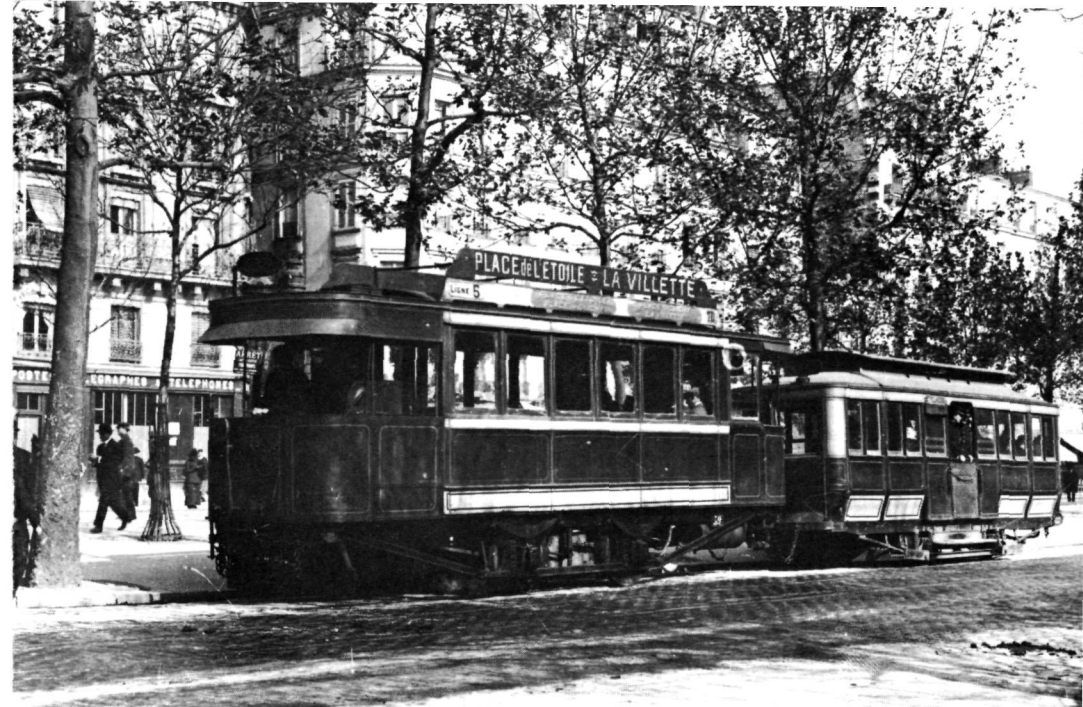
at the opening of the service. As shown on the diagram (left), the map suggests that the Canning Street - William Street junction was of a different design to the configuration still in situ at that site, with a link track located along Penlington Street.

This gives rise to the theory, and it must be emphasised at this stage that it is nothing more than a theory, that between 1909 and 1911, when only a maximum of four power cars were available for service only three regular services, with a fourth one towards the end of the period, worked on the Rockhampton network:-

1. Dawson Road to Dawson Road via City Loop (anticlockwise) following the Gardens line as far as Penlington Street.
2. Gardens to Gardens via City loop (clockwise).
3. Showgrounds to Show Grounds via City loop (clockwise).
4. Canning Street - East Street - Canning Street circular service (anticlockwise).

This would have enabled all cars to pass the depot in the normal course of operation to receive water and fuel and this would explain the reason for permanent roof destination boards.

The roof destination boards seem to have been retained until 1914 but with the fitting of "paddle wheel" type destination boards above the driver's head, under the canopy at the front of the car, (after 1911), the roof boards became route signs rather than destination boards. For a short period the trams carried only the lower board



Single deck saloon Purrey steam tram No.773 hauling trailer 633 on the "Place de l'Etoile to La Villette" line (5) in Paris, circa 1910.

Reproduced by courtesy of "Regie Autonome des Transports Parisiens"
No.R 207

showing Council ownership, but these words were later painted on the side roof fascia boards.

The names on the four bladed "paddle wheel" seemed to have been outlined with holes so that an acetylene lamp mounted behind the sign could show through at night. These signs carried the words "Canning Street", "Show Grounds", "Gardens", and "Dawson Road". Around 1916, electric lights, powered in most cases from batteries, replaced the acetylene system, but not until the opening of the Wandal extension in 1922 were the "paddle" type signs replaced by an illuminated type mounted on top of the roof at the front of the car.

The "paddle" boards were colour coded for the routes but not until their replacement were the colouring methods readily detectable. The codes were:- Gardens-white letters on a green background; Canning Street-red letters on a white ground; Wandal-amber letters on blue; Dawson Road-white on red and Show Grounds-possibly green letters on a red ground (but the reverse could have applied here). Mr. Bull feels, but is a little uncertain on this point, that "Post Office" and "Special" may have also been carried on this later destination system.

Photos showing these indicators incorrectly positioned suggest that these signs used after 1922 were painted on the faces of a six or seven sided glass prism and not on linen.

