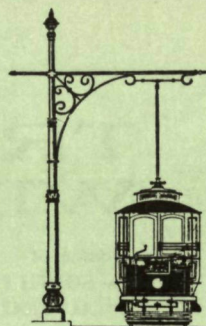


TROLLEY WIRE

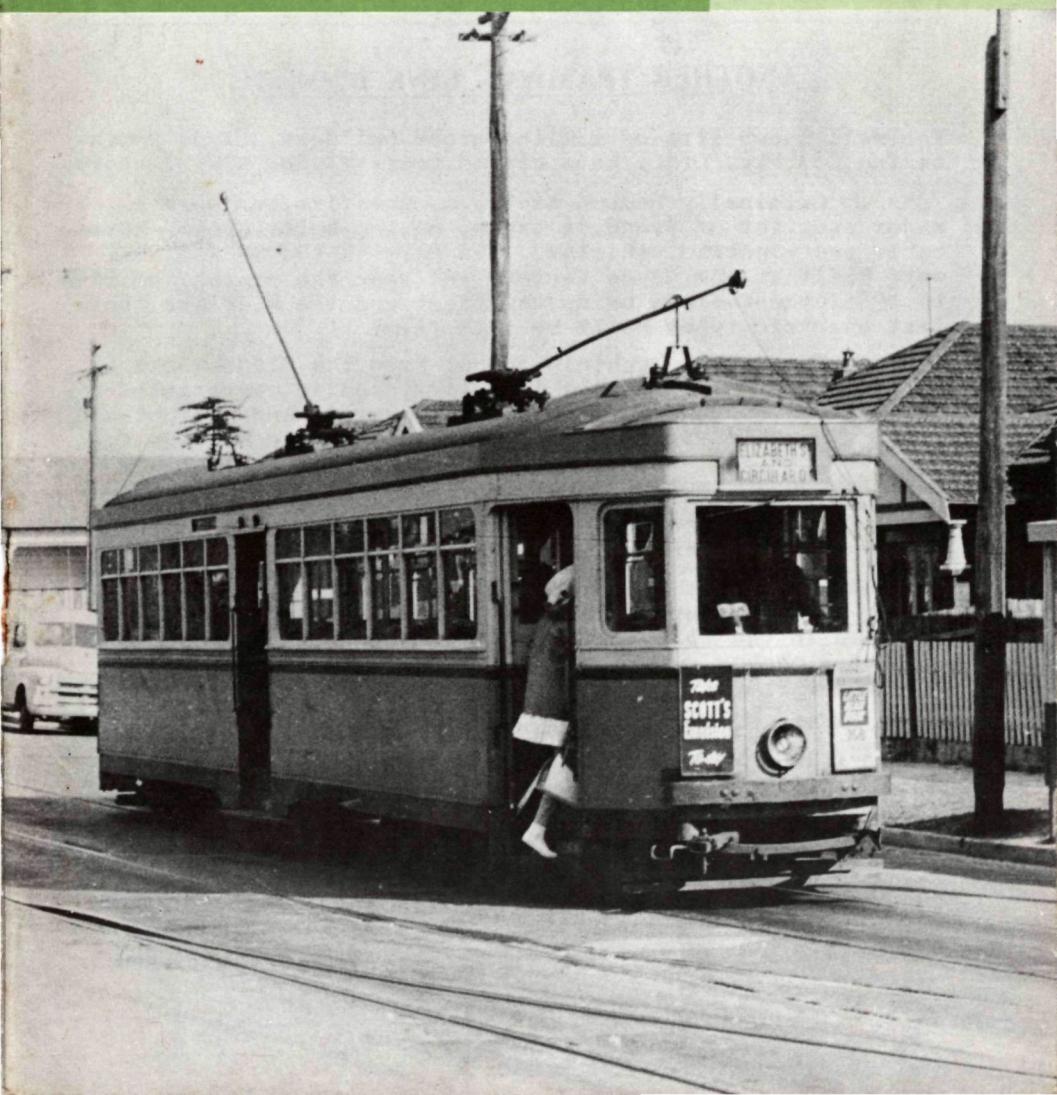
Journal of
AUSTRALIAN TRAMWAY MUSEUMS

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

THIRTY FIVE CENTS *



OCTOBER 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

OCTOBER 1972

New Series

Vol. 13

No. 5

Issue No. 142

ANOTHER TRAMWAY LINK BROKEN

The well known firm of rolling stock builders, Clyde Engineering Co. Pty. Ltd., have closed their Clyde, NSW, factory.

Originally Hudson Brothers, the firm has been a major supplier of Sydney's trams, having built steam, horse, cable and electric vehicles. Six cars in the SPER fleet were built at the Clyde factory and span the years from 1896 to 1936, the C-class being the first and the R1-class the last electric types built by this firm.

The railway vehicle output from the Clyde works is spread far and wide across Australia, and is represented by locomotives, both steam and diesel powered, and freight and passenger vehicles. Many of Sydney's electric MU cars for the suburban railways came from Clyde as did Australia's most famous locomotive -- 3801.

