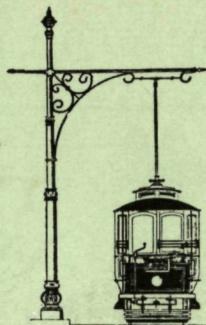


# TROLLEY WIRE

Journal of  
AUSTRALIAN TRAMWAY MUSEUMS

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

THIRTY FIVE CENTS \*



DECEMBER 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



DECEMBER 1972

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Vol. 13

No. 6

Issue No. 143

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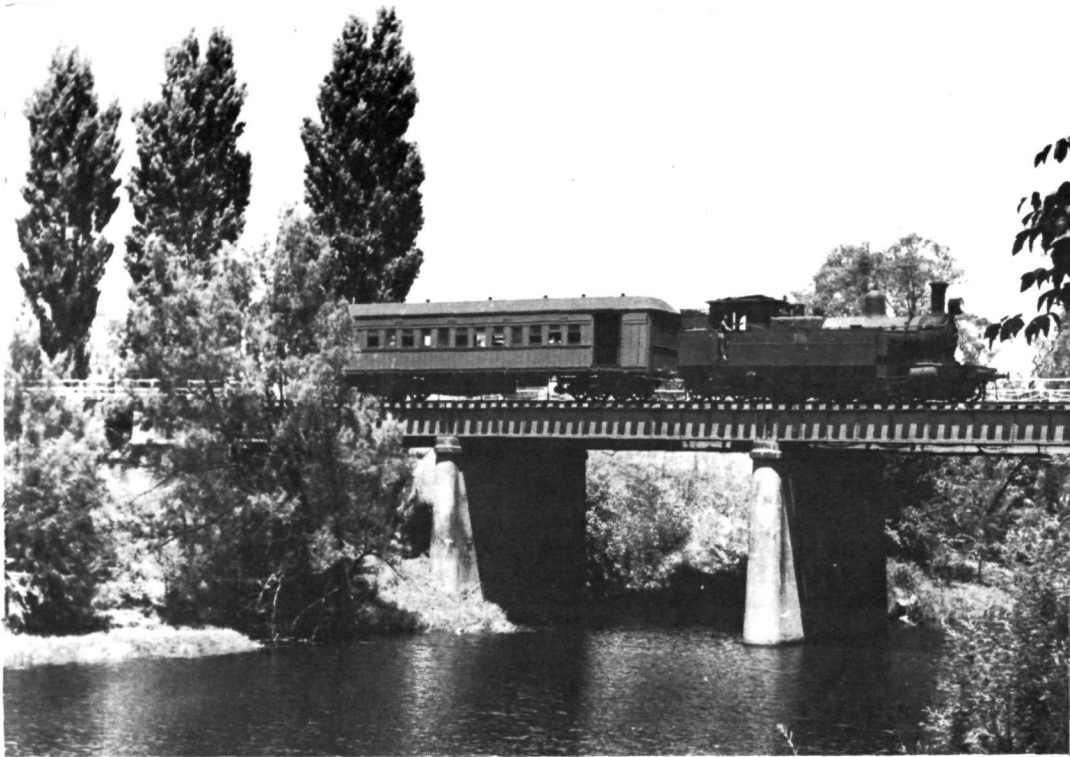
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FRONT COVER:

SPER car, Brisbane Dreadnought car 180, on one of its last runs in Brisbane, on the Toowong Cemetery line, before the car was stored pending transfer to Sydney.

Photo: Dale Budd



30-class loco 3118 drifts across the Nepean River bridge with a CCA coach prior to storming the grade into Camden station, on the now dismantled Campbelltown-Camden tramway.

Photo: Dale Budd

## The Camden Tram

On New Year's Day, 1963, a three loco, nine car train struggled over the steeply graded, winding railway branch line from Campbelltown to Camden. The longest train to traverse the line, it was also the last and with its return to Campbelltown the era of the roadside rural tramway in New South Wales came to an end.

Opened on 10th March 1882, the line was the first rural application of the Tramway Extension Act of 1880 and as such was an experiment to see if such lines would be viable. Although other similar lines, both Government owned and private, were built up until the late 1920's, in retrospect, they were not really successful.