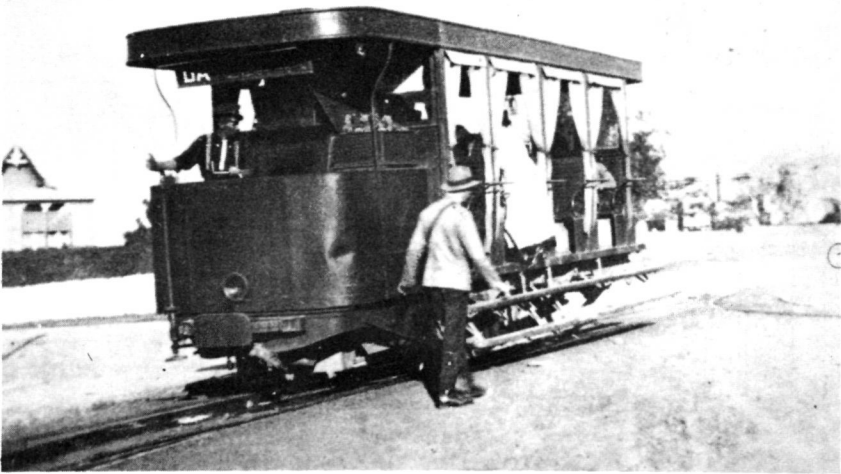
This device would therefore be illuminated from inside the prism.

Mr. Bull recalled some unusual, if perhaps humorous, happenings on the tramway. The last trams would assemble each evening for each route, outside the East Street Post Office awaiting the theatre crowds and it was the duty of the driver or conductor to "call the roll" to ascertain if each cinema session had finished prior to departure. This was some task, for as late as 1957, Rockhampton still had six large cinemas in business in the central city area. Sometimes a passenger, eager to be home, would answer for all cinemas, so the trams would move off before the performance of some had concluded! Usually these last trips were made as quickly as possible as the first driver back to the depot would be the first home to bed. The usual escapade on the parallel Gardens and Dawson Road lines was for the returning drivers to pace each other to reach the Canning St-William Street junction first. The competition was made more lively as each driver could judge the other's progress by looking down intersecting streets common to both routes. One evening the Gardens driver could see that the race would be almost a draw with the Dawson Road tram, but on reaching the junction the car from the latter route could not be seen. A glance towards the Canning Street/Dawson Road curve told the story; the Dawson Road tram had left the rails and stood in the gutter.

Chains and angle rerailing irons had to be collected from the depot by the Gardens driver and it was after 3 am before the two trams were safely in the depot. This marked the end of such racing...it is reported that the tramway manager-engineer never got to hear about the accident, but the fact that the two drivers had to report for duty again about 6 am that morning took all the attraction from the escapade.

The water tube, Yarrow type, boilers were designed to operate at between 240 and 250 psi and this enabled the simple engines to be rated at 36 hp and the compound and tandem simple cars at around 75 hp, but unless pressure was restored to the short winded boilers at frequent stops, the pressure would gradually fall to around 50 psi. Mr. Bull recalled that during one Carnival week he departed from the Show Grounds loop for the city hauling two trailer cars packed with passengers followed by another power car attached to one trailer. The pace of the leading tram was down to 4 mph by the time the intersection of Archer and Murray Sts. was reached. On reaching this city terminal Mr. Bull approached the driver of the following tram to enquire why he had not given any assistance by pushing at the rear. The explanation given by the following driver was that he could not keep up with him!

Blown boiler water tubes were a problem, even though they were replaced on a safety schedule. On several occasions it is said that drivers had to jump over the front apron



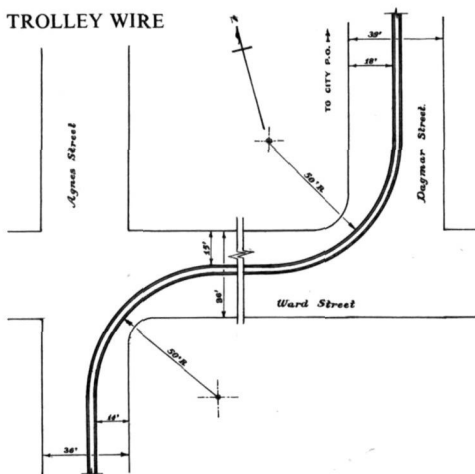
Car 7, around 1920, possibly in front of Canning Street depot. The paddle type destination board can be seen under the front roof.

Photo: L. Nyman Collection

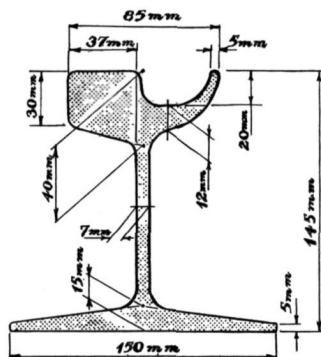


No. 3 taking water and being de-ashed on a dead end track. The original photo was captioned "at Wandal", but this is most probably at the depot, circa 1936.

Photo:
Ken Magor collection



RAIL FROM EAST ST.



to escape the scalding water when this occurred. Fortunately the trams carried spring loaded buffer plates over the end couplings and from this perch a driver was able to bring his tram to a standstill clear of the escaping steam.