Illawarra Light Railway Museum Society

A 12 page brochure on the activities of the Society as well as a brief discussion on some unusual railways in the Illawarra has been produced. Included are 7 photos and 4 maps. Copies can be obtained at 25¢ from:-

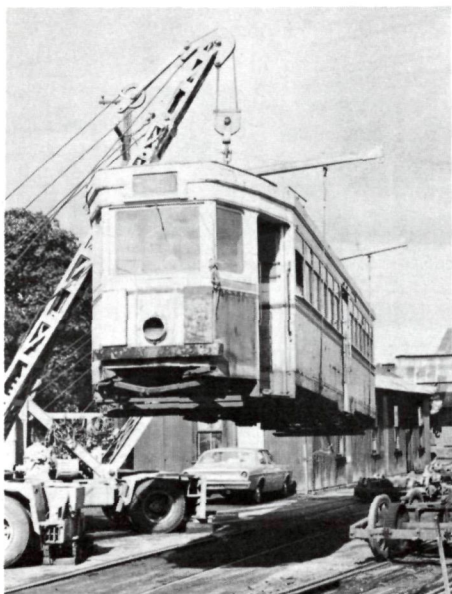
SPER, PO Box 103, Sutherland, 2232, Or

ILRMS, PO Box 1741, Wollongong, 2500.

COVER PHOTO:

On 13th August 1960, R1-class Sydney tram 1979 was just another tram in the rapidly diminishing fleet. Seen here at the Chelmsford Avenue, Botany terminus, who at that stage could have foreseen that 1979 would survive the Sydney system by ten years!

Photo: Vic Solomons



TRAMS

coming
and
going

AUGUST and September saw much activity in Sydney as the SPER moved trams around the city and suburbs.

C-class car 29 left Loftus Depot on 24th August. This car was purchased in the late 50's and saw many years in open storage before coming to Loftus in 1966. Considerable body work is required to make this car presentable and sound. This could not be undertaken at Loftus in the foreseeable future, so when the opportunity of having the car partly restored came along earlier this year, the Museum agreed to lease 29 as part of a commercial venture to be set up in Sydney in some weeks time. The car is on hire, and a contract guaranteeing the return of the tram to the Society has been negotiated. The tram is not presently available for inspection.

The Department of Government Transport surrendered its last tram to the Society when R1-class car 1979 left the Randwick Workshops for the Enfield Loco depot on Thursday, 17th August 1972.

1979 was built by Clyde Engineering Co. Pty. Ltd., and entered service on 26th March 1936 and continued in use until the Sydney system closed in 1961. Whilst the remainder of the class were sold or broken up, 1979 was retained for shunting in the workshops and saw gradually decreasing use until it finally ceased operation towards the end of 1971. The tram was donated to the Society in March 1972 and is the 24th in the Museum fleet.

Two ballast motors were cut down to flat trailers



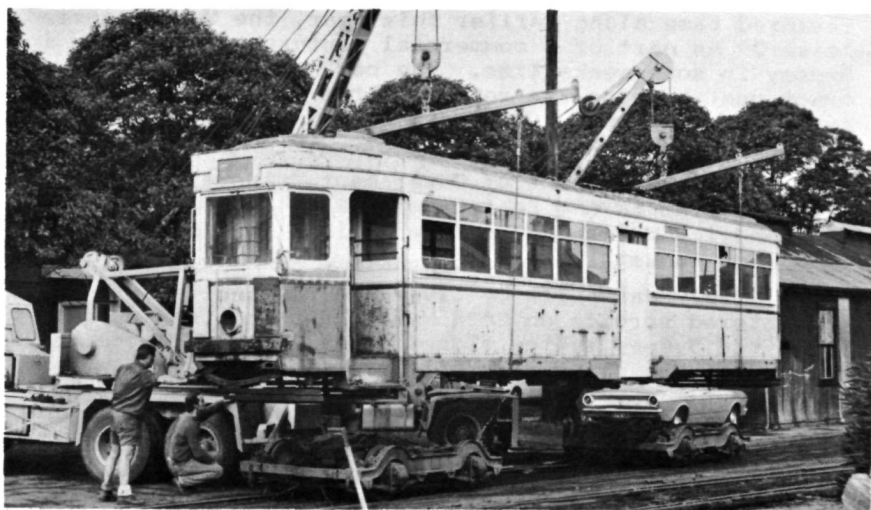
ABOVE: R1-class car 1979, the last tramcar of the former Sydney tramways fleet, is the centre of attention as slings are installed ready to lift the car from its bogies at the Randwick Workshops.

BELOW: The move almost completed, 1979 is lowered onto its trucks on one of the sidings at Enfield Loco. It was later towed into No.2 Roundhouse.

Photos: Mike Giddey

DETAILS OF 1979:

Length:	47'0"	Weight:	17.50 tons
Capacity:	56 seated, 54 standing		
Trucks:	Sydney No.13	Motors:	4 x 40 hp GE247A



for use with 1979. One of these, 93u, was purchased from the Department in 1967 and is now at Loftus. The other, 98u, was cut up during August last and the bogies obtained by the Society.

R1 1979 joins Brisbane 'Phoenix' car 548 and Ballarat bogie car 37, some steam locos and numerous wagons in the No.2 roundhouse at Enfield. It was unloaded in front of the old machine shop and moved through No.1 roundhouse, now occupied by the Rail Transport Museum, into the No.2 shed where it joined the other cars. Motive power for the move was 30-class tank engine 3085.

Coverage of the move was given in the news services of Sydney channels 9 and 10 television stations while illustrated articles appeared in several newspapers.

It is interesting to note that the DGT has disposed of its last tram on the eve of being incorporated into the new Public Transport Commission. When the tramways were separated from the railways, over 1600 trams were in use. Less than 50 years later there were none left to hand back. The Railways Department, however, still has one tram of its own -- former ballast motor 42u, now overhead line battery truck E707.

The last move of the series took place on Saturday, 23rd September, when the ex-J. and A. Brown Cadillac rail motor, which had been in private storage since September 1968 was moved to Enfield on a small trailer. The motor was moved from Loftus to make way for Brisbane dropcentre car 295.

The Rail motor, numbered 3, will initially be stored in the No.1 roundhouse and will probably be available for limited inspection by visitors to the Rail Transport Museum, being as it is essentially a railway exhibit.