The tramway commenced at a junction with the main Southern railway approximately 30 chains south of Campbelltown station, the railway being used to reach a terminal bay on the south eastern end of the station, and immediately attacked the rolling plains as it swung westward on 1 in 20 and 1 in 18 grades and 7 and 9 chain curves. It then followed the Camden Road, using the road bridge over the Nepean River to a terminus, on a rising grade, just short of Edward



Street, Camden in an area subject to occasional flooding. The terminus was moved to the west of Edward Street in 1883.

Tramway steam motors and trailers worked the line. Railway freight vehicles were hauled by the motors using coupling dummy trucks which were fitted with both tramway link and pin couplings and railway three link couplings. The tramway vehicles were fitted with railway contour wheels.

The tram motors were replaced in 1884 by two small Manning Wardle 0-6-OST locomotives, Nos. 292 and 293, which later (1889) were grouped in the P127 class. The tramcar trailers were also replaced by small endloading saloon cars known as KA-class tramcars, although, really railway carriages. The line was still classed as a tramway which (in theory at least) allowed one man operation of the locos and conductor/guard working of the train. The line was transferred from tramway to railway administration in 1889 and was extended into Campbelltown station in 1891.

Seven intermediate stopping places were opened with the line and with a number of location changes became the seven stations of latter years -- Maryfields, Kenny Hill, Currans Hill, Narellan, Grahams Hill, Kirkham and Elderslie. These were all unattended except Narellan which was a crossing station.

In 1901, a new bridge was erected over the Nepean River at Camden, the tramway having its own structure on piers common with the road bridge. Concurrent with this work, the line was generally relocated clear of the road and upgraded to enable the 2-6-4T locomotives of the later Z20 class to be used. The line still had 1 in 18 and 1 in 19 grades and 5 and 7 chain curves and the 20-class engines were limited to 80 tons on passenger trains and 80 tons on mixed and freight between Campbelltown and Narellan and 125 tons beyond to Camden on the down and 100 tons on the up.

CCA class railway cars replaced the KA's in 1917 and the gradual transition from tramway to railway was complete. In 1925 a new branch platform was opened at Campbelltown and this enabled the line to function entirely independent of the, by that time, double track main line.

The line served its intended purpose of carrying rural produce and in 1938 a siding was opened into the Dairy Farmers milk plant at Camden. From 1937, however, coal from mines in the Burragorang Valley was loaded at Camden, although loading was transferred to Narellan a few years later. This increased traffic brought with it operating difficulties, doubleheading and banking being necessary and very uneconomic.

From 1957, C30-class 4-6-4T locomotives and later 41- and 70-class diesels were used on the line, although steam only went beyond Narellan. Prior to this, CPH railmotors had been tried but were found to be unable to cope with the grades.





30-class tank engine and CCA car at Kenny Hill, a roadside station on the Camden tramway.

To accommodate crowds travelling to a religious pilgrimage, the station at Maryfields was relocated and lengthened in 1938 and eight car trains were run direct from Sydney, being doubleheaded and banked on the branch.

Large export orders for coal were obtained by the mines and loading facilities were erected at Glenlee and Campbelltown in 1962, thus bypassing the Camden line. As the passenger and milk traffic could be handled by road, it was decided to close the line from 1st January 1963.

In 80 years the Camden tram had become a beloved institution and recognising this, the Department of Railways honoured the occasion by special workings. Two Z20-class locos, 2016 and 2029 returned to the line and worked some of the daylight services on 31st December 1962. At 1 pm an eight car train left Campbelltown with 2016 and 2029 on the front and 3140 banking. Police co-operation was excellent and convoys of cars loaded with photographers were escorted along the Camden Road paralleling the trains. The last regular service left Camden at 12.55 am. It consisted of six cars and was hauled by 3140 and 3113 and as there was no main line connection, ran through to Sydney.

The ARHS arranged a special last train for New Years Day. This ran from Sydney and was hauled over the branch by 2010, 2016 and 2029. With over 500 passengers on the train and many thousands on the road, the Camden Tram received a grand send off.

Today, little remains to show that the line ever existed. Campbelltown is being developed as a satellite city and the plans are in hand for light rapid transit lines one of which is proposed to run to Camden. So there is hope that the Camden Tram may one day run again, although not in the form in which it was so well known for over 80 years.