The beautiful domestic gardens along West Street on the Gardens line added to the trams' difficulties at certain times of the year when they negotiated the difficult 50 ft radius curves at each end of that street. The shrubs and trees overhanging this thoroughfare would deposit their leaves on the track causing the single driving wheels on the trams to slip badly. The first four trams, at least, were fitted with steam sanding gear but this was later removed so drivers had to provide themselves with tins of sand or grit to scatter in front of the car as the Ward Street hill was negotiated.

The tram drivers were a sturdy group. During summer they roasted as they shared the front platform with the boiler while in mid winter they froze in front while their backs cooked. Unless the trams were crowded the seasons dictated where the passengers sat; up front in winter, and towards the back of the car away from the boiler in summer.

The Purrey layout of boilers and cylinders on the combined power-passenger chassis was fairly successful. Double and single deck cars mounted on chasses identical to those used in Rockhampton were used in Paris prior to World War I while several other cities in south western Europe also employed the Purrey designed cars. Rockhampton seems to have been the only application of the Purrey system in Australia, but two single deck, enclosed, cross bench self contained bogie steam power cars operated in Sydney between 1889 and 1892 and these were known as the "Ambrose" cars. These may have been powered by Purrey boilers and engines. A Mr. Ambrose proposed the use of Purrey cars in Rockhampton during the turn of the century when he tried to promote a tramway company in that city,



Queensland Railways' Purrey steam rail motor 30 and trailer 32 in Denison Street, Rockhampton. These were modelled on the Rockhampton trams.

Photo: Ken Magor collection

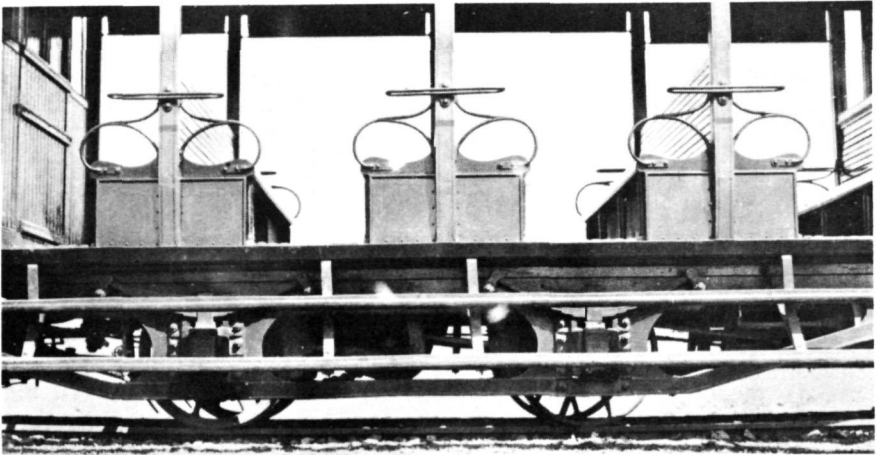
and when the council finally established the network his suggestions with regard to steam power cars were accepted. No evidence exists that the Rockhampton Mr. Ambrose was the same person who designed the Sydney cars, but if the one engineer was responsible he may well have been a Purrey agent.

The Queensland Government Railways built two steam rail motor/trailer sets around 1924 to work some of the local Rockhampton trips, particularly to North Rockham-



Double deck Purrey steam tram (possibly) No. 437 hauling a double deck trailer in Paris, circa 1910, on the Cemetery to Bastille route. "Schnieder" buses of the "Compagnie Generale des Omnibus" are in evidence.

Reproduced by courtesy of "Regie Autonome des Transports Parisiens"



Underfloor details of car 1 showing sanding pipes, chain drive, thick and thin tyred wheels and brake rigging.

Photo: Ken Magor collection

ton and Lakes Creek, an area not tapped by the Council tramway system. This railway operation traversed the tramway type track in Denison Street, stopping at each major intersecting street to take up or set down passengers between the conventional stations at Stanley Street and Archer Park. Even when worked by conventional loco hauled trains this service was known as the "tram-train".

About 1922, Rockhampton tramways power car 8 is understood to have been on loan to the QGR for a short time to test the possibility of introducing similar vehicles on the Lakes Creek run. The apparent success of this tramcar on the trial railway service caused the QGR to construct two car-and-trailer sets using Purrey equipment.

Photos indicate that QGR steam rail motor 30 and trailer 32 were similar in body construction to the trams, while motor 31 and trailer 33 were enclosed by waist high swing doors. All four vehicles, however, may have been built with open tramway bodies and all may have been converted to the semi-enclosed style. The QGR Purrey cars fell victims to private bus competition being ultimately scrapped two years before the closure of the Council tramways.

Mr. Bull, and other residents provided clues as to the likely hiding places of other tramway relics. The engineering firm of Burns and Twigg had carried out much work for the tramways during the thirty years of operation. An interview with the manager verified this, but any drawings had been discarded long ago. In later years this firm was usually presented with a broken tramcar spring or crank shaft as a pattern and asked to manufacture a new one.