* * * * *

Trams also appeared in Sydney during the October Waratah Spring Festival. The bodies of C-class 12 and K-class 1295 were presented on floats in the procession through the city streets. These cars are privately owned and are not available for public inspection

Trams also appeared on three operating layouts at the Model Railway Exhibition held in the Sydney Town Hall over the October long weekend. Featured were a large scale steam tramway, a large scale electric tramway and an HO gauge layout exhibited by the SPER on which both steam outline and electric stock were run.

* * * * *

"The most suitable place for a 'knocker' is on a front door."



On 15th October, 1969, a 1926 "Foden" overtype steam wagon, builder's number 12228 and British registration no. WL 910, left London for an "around the world" trip planned to be completed on 22nd September, 1971 after a journey of 22,435 miles by land and about 12,000 miles by sea. The itinerary called for a route by way of France, Belgium, Holland, West Germany, Luxembourg, Switzerland, Italy, Yugoslavia, Greece, Turkey, Iran, Afghanistan, Pakistan, India, Nepal, Burma, Singapore, Malaysia, Thailand, Indonesia, Australia, New Zealand, United States of America, Canada and return to England,

but the itinerary had to be abandoned and the close of 1971 found "Britannia", the name carried by this Foden, marooned in Melbourne following a major boiler failure which resulted in damage to the crown sheet, back tube plate and tubes.

This is reputed to have taken place at a bus stop during mid-November and helped to upset the normally calm Melbourne suburban atmosphere!

The Foden wagon is known as the "overtype", with the cylinders, motion, crank shaft and fly wheel situated on top of the boiler, from which power is transmitted through a gear box and chain drive to the rear axle. The Sentinel steam wagon (on display at Goulburn and at the annual Echuca Rally) is the 'undertype' and the steam engine and transmission is situated under the wagon. Although the "overtype" enabled the machinery to be under the watchful eye of the driver and was easy to maintain, the boiler and driver's cabin on these wagons took up almost half of the chassis length leaving inadequate space for the pay load when compared with the "undertype" and conventional motor lorries.

"Britannia's" boiler provides steam at 220 psi which develops 49 bhp at 425 rpm through a two cylinder compound engine. The wagon is classified as a "6 ton" vehicle and is carried on two axles of 14' 9" wheel base mounted on solid rubber tyres.

This wagon was built by Foden's of Sandbach, England, in 1926 and after carrying building materials in Oxfordshire for six years the vehicle was retired and forgotten on a Yorkshire farm. In 1968 the "Britannia" was completely restored at Wigan Engineering Co. Ltd. and fitted with a metal caravan body resembling the containers carried by these monsters in the 1920's. In this new guise the wagon's laden weight amounts to 12 tons and the principal dimensions are: length 25' 6", width 7' 0", height 11' 8".

Edwin Foden patented a compound principle engine

suitable for use on traction engines in 1880 which proved more economical in operation than the existing single cylinder machines. During the 1880's and 1890's the Foden business manufactured traction engines at Sandbach in Cheshire and after experiments in the late 1890's, Foden produced his successful "overtime" steam wagon which continued in production, with progressive improvements, until 1929 when the production of steam vehicles ceased and the factory changed over to the manufacture of diesel powered truck and bus chassis.

Throughout the trip to Australia "Britannia" steamed bravely onwards, consuming 3 tons of coal every 650 miles and 4 tons of water each day, but the schedule could not be followed so the Continental part of the trip was cut short at Bombay in India, after traversing 15 countries, and the wagon shipped to Sydney. The original itinerary called for a sea journey between Djakarta and Darwin with the Australian portion of the trip commencing from that city on 17th December 1970 to Townsville, Brisbane, Sydney and Melbourne with a sea departure for Wellington, New Zealand on 17th February, 1971.

The steam wagon arrived in Sydney by sea on 10th June 1971 in the charge of owner Michael Brain, a journalist; with David Young, an engineer; Mary Carroll and Savanna Heath as crew, but the vehicle was immediately placed in quarantine for several weeks to be steam cleaned, checked for road worthiness and to have its worn rear tyres replaced. The two male crew members were subjected to a verbal Department of Labour and Industry test before the jaunt could proceed



Britannia - a Foden steam wagon. Raising steam for the day's journey at Wardell, NSW on 1st September 1971.

Photo: Ken McCarthy

On 6th July 1971 "Britannia made its first Australian appearance at Liverpool and working under its own power embarked on an advertising junket at several Sydney suburban shopping centres and in addition, made an appearance at the Parramatta Park steam tramway museum.

During early August 1971 the Foden left Sydney on its leisurely east coast tour under the sponsorship of Vidor Engineering Co. and by the weekend of August 21st "Britannia" was on display at the Kotara shopping complex at Newcastle. On Sunday 29th August the steam wagon joined other exhibits in the Coff's Harbour veteran car show and during the following day the fuel supply was replenished at the Koolkhan Power Station at Grafton.

Leaving Wardell on the Richmond River on 1st September, the average pace of 50 miles per day was continued and, after being on display at the Gold Coast, Brisbane was reached on Tuesday 7th September 1971.

On the return journey southwards from Brisbane the "Britannia" gained little publicity but, during October, Sydney was again reached but the proposal to stage a steam wagon race between Sydney and Melbourne with two locally preserved vehicles did not eventuate.

On Wednesday 10th November 1971 the "Britannia" was sighted steaming towards Melbourne, in the outer suburbs at Ballarat Road, with Michael Brain at the helm and David Trussell of Birmingham and Carol Heaney as crew members. This part of the excursion was sponsored by the Victorian Fuel Board as the vehicle was adorned with notices reading "Across Victoria on Briquettes" (brown coal fuel). No information has been received so far as to the steaming capabilities of this form of fuel in the Foden Wagon as compared with the honest New South Wales black variety!!