# Rockhampton Tramways Rolling Stock



compiled by Ken McCarthy

Car 4 in East Street at the Denham Street intersection, bound for Canning Street. The open sided toastrack bus is headed for Yaamba Road, an area not served by the trams. Circa 1936.

Photo: Ken Magor collection

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These notes have been compiled to accompany the brief accounts of the day to day running of the Rockhampton Tramways which appeared in this magazine last June and August. They are not intended to be a definitive account, but as a record which may assist the compilation of a detailed treatment of the subject at some later date.

---

In the thirty years' period between the opening ceremony of the Rockhampton Tramways, performed by the then Premier of Queensland, Mr. W. Kidson on Saturday 5th June 1909 amid a crowd of 2,000 at the William and Bolsover Streets intersection, and 24th June 1939 when the last tram left the Post Office terminal in East Street at 11 pm, the trams carried 40,514,924 passengers, collected £356,476 (\$712,952) in fares and travelled some 4,526,932 miles.

During this period of tramway operation the fares were increased only once, in 1920. Prior to this increase a child between the ages of 3 and 14 paid 1d. per journey

**City of Rockhampton Municipal Tramways**  
**2d.**  
 Two Sections Only  
 Please observe this ticket on the tram. It is valid for the whole of the day and night on the 10/11 and 12/13 sections only.

**10989 M**

Heat causes Depression.  
**MAY'S PHOSPHORISED Brain and Nerve Tonic**  
 refreshes you up and puts a new spring in you.  
**2/6 bottle.**  
**ATHERTON & CO. LTD.**  
 The Big Chemists.

**City of Rockhampton Municipal Tramways**  
**3d.**  
 Three Sections Only  
 Please observe this ticket on the tram. It is valid for the whole of the day and night on the 10/11, 12/13 and 13/14 sections only.

**10986 D**

**ATHERTON'S EFFERVESCING SALINE**  
 Nature's Aperient,  
 freshens and invigorates the whole system.  
**2/- per bottle.**  
**ATHERTON & CO. LTD.**  
 Our Chemists.

**ROW'S**  
 NOTED DISPENSARY  
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**Our own special Proprietary Preparations**

**Row's Compound Dandelion Pills**  
 These Pills cure all Disorders of the Stomach, Liver, and Bowels, thus acting as an alternative on the Blood.

**Row's Hair Cleanser and Nit Des.roying Lotion.**  
 For Cleansing the Hair, Destroying Vermin, and rendering the Hair free from Nits.

**Row's Electric Liniment.**  
 A Family and Household Remedy for Aches and Pains, such as Sprains, Bruises, Lameness, Rheumatism, Stings of Insects, &c.

**Gordon's Headache Capsules,**  
 1/- per box.

**Gordon's Liver Pills,** 1/- per bottle.

**Gordon's Mosquito Lotion,**  
 1/6 per Bottle

**ROW & CO.**  
 J. P. J. Gordon, Ph.C., Vic., N.S.W. & Q.  
**EAST STREET - ROCKHAMPTON**  
 (Opposite Post Office)

The Best and Newest Inoculating Instruments for Cattle with all Necessary Appliances.

City Printing Works Rockhampton

**ROCKHAMPTON COUNCIL TRAMWAYS**

**TIME TABLE**  
 FROM AUGUST, 1926



**ROW'S**  
 NOTED DISPENSARY AND DRUG STORE  
 (J. P. J. Gordon, Ph.C. Qland, N.S.W., and Victoria)

**Telephone Nos. 60 and 221 - Day and Night**

**EAST STREET - ROCKHAMPTON**  
 (OPPOSITE POST OFFICE)

Front and back covers of the 1926 Rockhampton Tramway timetable and two tickets used prior to 1920. The Pharmacy fraternity of the town seemed to have a monopoly on timetable and ticket advertising.

and adults 1d. per section. After the increase, fares for children amounted to  $1\frac{1}{2}$ d. while a journey of one section cost adults  $1\frac{1}{2}$ d. with an additional 1d. for each additional section traversed. The fare sections were measured from the Post Office in East Street. On the Dawson Road and Gardens lines the 3 sections ended at West Street, Caroline Street and the terminals, while the Canning Street (Depot) route amounted to two sections ending at Murray Street and the Depot. The longer Wandal working was divided into three sections at Murray Street, Showgrounds and the terminus.