Tram chasses used as trollies were located at Gavial Creek and Stanley Street railway wharves as late as 1966. A visit to the former location revealed that the wharf is a rotting framework infested with snakes while the railway track has been lifted from the larger Stanley Street wharf. The only tramway relics discovered were a few pieces of ironmongery in a rubbish heap at Stanley Street.

The local technical college had obtained a tramway boiler in 1940 for the plumbing and boilermaking department. the teacher who actually removed the boiler from a tramcar is still at the college but the boiler was sold for scrap around 1949-50. Students are still called to demonstrations in the plumbing shop by a tram gong mounted on a bracket while somewhere in the building a conductor's communication bell lies hidden, waiting to be rediscovered.

Other long forgotten items rediscovered last September were four new tramway timetables from the 1920-1935 period. Unfortunately only one carries a date.

After the closure of the tramway in June 1939 the trams remained on the depot siding for nine months when the bodies were progressively sold for use on farms and sporting fields and the chasses for use on railway sidings. Not until until late 1941 were the last rolling stock units discarded.

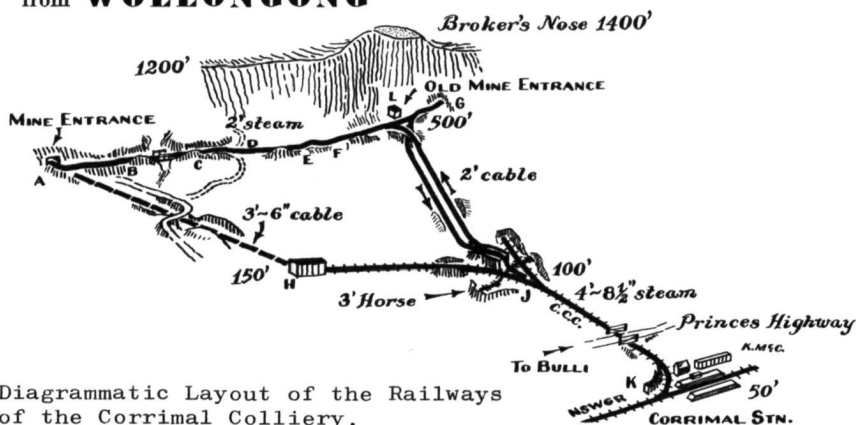
The SPER has long planned the production of a book on the subject of the Rockhampton Tramways similar in style to the "Maitland Tramway Ventures" publication and the writer hoped to search through papers at the Rockhampton newspaper office for data for this production. John Knowles of the Queensland branch of the ARHS and the author of the successful "Cooktown Railway" book has been working along similar lines and has almost completed a detailed history of the Rockhampton undertaking which should appear in the ARHS "Bulletin" at the close of this year. As a result, this magazine has restricted its present treatment of the subject to these brief notes which will be followed later by a discussion on the rolling stock, based on relics discovered at Port Alma and Seonee Scouts Camp. Readers are referred to John Knowles' future work for the detailed history of the working of the system.

The writer thanks the following people for their assistance in the preparation of these notes. Messrs G.I. Fletcher, C.J. Bull, K. Magor, J. Shoebridge, A. Bugden, J. Knowles, A. George, J. Green, R. Youl, D. Greenwald, R. Murray, J. Buckland, M. Mackay, J. Powe, H. Simmons, J. Henkel, A.W. Perry, W. Hams, also J. Kraitsowits, Press Attache of the French Embassy in Canberra and M. Linon, Public Relations Officer of Regie Autonome des Transports Parisiens. Assistance was gratefully received from Mr. Gallacher of Rockhampton in the form of old copies of the "Queenslander", "The Morning Bulletin", "Capricornian", "The Daily Record" and "The Evening News" from which some tramway data was obtained. Readers are referred to ARHS Bulletin No.25 of November 1939 and later issues of July 1967 and May 1960 for further details.

ROCKHAMPTON REVISITED..... to be continued.....

* MUSEUM Notes & News

from **WOLLONGONG**



Diagrammatic Layout of the Railways of the Corrimal Colliery.

At the meeting held in Wollongong on 14th June, members were elected to the Working Committee which replaced the nominated Steering Committee. A report for the first six months of Society activity was tabled and this outlined the growth of the museum project. The report revealed that between 12th March and the end of May, 18 work days were held with member attendance ranging from 2 to 8 giving an average attendance of 5.4 members per day. This was a satisfactory result due to the then small membership of 21 full members and 3 associates, 4 of whom live outside the Illawarra area and a further two of whom are ladies. Thirteen different members attended the work parties and contributed 522 man hours.

With the exception of several days spent on retrieving donated material, work since the 15th April has been largely centred on clearing thick lantana scrub and relaying missing rail lengths on the 2 ft gauge railway which once joined the Corrimal mine entrance with the top of the cable incline. The material along this railway has been donated to the ILRMS by the AI&S Co. and should provide enough 35 lb rail to establish a museum track of 1,300 yards in length. By 20th May, 300 yards at the southern end of the old line had been cleared and reopened enabling some 40 coal skips and other relics to be re-railed and shunted to a convenient reclamation area.