In mid-November the mishap occurred in Melbourne and the magnitude of the repairs required to make the vehicle roadworthy again looked as if this would be the end of the trip which was already estimated to cost £12,500 Stg. without this damage. Through the good favours of the Lady Hopetoun and Port Jackson Maritime Museum, a Newcastle firm was found which could carry out the repairs while free passage was organised by a coastal shipping line. At the last minute, however, a Melbourne firm was discovered which could perform the necessary work, and the Foden was restored to roadworthy condition again by the end of December, 1971.

By the close of January 1972, the "Britannia" was still in Melbourne pending the return of its crew from England. Whether or not the trip will proceed, remains to be seen. If it does continue, the first around the world trip by a steam land vehicle will be a reality; if not, Australia will be the richer by one Foden steam wagon.



Foden overtype steam wagon at Echuca Steam Rally, 9th June 1968. Owned and exhibited by Stewart and Symons.

Photo: Ken McCarthy



Foden steam wagon "Britannia" on show at Kotara Fair, Newcastle in February 1972. The 'For Sale' notice refers to an illustrated brochure, not the wagon.

Photo: Vic Solomons

Foden steam wagons are known to exist in Queensland, New South Wales and Victoria, with the possibility of some being set aside for preservation in other states. Three notable examples beside the "Britannia" are:-

1. 1927 Foden steam wagon, 2 cylinder compound, 7 hp, 220 psi, oertype. Fitted with tip truck body. On display at the Gilltrap Auto Museum, Coolangatta, Q'ld. This was in commercial use in Masterton, N.Z. but was brought to Australia in 1959 when the late George Gilltrap established his museum in this country.
2. Foden, two speed, oertype wagon preserved by Stewart and Symons of Echuca where it can be seen in operation at the "Annual Steam and Vintage Rally" each Queen's Birthday Sunday.
3. Foden steam wagon boiler, engine and cab, mounted on a four wheel railway chassis. Used on the construction of Bunnerong Power Station which commenced in 1926 and later used as a shunter in the power house yard. Gauge 4' 8½". Believed to have recently been obtained by the Lithgow Zig Zag Tramroad group.

For further details of the Foden undertaking see p.12, "News Sheet", Dec. 1969, published by the Historic Commercial Vehicle Association of Australia.

FOOTNOTE: Since the above material was prepared, a report has been received to the effect that "Britannia" had been sighted in steam at Long Beach, California (!) No publicity was given to the repair or shipping of this interesting vehicle from Australia.

* MUSEUM Notes & News

from **LOFTUS**

WE'RE AT IT AGAIN

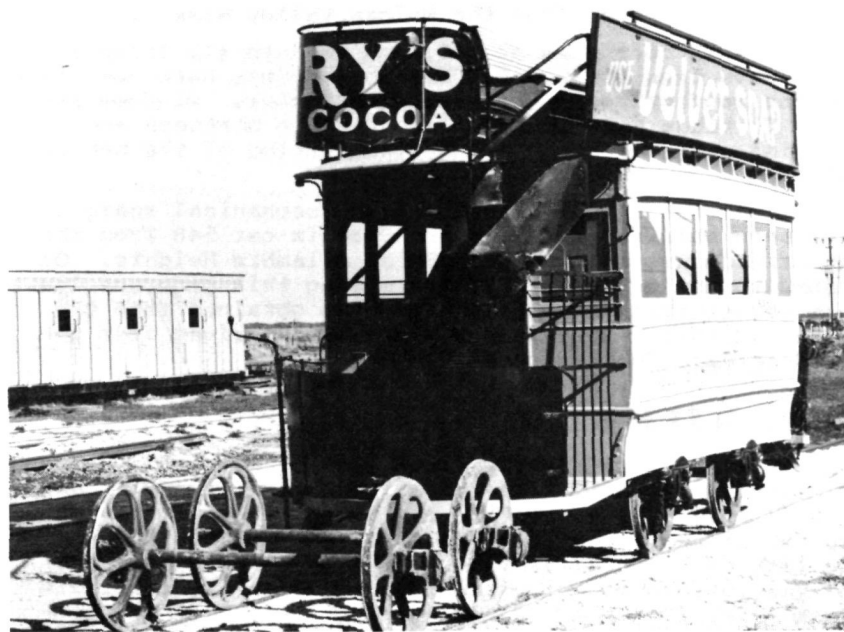
Some time in November - on a weekend date still to be announced - the SPER is returning briefly to a once popular pastime, that of running a rail tour. It is proposed to arrange for the operation of a CPH railmotor from Loftus Tramway platform to Oatley and back via Cronulla and both Como bridges. Details will be forwarded to members, as soon as they are to hand. Other persons interested could contact the Society at the address on page 23 of this issue of TROLLEY WIRE.

Thirtyseven seat bodies have been obtained for the R1 car 1979 but a number of seat squabs are still required for this car. Further squabs would come in handy when restoration of PR1 1573 gets under way, while spares



The horse tram wheel and axle sets, en route for the AETM depot at St. Kilda, beside H-class Glenelg tram 362.

Photo: Mark Skinner



Horse trams. In the foreground, the wheel and axle sets from the Glenelg, Brighton and Marino car, Adelaide and Suburban Tramways car 18, and in the background, the horse carrying trailer body from the electric tramways.

Photo: John Hoffmann

for R 1740 would not go astray.