For the working methods of the Rockhampton services the reader is referred to the June and August editions of this magazine. It would seem that prior to 1911 the basic operations could be just handled by three tramcars in steam, gradually being extended after the arrival of further vehicles to five cars. After the opening of the Wandal extension in 1922 the then current timetables suggest that six trams were required on the weekday frequencies, this figure being reduced to five during the Depression and to four tramcars between 1932 and the closure in 1939. Special occasions, such as the "Carnival Week" activities in June, would require all trams fit enough to leave the depot be pressed into service. (See table next page for information concerning the operations in 1920, 1926 and 1933.)



ROCKHAMPTON TRAMWAYS - TIMETABLED TRIPS PER DAY

All via PO unless otherwise noted

Date	SG to G		G to SG		SG to DR		DR to SG		CS to DR		DR to CS		CS to SG	
	W	S	W	S	W	S	W	S	W	S	W	S	W	S
circa 1920	16	15	12	16	14	12	18	10	14	11	10+ 1£x	14	0	2½
Aug. 1926	0	4	1	2	1	1	2	1	11	11	17	12	0	0
circa 1933	1	1	1	0	3	2	2	2	0	0	1	1£x	0	1½

SG to CS		CityCirc		CS to G		G to CS		DR to W1		CS to W1		G to W1	
W	S	W	S	W	S	W	S	W	S	W	S	W	S
1+ 1*	2	3+ 1£	0	9	11	15	11						
2	1	1	0	15+ 1½	14	14	11	11	13	4½	1½	14	12
1*	0	1	0	25	23	26+ 1£x	25	24	22	0	1	1	1

W1 to DR		W1 to CS		W1 to G		Fares Child	Ad. 1 sect	Ad. 2 sect	Ad. 3 sect
W	S	W	S	W	S				
						1d.	1d.	2d.	3d.
16	15	2	1	13	10	1½d.	1½d.	2½d.	3½d.
24	21	1	2	1	1	1½d.	1½d.	2½d.	3½d.

Ad. 12 tickets at 2 sect				12 at 3 sect				Child 12 tickets			
1/9d.				2/6d.							
2/-				3/-				1/-			
2/-				3/-				1/- 3 to 14 years			

NOTES: SG = Showgrounds, G = Gardens, CS = Canning St., W1 = Wandal,  
City Circular = Canning St. to Canning St. via PO.

x = Runs clockwise on city circle, £ = direct, not via PO  
 % = Runs anticlockwise on city circle, + = plus, and also  
 W = Weekdays, S = Sundays, \* = Saturadys only, @ = Sats excepted.  
 W = Weekdays, S = Sundays, \* = Sat. only, @ = Sat. excepted.

Additional trips, not shown above, would have been run between depot and terminals to take up and complete running

**SECTIONS:**

Gardens and Dawson Road: PO to West St. West St. to Caroline St.  
Caroline St. to Termini.

Wandal and Canning Street: PO to Murray St. Murray St. to Canning St.  
or Showgrounds. Showgrounds to Wandal

STOPPING PLACES:

Dawson Road: PO to Talford St., every intersection, then Canning St., Bolton's Corner, Caroline St., Margaret St., Larnach St., Ross St., Nicholson St., Church St., Prospect St., Ward St., Ferguson St., Near Queen St., Terminus (at King St.)

Gardens: As for Dawson Road to Eanning St., Davis St. Corner, Caroline St., Glencoe St., Corberry St. (top side), Brae St., Penlington St. (top side), Ward St. Corner, Jessie St., Agnes St. Corner, Terminus.