A 2 ft gauge cable hauled railway was opened between the old Broker's Nose mine entrance ('L' on the accompanying diagram) and Corrimal Station on the NSWGR (K) in 1885 passing under Bulli Road (Princes Highway). In 1890 a standard gauge steam worked railway replaced the 2 ft gauge tracks between 'J' and 'K'.

Due to flooding, the old mine entrance was closed in

1908 and a new entrance came into use approximately one mile south at 'A'. To serve this new location, a 2 ft gauge, steam worked line was constructed between 'L' and 'A' along the 500 ft contour, which enabled the old 2 ft gauge, gravity worked cable incline, to be retained.

Over the years the following 2 ft gauge 0-4-0 steam locos worked this line:-

Krauss 2589 of 1891, ex-H2 of TGR. Used 1908-1933 at Corrimal, broken up 1964.

Krauss 6927 of 1914. Used 1914-1948. Chassis to Goulburn Dec. 1971

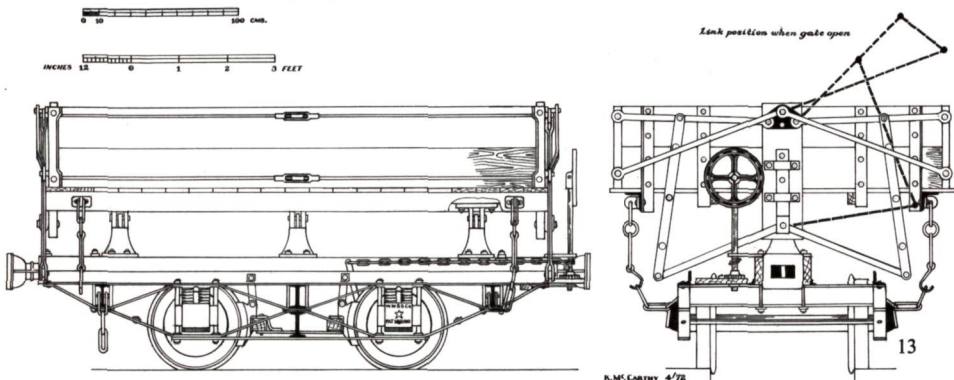
Hawthorn 3574 of 1923. Used 1923-1967. Preserved at Port Kembla. "Burra".

Hudson 1423 of 1944. Used 1944-1967. Preserved Kirrawee 1967, to Colo Vale 1972.

The last loco to arrive at Corrimal was built for Robert Hudson and Co. as agents for Hudswell Clarke of Leeds during 1922. The loco carries Hudson's builders number 1423 which was the Hudswell Clarke number. The engine was sold to Knox Schlapp for use in a quarry for cement works on King Island in Bass Strait of Tasmania, and was resold to Corrimal Colliery during 1945 where it was used as a yard shunter until disposal in 1967.

From the late 1930's, until 1955, a horse hauled 3 ft gauge side tip wagon, built by the Western Wheel and Scraper Co. of Aurora, Ill., USA (patented March 1910), was employed dumping coal screenings at the foot of the incline at 'J'. This vehicle is believed to be one of 23 owned by the PWD of NSW prior to 1920 and which were employed between that date and 1936 on the Hume Weir construction near Albury. This interesting vehicle has been obtained by the ILRMS.

The 2 ft gauge tracks were replaced in September 1955 by an extension of the standard gauge railway between 'J' and 'H' and a new 3'6" gauge cable-gravity worked funicular between 'A' and 'H'. After 1957, the Hudson loco became redundant while the Hawthorn engine, "Burra", carried out shunting operations at the Colliery entrance. By early 1964 the two narrow gauge locos were still available for use but



the 2 ft gauge tracks were in poor condition, being cut at 'E' and 'F' by land slides. The rails were ultimately lifted between 'C' and 'E', the track between 'B' and 'C' being used as a skip siding.

The AI&S purchased the Corrimal Colliery in February 1964 and soon rearranged the workings so that the coal could be removed underground to the Mount Kembla railhead some four miles to the south. The standard gauge railway was tar covered at the Princes Highway crossing during February 1966 and most of the rails at the lower end lifted in November 1968. The track between 'J' and 'H' remained until 1971.

The 120 yards of 2 ft gauge track between 'A' and 'B' was gradually lifted by the AI&S in their general cleanup between 1965 and 1968. Some 300 yards remain between 'B' and 'C' while the next 250 yards between 'C' and 'E' have been removed. The 800 yards between 'E' and 'G' still has rails in position with 220 yards being double track. The distance between the first and second landslides 'E' to 'F' accounts for 170 yards. The ILRMS is now clearing the route north of 'D' in preparation for the removal of that section of the track.