At the same time as R1 1979 was transferred from Randwick, the bogies from the former ballast motor 98u were salvaged for use as spares for 99u and 93u.

By 2nd September all work on the motor for the N car had been completed and on 9th the southern end of the car was lifted, the bogie removed and the motor reinstalled with the aid of the crane in 24s. Brakes were reconnected and the bogie replaced. The following week saw the motor reconnected and the tram underwent trials. These proved to be successful, so that N 728 is once again operable after the most extensive engineering works undertaken by the members of the Society. Special thanks are due to Mr. Cowing, father of member Bob Cowing and to member Bob McKeever and to all the others who worked on this project.

With the removal of the N car motor from the workshop, a spare motor for 295 was placed next on the list for overhaul. This motor is presently being dismantled for inspection. Work in the area has been facilitated by the laying in the workshop floor of a two foot gauge track upon which is run a flat trolley, reconstructed on the steelwork of a wagon salvaged from the Wolgan Valley mine area.

Work continues on 180, and to date all loose roof slats have been refixed to the ribs; joints have been taped, and the roof primed to preserve the timber. Windows and other fittings have been replaced in the northern end of the car, and work has commenced on the fitting of the new gutter rails.

A quantity of electrical and mechanical spare parts have been obtained for Brisbane Phoenix car 548 from the Sunnyfields Association car 550 at Allambie Heights. Our thanks to the owners of 550 for making this generous donation. More street traffic signals have been obtained from the DMT while three fire alarm pillars have arrived from the Board of Fire Commissioners.

from **St. KILDA**

Car 111 was driven for the first time at St. Kilda under power on 15th July. A length of temporary track has been laid on road 3 to allow this operation. Restoration of the car is about 75% complete, the main difficulties being the lack of moquette seating in the non-smoking saloon, and the restoration of brake rigging which has lain idle since 1958.

Car 282 has (hopefully) received its last coat of exterior paint and many items such as handrails and straps are now being installed.

All vehicles were given a thorough cleaning prior to the visit by the MTT Old Comrades Association (Retired

Employee's Club) on 30th August. Many memories were stirred by this visit.

Trackwork continues, and a turnout connecting roads 4 and 5 has been placed and readied for testing. It is hoped that during September, transfers of vehicles between these two roads will occur. Senior SPER members will remember the (im)famous "Point McCarthy" at Loftus. The AETM wishes to commemorate the opening of St. Kilda's first switchpoint and has named the turnout "Point Pennack" after its designer. (It is to be hoped, however, that the AETM has learned a lesson from the SPER activities and allowed a realistic factor of safety in their pointwork. "Point McCarthy - Mk I" is now, of course, gone - and remains a not-so-happy memory to those SPER drivers who were required to coax their trams through with uncertain results. Eds: TW.)

Guidelines have been laid down for the appointment of future motormen (drivers). These are:-

1. Regular and frequent attendance at AETM work parties.
2. Over 21 years of age.
3. Familiarity with current AETM operation.
4. A member of the AETM for at least 2 years.

Eight trainees have initially been appointed by the Executive Committee. It is hoped that the MIT may be able to assist with the training.

The horse tram truck (see TW - August 1972) is a gold mine of industrial archaeology. The journal boxes are of Stephenson manufacture (circa 1883) except one which was made by "Hutchinson Foundry, Adelaide" proclaimed in ornamental lettering. The wheels were cast by "Millar and Co; Edinburgh, 25 Oct. 1902." As the journal boxes on horse tram No.18 bear the legend "Union Eng. Co. Adelaide" it would appear that spare part requirements for these cars was hotly contested at the turn of the century!

from **BALLARAT**

With all six trams now stored in the depot, work is being concentrated on laying in the connecting track between the new depot and the former Gardens line in Wendouree Parade. This track is still in place and even the overhead wiring has been allowed to remain for the future use of the BTPS.

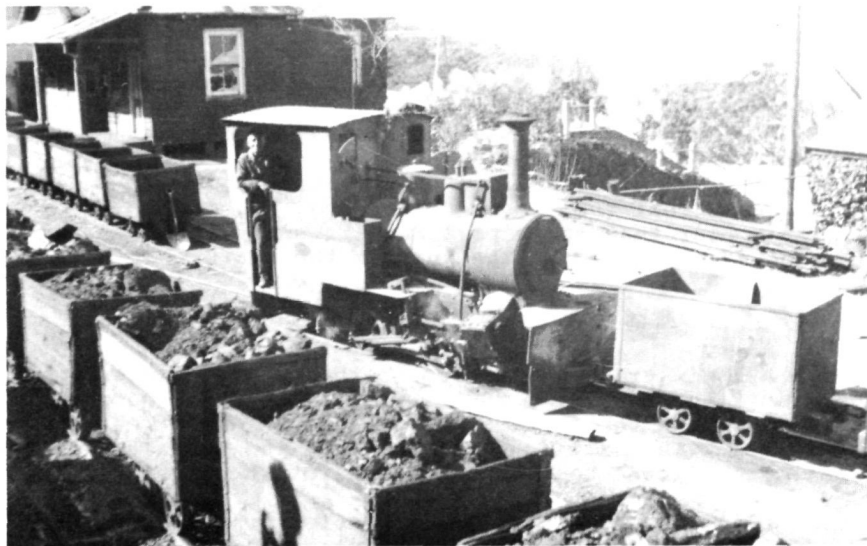
A display of historical photographs and tramway relics is to be set up in one of the trams. This will then be open for inspection by visitors to the tramway.

The first annual general meeting of the Ballarat Tramway Preservation Society was held on Saturday, 23rd September 1972.