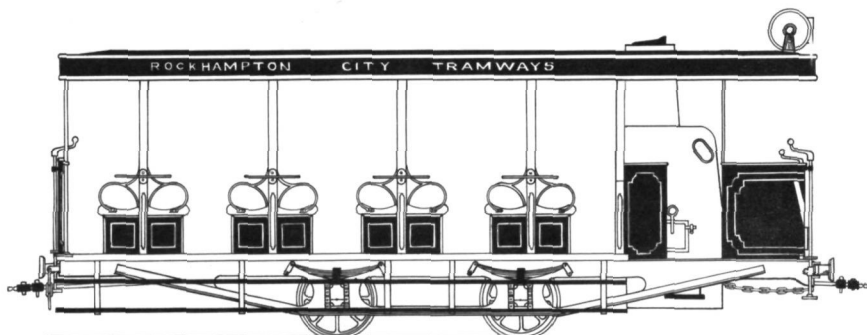
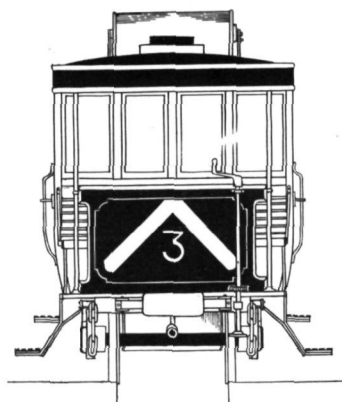
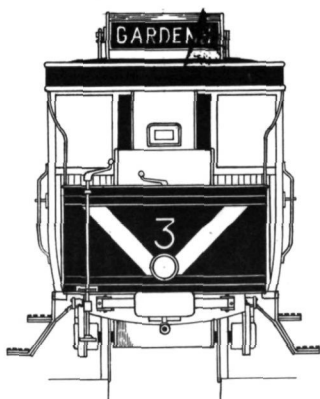
Wandal: PO to Rundle St., every intersection, then Catherine St., Five Ways Corner, Woodville St., Wandal St., Norman St., Lagoon St., Jardine St., Darcy St., Terminus.

Canning St.: PO to West St., every intersection, then Talford St.,  
Canning St. Corner, Fitzroy St., Tram Depot (Denham St.)

The self contained steam tram power cars which conducted this business were a credit to the designers at the engineering works of M. Valentin Purrey of Bordeaux, France. Not only could they haul two trailers but the steam components were so compact that on a floor space of 6'.11 $\frac{3}{4}$ " in width and 27'.0" in length the boiler and control gear occupied the first 7'.0" of the length while 40 passengers could be seated on the remaining area.

The principal dimensions of the first four cars on the roster were:-

Length over ends .. .. .	27'0"
Length over bumpers .. .. .	29'0"
Width over floor sills .. .. .	6'11 $\frac{1}{2}$ "
Width over bottom foot boards .. .. .	10'0"
Width over second foot boards .. .. .	8'9"
Width over top of body uprights .. .. .	7'5.3/8"
Width over roof fascia beads .. .. .	7'6.3/8"
Height from floor to inside ceiling centre .. .. .	6'11 $\frac{1}{2}$ "
Height at doors from floor to fascia .. .. .	6'1 $\frac{1}{2}$ "
Width between rear apron uprights .. .. .	5'7 $\frac{1}{2}$ "
Length between rear end of floor and bulkhead behind boiler .....	20'1"



R. MCCARTHY 7/72



Height rail to bottom step . . . . .	1'0"
Height rail to second step . . . . .	2'0"
Height rail to floor . . . . .	3'0"
Height from rail to roof centre . . . . .	10'0"
Wheelbase . . . . .	6'6" (2m)
Wheel diameter . . . . .	33"
Distance between centre lines of posts between compartments, from front . . . . .	3'3½"+7'4¼"+7'4¼"+7'4¼"+ 2'9"
Height from rear apron, floor to waist rail . . . . .	3'2"

These sizes and the accompanying drawings are based on the remains of cars 3 and 4 and trailer 10 at Seeonee Scouts' Camp and the trailer underframe at Port Alma.

At maximum strength, between 1922 and 1939, the Rockhampton tramway roster stood at 9 power cars and 6 trailers. Over the years the rolling stock was progressively





Remains of car 3 at Seeonee Scout Camp, Rockhampton. 4th September 1971.