Readers interested in this group's activities should contact the Secretary at PO Box 1741, Wollongong, NSW, 2500.

from **BALLARAT**

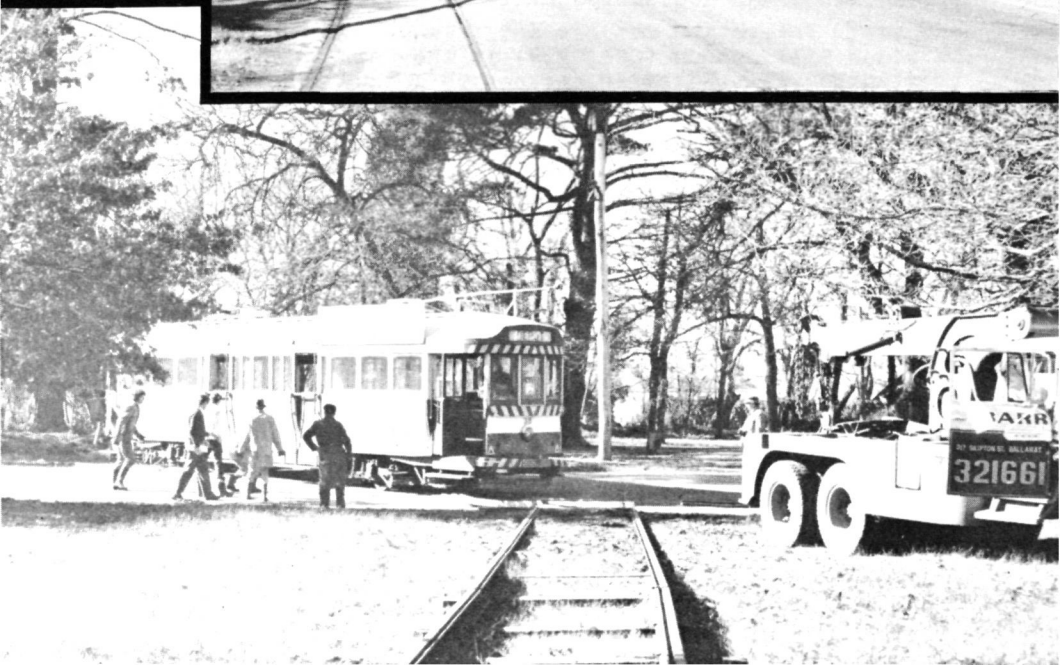
A massive effort by volunteer members of the BTPS saw all the Society's trams moved from the old SEC depot to the new depot in the Botanic Gardens reserve.

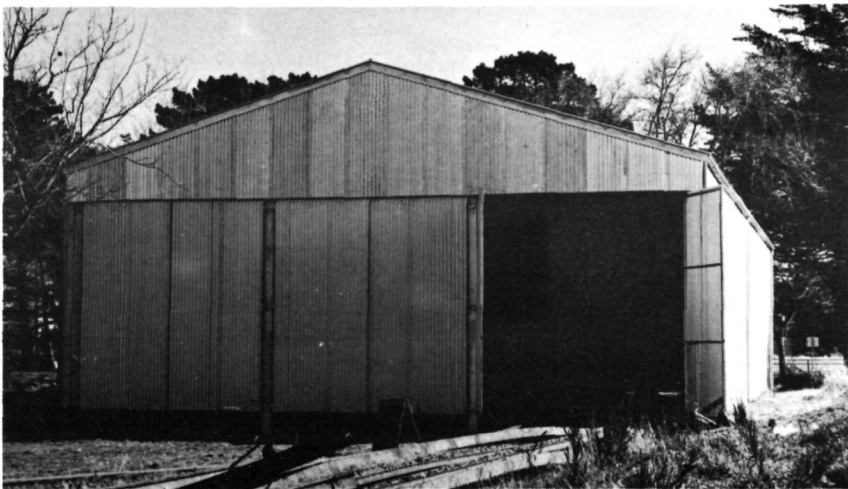
The move in general consisted of towing each of the six trams out of the old depot, then back along Wendouree Parade to a point opposite the new depot. Here the trams were derailed and towed by various routes to the new shed. The first tram was towed along a path leading from Wendouree Parade across the front of the new shed, but difficulty was experienced in slewing the car on the path to run it into the building. Later cars were towed further along the street and turned at rightangles before being towed onto temporary tiebarred track across the lawns. The track was slewed as required to enable the trams to be placed in their respective tracks in the three road shed.

The transfer was unique, in that it was the first time that an Australian tramway museum had transferred its cars to the museum site without the need for using tram carrying equipment - the whole transfer being carried out over abandoned street trackage, pavings and temporary track.

"Moving Trams BTFS Style". The photos on the opposite page show: TOP: Car 38 as it is towed along Wendouree Parade; INSET: Front bogie derailed, and the car being slewed round on steel sections on the road, and BOTTOM: 38 being towed along the steelwork to the temporary track.

Photos: Mike Giddey





The new depot for the fleet of the Ballarat Tramway Preservation Society, above. Below, ex-Geelong 40, received by the Barwon Apex Club from Ballarat where it ran as No.43, receives a visit by BTPS members who travelled in the bus, Bender's Busways No.45, which was one of the buses used to replace 40 and its sister cars in Geelong.

BTPS Official photos

With the trams safely stored at the new site, work can now get underway in the laying of the depot yard track-work, components of which have been salvaged from the old SEC depot and are stored at the new site.