111 emerges from the depot on its first trial run at St. Kilda, under the control of Max Fenner (driving) and John Pennack, with Ron Jenkins (foreground) and Robert Magnusson observing the progress.

Photo: Mark Skinner



Hudswell Clarke loco 1432 at Corrimal in August 1950. This loco was at Maria Island prior to use at Corrimal and is now preserved by the "Southern Highlands" group at Colo Vale, NSW.

Photo: Ken McCarthy

In accordance with the constitution all 11 positions on the Board were declared vacant. As there was only one candidate for each of the senior positions, an election was not necessary. However, a ballot was required for the election of the six ordinary Board members.

The Board now consists of:-

President.....	H.E. Cain
Vice President - Ballarat.....	M. Calnin
Vice President - Melbourne.....	C.W. Jessup
Secretary.....	R. Gilbert (Melbourne)
Treasurer.....	A. Harnwell (Melbourne)
Board Members.....	D. Clogan
	... F. Hanrahan
	... G. Netherway
	... H. Ballantyne (Melbourne)
	... C. Croft (Melbourne)
	... W. Doubleday (Melbourne)

In addition, Peter Hill holds the non-Board position of Membership Officer.

Under the constitution, at least four Board Members must be residents of Ballarat and at least another four residents of Melbourne.

About 50 people attended the meeting, which was held in the Botanical Gardens kiosk. The annual report showed that the BTPS was in a good financial position. There were 280 financial members at 30th June, but this has since risen to more than 360, confirming the RTPS as the biggest tramway museum (as far as membership is concerned) in Australia.

Highlights of the year were the closure of the SEC tramway systems, the construction of the BTPS depot and the transfer of the Society's six trams to this new depot. The Board expressed extreme gratitude for the help and encouragement given by a large number of bodies and individuals.

ESPECIALLY FOR THE BUS ENTHUSIAST.....

A privately organised tour to commemorate the end of two-man bus operation in Adelaide and the final withdrawal of the three door buses, which replaced the trams in the 1950's, is being organised on the weekend of 2nd-3rd December 1972.

A special tour is to be run on the Saturday afternoon, and one of the ex-MTT buses now in service with a private operator may be utilised on the Sunday. Interested persons are asked to contact Paul Nicholson, 1/41 Albert Parade, Ashfield, NSW, 2131; or phone (Sydney - STD 02) 7984895.



ILRMS members and SPER visitors witness the retrieval of the last two coal skips from the southern end of the Corrimall railway on 20th May 1972.

Photo: Ken McCarthy



980, Australia's only PCC-equipped tramcar, now out of regular service and with an uncertain future.

from **WOLLONGONG**

A landscaped narrow gauge industrial railway model layout has been constructed and was displayed at the Hobbies and Model Exhibition at North Wollongong on the weekend of August 26th and 27th. The display was backed by poster size photographs of recent museum activities and past industrial railway scenes on the Illawarra.

A four wheel 2ft gauge rail motor capable of seating 5 people has been constructed to enable flat trucks to be hauled along the northern end of the Corrimal Railway (see map, TW August 1972) when tracklifting commences. The motor is powered by a 600 cc Lloyd two cylinder aircooled engine, and the transmission is via a five speed gearbox and dual chain drive. Substantial cowcatchers are located at each end below zebra striped aprons to prevent the motor from tipping from the track should the uneven terrain cause a derailment. A tram gong completes the picture and warns of the motor's impending arrival.

Recent work parties have retrieved wheel sets and flat trucks from the former Mt. Kembla Colliery and side tip wagons from the Newcastle region.

More light has been shed on Corrimal loco 1423 of 1922 vintage built for Robert Hudson by Hudswell Clarke. Prior to its arrival at Corrimal in 1944, this loco had been employed, since new, in the limestone quarries on Maria Island of the east coast of Tasmania, until 1930 when production in the quarry ceased.

The search for a permanent site on which to construct an operating 2ft gauge tramway continues, and the Shellharbour Council has suggested a picturesque site suitable for the establishment of a museum. They are negotiating on the Society's behalf with the Department of Lands.

From MELBOURNE

A report from Melbourne indicates that the W3- and W4-class cars of the Melbourne and Metropolitan Tramways Board fleet which numbered 21 cars (16 W3 and 5 W4 cars) have been put on the banned list, being restricted from all operation, including special hire for enthusiasts. The cars have been out of service and in storage for some years, although until recently could be hired if specifically required. The new ban seems to indicate the likelihood of scrapping of these cars in the near future.

A plan to use W4 671 on a tour to Moreland prior to the closure of, and removal of, the abandoned stub terminal near Brunswick depot did not eventuate, L-class car 101 being substituted and consequently the last car to use this



short length of track. The photo above shows 101 at the end of the line, almost foul of the railway level crossing in the background. The inbound track from Brunswick Depot, which is situated some distance to the left adjacent to the railway can be seen in the bottom of the photo.

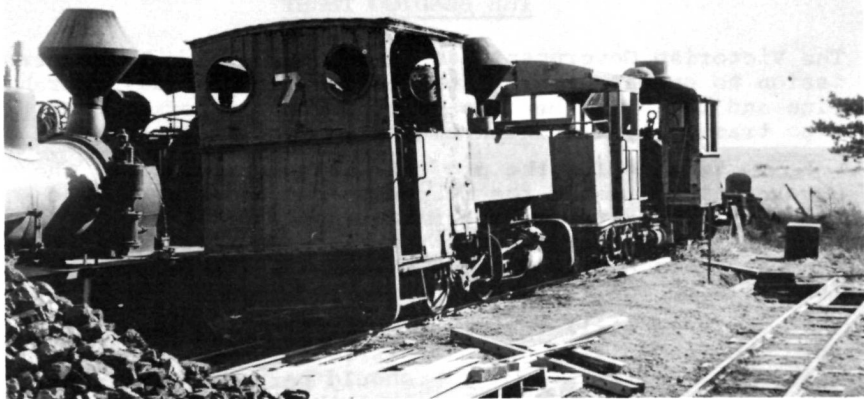
The MMTB have called tenders for 100 new trams. In the meantime, Preston Workshops are producing the prototype car which, from reports from the MMTB will be equipped with their PCC controls. It is not sure whether this is spare equipment which the Board may have had stored for cars which were never built, or from their only PCC equipped car, 980, which has been withdrawn from regular service, and which it is reported will be converted to a form resembling the W7 cars or will be scrapped should this conversion not be possible.