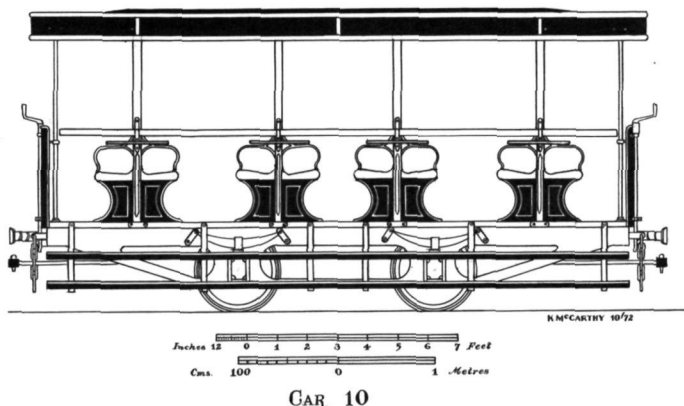
Photo: Ken McCarthy

improved, each vehicle in its lifetime underwent at least one complete reconstruction, while repairs after major accidents resulted in other major alterations. Until World War I the motor cars and trailers were numbered in separate series starting from 1; on combining the numbers the power cars retained their numbers 1 to 8 and the trailers received 9 to 12. Two 50 seat trailers built around 1921 received numbers 13 and 14 and a longitudinal seat, saloon power car, added to the fleet in 1922, carried the number 15 until approximately 1934 when it exchanged numbers with trailer 9 in order to keep the motor numbers in a single group.



Rockhampton trailer underframe at Port Alma. 6th Sept. 1971.

Photo: Ken McCarthy



CAR 10

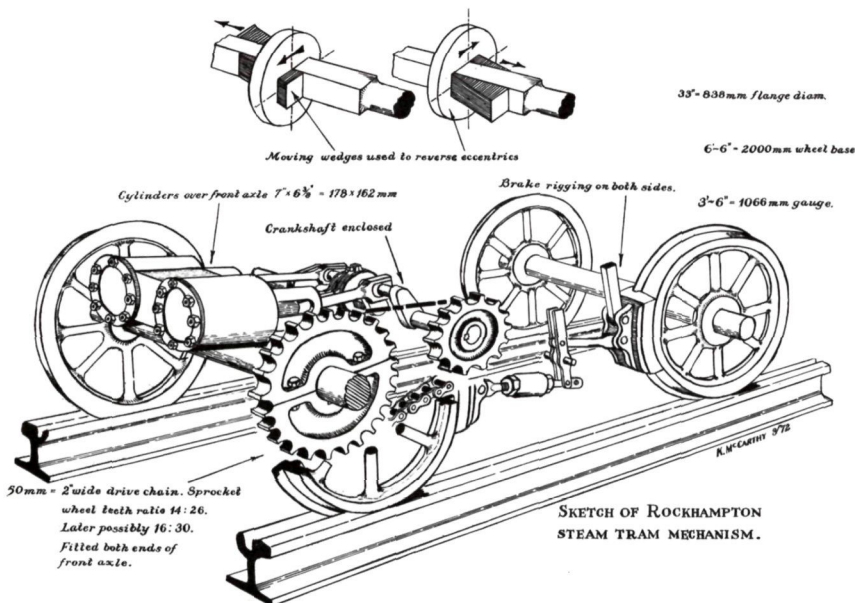
Four self contained steam cars and two trailers were ordered for the opening of the tramway in 1909, the cars from Purrey of France and the trailers from Brown Engineering Co. of London. It is possible that the cars arrived in a "knocked down" condition as one of the Purrey chassis was fitted as a ballast car prior to receiving a passenger body in 1910. The other five powered tramcars had locally built bodies mounted on imported Purrey components.

The underframes were based on railway rather than tramway construction techniques, being fabricated from 1/2" thick plate riveted together with angles, channels and gussets. Suspension consisted of leaf springs located above the axle boxes held by typical railway type horn ways. Photos and existing relics indicate that motor cars 1 to 4 carried 10 springs in each leaf set while the other trams and trailers were provided with 12 per set. As shown in the photos of Purrey steam cars in service in Paris (see TW for August 1972) the chassis were designed to accommodate heavy saloon single and double deck bodies, thus the light Rockhampton open cross bench design did not depress the rear springs enough to create a level floor line. This was taken care of in cars 1 to 8 by having very thin tyres on the rear wheels, while tram 9 seemed to have the springs at the rear set differently to those at the front.

The wheel sets in common use were 33" in diameter with eight thin elliptical sectioned spokes, although car 4, at the closure, had an odd rear wheel set resembling a plain disc pierced with eight tear drop shaped openings. The entire mechanical layout of the tramcars resembled an undertype steam wagon. The cylinder sets were located under the floor, above the front axle which was powered from these cylinders through an intermediate crankshaft then by way of twin 2" wide roller chains, one at each end of the crankshaft, driven by a 14 teeth sprocket wheel, transmitting power to two 26 teeth sprockets on the front driving axle.