Interstate members and friends are requested to phone Bill Jessup (874 5329) if they are in Melbourne and plan to visit Ballarat, either to 'work' or see what has been done. There is usually somebody in attendance at the BTPS depot at weekends and on Public holidays, but it is advisable to check first.



THE BENDIGO TRUST

The Victorian State Premier, Sir Henry Bolte, stated after a recent visit to Bendigo that he did not favour a tourist tramway using the North Bendigo - Golden Square route. A tramway of this type running along a major highway through the centre of a city poses many problems - not the least, as far as enthusiasts are concerned, being the possible destruction of the exhibits by thoughtless motorists who seem to develop a 'Kamikaze' attitude to tramcars. Sir Henry's statement that such a tramway would be "corny and gimmicky" was coupled with his feeling that he would be amenable to a plan which would combine the trams and other historical items.

It is now thought by the Mayor of Bendigo that permission may be granted to form a Chinese ethnic museum and combine it with a tram museum which would keep trams operating in Bendigo, though not in public streets. For the time being, decision on the disposal of the fleet has been postponed, at last reports until at least the end of August.

In the meantime, the Bendigo Trust have obtained the body of former Bendigo car No.8, and have it stored at the Central Deborah Mine. The Trust intends to restore the car for use on their tramway as an example of an earlier type of car which ran in Bendigo.

from **St. KILDA**

At the Annual General Meeting held earlier this year the following members were elected:

President.....	Dr. J.C. Radcliffe
Vice President.....	Mr. L.M. Fenner
Secretary.....	Rev. G.P.D. Kaines
Treasurer.....	Mr. J.W. Hoffmann
General Manager.....	Mr. J.R. Pennack
Assistant General Manager.....	Mr. P.C. Keynes
Trustees.....	Mr. C.J.M. Steele
	...Dr. J.C. Radcliffe
	...Mr. J.R. Pennack

Former Treasurer Roger Wheaton has been appointed to the position of Museum's internal auditor.

During June, members visited Port Pirie and loaded 300 narrow gauge sleepers for St. Kilda. Experiments are being carried out to determine suitability of using these lighter and less expensive sleepers instead of the broad gauge timbers used previously.

In May, a further 600 square feet of concrete floor was poured in the workshop, bringing the total area of such floor to over 1600 square feet. The new area will be used for mechanical repairs and extensions to the stores.

The Museum executive has established a Sub-station Operators Committee (J. Pennack, P. Keynes and L. Fenner)



Former Bendigo car No. 8 as it appears in the yard of the Central Deborah Mine.

BTPS Photo

AETM work party, at right, pause during the job of salvaging narrow gauge sleepers near Port Pirie. They chose a rather dangerous location, the new standard gauge line! Below: Ceremonial loading of the last sleeper before setting off for St. Kilda.



Photos: Ron White



to prepare recommendations for the training and examination of sub-station operators. A Traffic and Depot Safety Investigation Committee (M. Butler, R. Jenkins, P. Keynes and L. Fenner) has been established to make recommendations to the Museum executive.

Work on the restoration of car 111 draws to a close and a start has been made on the restoration of car 192. Initially, the trolley bridge has been removed and the roof recovered.

Tramcar operation, which has been carried on in a limited way came to a halt on 8th July when a fault occurred in the No.1 end controller of Car No.1. Investigation later revealed a short in the magnetic blowout coil. A spare coil was installed and the car re-entered service the following day.

With the recent purchase of a quantity of 60 lb rail from the SAR, Museum activities have centred on the construction of a depot fan. At present, road 2 has been extended to 200 feet in length resulting in a more enjoyable "Employee's Playtime" (driver training).

A recent 'find' by member John Morphett has been the remains of a horsetram of the Glenelg, Brighton and Marino Tramway Company. Although the body has long since disintegrated the components which comprise the "truck" remained intact. John successfully negotiated with the owners and this equipment has been donated to the Museum. The "truck" was manufactured in the USA by John Stephenson & Co. of New York. The Glenelg, Brighton and Marino Tramway Co. was founded with the ceremonial "driving of the first spike" on 16th July 1883. The line closed in 1st February 1914.

The company operated with only four cars from its inception until closure, so the equipment donated to the Museum is at least 89 years old!

from **LOFTUS**

Work was completed on the lifting of the scissors cross-over from Rozelle Depot. The component parts of the special work now rest in a heap at one edge of the car park at Loftus awaiting a work team to dismantle the work prior to restoration for use. The use of a portable compressor and jackhammers on the first day of activity at Rozelle not only speeded the work of breaking up the road surface, but provided some unusual experience for some of our 'white collar' workers which contrasted strongly with their more sedate activities. Thanks must also go to Glenn Buckman who provided a portable refreshment bar, well patronised and much appreciated by those members present.

In 1916 when Sydney's Taronga Park Zoo was opened, power lines in the Zoo grounds were carried in places on steel poles with ornamental cast iron bases which had been



One of the MTT's newest buses, AEC Swift No.596 was a recent visitor to St. Kilda on the occasion of the AETA's third Adelaide Convention. Tramcars 111 and 381, used on the first convention, and Sunbeam trolleybus 526, used in the second Adelaide convention are now exhibited at St. Kilda.