MARSDEN MUSEUM OF HISTORIC ENGINES - GOULBURN

During March 1972, three further 2 ft gauge steam locos arrived at the Marsden Museum of Historic Engines to bring the total loco roster up to seven.

On 2nd March, an 0-4-OT Krauss loco, which had been housed at the engineering works of the late E.M. Baldwin of Castle Hill for some time arrived at Goulburn. This loco, Builder's No.5945 of 1907 originally carried the name 'Jack' on the 25 miles Goondah to Burrinjuck tramway in NSW where it worked between 1908 and 1928. The loco next rendered service in Queensland as No.7 on the Fairymead sugar tramway near Bundaberg.

Two further locos arrived at Goulburn on 14th



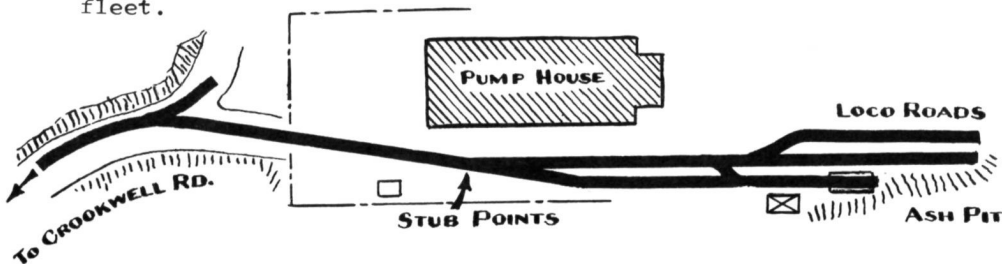
Krauss 5945, Baldwin-Forney 10533 and Davenport 1596 on the loco road at Goulburn, May 1972.

Photo: Ken McCarthy

March. One of these is an 0-4-2 "Forney Patent" built by Baldwin of USA in 1889 with Builder's No.10533; powered by 7" x 10" cylinders. The engine is identical to hundreds used on elevated railways in several US cities prior to electrification of these lines at the turn of the century. Employed as Fairymead No.1 in Queensland, the loco stood in a park near Bargara Beach for a decade until retrieved by Bruce MacDonald, the curator of the Goulburn Museum, when it had almost reached a stage of being beyond preservation.

The other new arrival is a large 0-6-0 machine by John Fowler, B/No. 11885 of 1909, with large side tanks and open cab. Powered by 8" x 10" cylinders, the loco was first employed on the sugar lines around Childers as No.5 of the Isis Central Mill and still with this number its working life came to an end in 1971 at the Gin Gin Mill at Walla-ville, Queensland.

At Goulburn, the track has been extended beyond the Waterworks terminus to form three parallel tracks, one of which ends over the ash pit to form a run round loop, while the other two stubs house the growing locomotive fleet.



WATER WORKS TERMINUS

7/72

THE BENDIGO TRUST

The Victorian Government has given the Bendigo Trust permission to operate four trams between the Central Deborah Mine and the North Bendigo terminus on the former SECV Bendigo tramway system which closed in April of this year.

Finance for the project will be provided by the Government to enable the scheme to get under way. The trams will operate for a trial period until Easter 1974 and until then the Government will retain all the remaining tramway equipment in Bendigo which will not be required initially by the Trust.

It is still felt that investigations should continue into the feasibility of an off-street tramway museum. It should perhaps be noted here that the operation of the trams in Bendigo will come under the classification of a tourist tramway rather than a tramway museum.



At the end of the trial period it is understood that the Victorian Government will decide whether this proposed operation should continue, or whether an alternative should be developed. The trial period is intended to enable the backers of the scheme to decide whether or not to provide long term capital assistance for the project. It is hoped that some 30,000 passengers would be carried per year (!)

and nationwide promotion of the trams is expected to take place to try and achieve this aim.

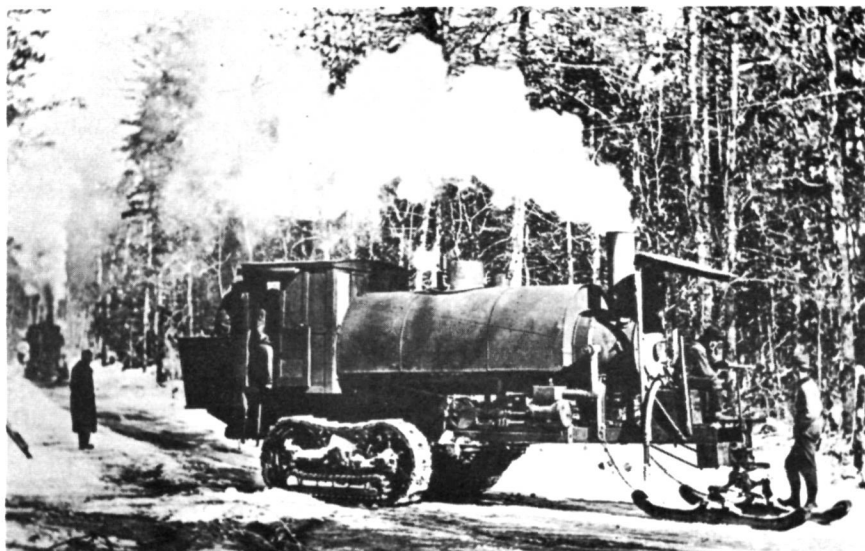
A concession to motor vehicles travelling along the main road into Bendigo has been granted by the decision to build a spur off High Street into Violet Street to take the terminating trams out of the main traffic stream.