Photo: John Radcliffe



O-class car 805 returns to the tramshed after a tour. The tram has just negotiated the scissors crossover recently salvaged from this site by the SPER.

Photo: Barry Tooker

obtained from the Tramways Department. In 1972, during May, several members of the SPER spent some time at the Zoo salvaging the remainder of these poles, rendered surplus by reconstruction work at the Zoo, generously donated by the Taronga Park Zoo Trust. The poles are of a pattern similar to the pole on the logo on the cover of TW but without the side arm bracket. A number of the bases have been delivered to Loftus, the remainder are to follow shortly with the poles. Three further lamp standards and 1 pole, which formerly graced the streets of Sydney, have been purchased by the SPER for eventual placement in our "tramway street".

Further acquisitions by the Society include two ex-Melbourne W2-class tramcar bogies, which are in somewhat better condition than those under the PR1 car 1573. They will probably replace these bogies which suffered damage on the way from Melbourne when they were thrown from the truck on which they were being delivered when it was involved in an accident. Spare parts for the restoration of R1 1979 have been obtained from derelict bodies in the Mittagong area, while three motors and a spare controller were received from the DGT. A welcome boost to the store of building materials was nineteen 8"x5" RSJ's each 30'0" long.

Minor maintenance has been carried out on cars 154, and 1740 to allow their continued service, while major re-wiring of the O car control circuit was required when a defect developed. The O car has now been returned to service, as has the P car 1497 after attention to its electro-pneumatic controller.

Work on 180 at present is centred on the roof of the car where roof boards are being refixed, a new gutter rail installed and other necessary work before the fibre glass sheathing can be applied. Assembly of the second motor for 728 is almost complete and the N car should make a welcome re-appearance to the traffic roster in a few weeks time. The E car 530 received a repaint recently and work is underway on the roof of C 290.

Our Librarian-Archivist Norm Chinn is presently preparing lists of the various tramway artifacts in the museum archives and notes that, although the Society has many of the single line safeworking staffs, several are missing. We would like to make the collection as complete as possible, so if any member or reader has a Sydney Tramway staff token helping to clutter up the place, perhaps he would care to donate to the Museum collection. If you can help, contact Norm direct, or any Board member.

SPER - NOTICE OF MEETINGS

The next General Meetings will be held at the Railway Institute, Devonshire Street, Sydney commencing at 7.30 pm.

AUGUST - 25th, OCTOBER - 27th.

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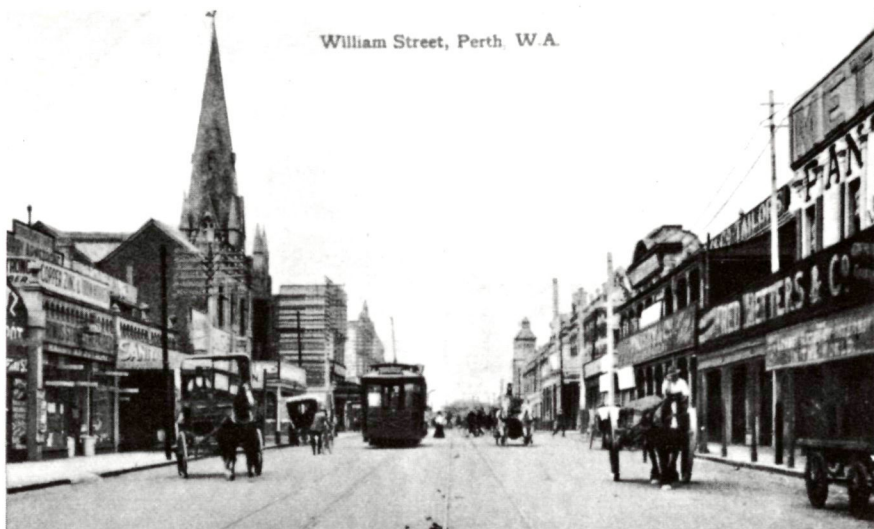
SPER work party occupied digging up the scissors crossover from Rozelle Depot yard.

Photo: Glenn Buckman



Members Mike Giddey and Dave Field pause for a "breather" while retrieving one of the poles from the Zoo grounds.

Photo: Bob Harvey



An old postcard photo showing a B-class wide bodied car of the Perth Electric Tramways.

Activity at Perth at present centres around display at Castledare of the WAETA exhibits and further attempts to interest the public in the Society's activities. Fund raising in the form of bus trips is also carried on. Regular meetings are held - notice of which is sent out to members in a regular local newssheet. Readers of TW who may be interested in obtaining further details of the WAETA, which caters for bus enthusiasts on equal footing with tram enthusiasts could contact the Secretary at 146 Virgil Avenue, Yokine, WA, 6060.

BACK COVER: Unlike a tram, a trolleybus does not look the same on both sides or both ends. To illustrate this point we present a left hand rear end view of Kogarah (Sydney) TB 9. This is one of a series of official photos taken before the system opened in July 1937.

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