The decision to allow the trams to return to the streets of Bendigo has received considerable applause from some sections of the local community, although many enthusiasts societies as well as government departments feel that the trams could be better displayed in the several tram museums already established in Australasia.

Whatever the outcome in Bendigo, TROLLEY WIRE wishes the venture well; our concern being to see representatives at least, of the Bendigo tramway fleet continue in operation as long as possible, whether on a tourist tramway or in a tramway museum.

LOMBARD LOG HAULER

TROLLEY WIRE
OCTOBER 1972



Before the advent of large crawler tractors and other modern sophisticated internal combustion powered machinery, the steam log hauler was reasonably common in timber getting operations.

Usually vertical boilered and commonly rail mounted, the log hauler was essentially a self contained steam winch used for handling logs at bush rail heads and saw mills, and was to be found in forests across Australia as well as overseas.

Around the turn of the century, however, there appeared in the forests of New England on the east coast of the USA, a machine of an entirely different style - The Lombard Steam Log Hauler.

Whilst this machine could be classed as a traction engine, it was in reality a steam locomotive on crawler tracks and skis and as such did a locomotive's work in hauling trains of sleds loaded with logs over ice-covered forest trails during winter timber getting operations, in country generally unsuitable for railways.

A crew of three was required to work a Lombard; driver, fireman and steersman, the latter being a somewhat dangerous occupation as the steering position on the front of the machine was precarious to say the least, especially when it is realised that there was no effective way to brake a sled train thundering down a snow and ice covered mountain slope!

-Based on information supplied by Bob Harvey.



the Bessemer Bus

During the last few years a vintage single deck bus, mounted on a 1915 Bessemer chassis, has been a feature of the October Waratah Procession in Sydney. The procession of Saturday, 9th October, 1971, may well prove to be the last occasion on which the bus parades on Sydney streets for on Tuesday November 9th this superbly restored vehicle was sold by auction for \$7,000 to radio 6IX/ Channel 7 TVW of Perth for use in promotional advertising.

The 1915 Bessemer bus was imported from Pennsylvania, USA, in 1916 but was impounded for possible use as emergency transport until the end of World War I. In its original form, as an open sided bus seating 20 passengers on transverse seats, the bus entered service in 1918 on routes in the Sydney suburban area but was withdrawn from service around 1924 due to economic considerations and converted to a bulk wheat carrier for use in western NSW.

In the early 1960'S the worn out remains of the Bessemer truck, estimated to have travelled 400,000 miles by this stage, were discovered at Gladesville, a Sydney suburb, and under the direction of Ron Ferguson, Proprietor of "Vintage and Veteran Restorations" of Lidcombe, the truck chassis was fitted with a saloon body typical of those in use in Great Britain during the First World War. This restoration work was carried out to the direction of station 2SM at a cost of \$17,000.

The vehicle is carried on solid rubber tyres and complete with red and white body weighs 7616 lbs. The length is 21' 6", height 11' 0", width 7' 0". The bus is capable of a speed of 20 mph, power being provided by a 4 cylinder 32 hp side valve engine with three forward gears. The large brass headlamps using acetylene gas as a fuel dominate the front of the bus while the tail lamps and side light burn kerosene.

SPER - NOTICE OF MEETINGS

The next general meeting will be held on Friday, 28th October 1972. The meeting will be held in the Railway Institute, Devonshire Street, Sydney to commence at 7.30 pm.

The Annual Members Day and Dinner at Loftus will be held on Saturday, 9th December 1972. Further details of this activity will be forwarded to members in due course.

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Readers of TROLLEY WIRE who may be interested in membership details etc. of the various organisations using the magazine as their house journal may contact the Secretary of the organisation at the following address:-

SOUTH PACIFIC ELECTRIC RAILWAY

Box 103, GPO, Sydney NSW 2001

AUSTRALIAN ELECTRIC TRANSPORT MUSEUM

Box 1468L, GPO, Adelaide SA 5001

WESTERN AUSTRALIAN ELECTRIC TRANSPORT ASSOCIATION

c/o PO Box 19, Maylands WA 6051

BALLARAT TRAMWAY PRESERVATION SOCIETY

PO Box 632, Ballarat VIC 3350

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY

PO Box 1741, Wollongong NSW 2500

BACK COVER:

From the SPER archives comes this delightful shot of Bournemouth open top double deck tramcar 83 posed beside two of the then brand new trolley buses nos. 73 and 134. The answer to an "anti-pollutionist's" dream, these vehicles unfortunately no longer grace the streets of this city with their quiet, clean, and efficient operation.

Photo courtesy BTH

Editorial Committee:

G. A. Buckman
N. L. Chinn
D. E. Cooke
W. M. Denham
R. I. Merchant
V. C. Solomons

TROLLEY WIRE is published bi-monthly by the **South Pacific Electric Railway Co-operative Society Limited**, P.O. Box 103, Sutherland, N. S. W., 2232.

Subscription rate (for non-members):
\$2.25 per annum, post paid.

* 35¢ - Recommended maximum selling price in Australia.