The trams could thus be classified as having an 0-2-2 wheel arrangement. Broken driving axles seemed to have created problems, especially during the last years of operation. From newspaper reports of that period it seems that cars with this defect would collapse on the roadway, and the service would be curtailed while an emergency crew from the depot would jack up the car on the site of the mishap and fit a spare wheel set closely watched by a circle of on-lookers!

The accompanying diagram shows the unusual method of reversing the steam engine. To enable two eccentrics, instead of the usual four, to be used, reversing was carried out by a set of sliding wedges which altered the direction of eccentricity thus reversing the engine valves. This device is known as "Dodd's patent reversing gear".



Rockhampton Tramways Rolling Stock..... this interesting story will be continued in future issues of TROLLEY WIRE.

\* \* \* \* \*

Earlier articles, titled "Rockhampton Revisited", were published in the June and August 1972 issues of this magazine copies of which are still available at 40¢ each, postage included from SPER, PO Box 103, Sutherland, NSW, 2232.

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# Bendigo Birney Battle

by John Radcliffe

President - AETM, St. Kilda

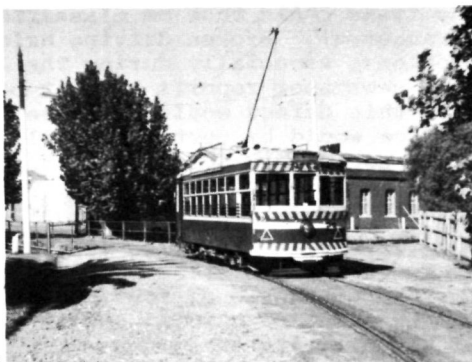


Photo: Graham Jordan

Tramway museums became headline national news in late October when the Australian Electric Transport Museum (S.A.) Inc. was prevented by force from taking delivery of Bendigo Birney tramcar No.29.

The AETM had originally requested in a letter to the State Electricity Commission of Victoria on March 18 1959 that a former Adelaide "G" class Birney Safety Car be donated to the Museum. The State Electricity Commission made a firm commitment to the AETM on February 16 1962 when it advised "In the event that the closing down of the Bendigo system is approved, the Commission would be pleased to donate the desired unit to your Museum." On February 4 1972, the Victorian Minister for Fuel and Power (Hon. J.C.M. Balfour) advised the AETM "that the State Electricity Commission has every intention of honouring the promise previously made to provide a 'Birney' tramcar to your Museum when the tramway system is finally abandoned. This tramcar will be available immediately after tramway operations cease." On October 16 1972, the Minister advised the Museum that "tramcar No.29 at Bendigo has been allocated to your Museum", and indicated the arrangements to be made for its collection.

In co-operation with SEC officers, Museum representatives prepared the car for loading on Monday October 23rd. Steps and roof advertisements were removed, the car located for jacking and the jacks set up. The car was to be loaded the following day. During the night, the depot was entered, the jacks apparently stolen, the car pushed back into the depot and a length of pipe welded over the track to secure the car. The SEC locks were removed from the depot building and foreign locks installed. The following morning, the AETM's representatives found a large number of cars and trucks locked on the fan leading to the depot.

In a remarkable statement, the Mayor of Bendigo, Mr. Joe Pearce announced that he would call for help over the

local radio station if the AETM attempted to take delivery of the car. Subsequently the Melbourne "Herald" contained a report alleging that the night's activities had been carried out by twelve members of the Bendigo Trust. A statement attributed to a Trust director, D. O'Hoy, aged 33, stated "We have borrowed the jacks for servicing just to make sure that they don't try it again." At this stage, the Minister requested the AETM to cancel its trucking arrangements.

The following day, the Minister for Fuel and Power interviewed local members of the Victorian Parliament, the Mayor of Bendigo and members of the Bendigo Trust. Subsequently the matter was taken to the Victorian Cabinet where it is understood a high level Ministerial Committee was set up to re-examine the whole subject of the use and distribution of Bendigo tramcars.

Support for the AETM was subsequently given in press statements and telegrams to the Victorian Premier by the Tramway Museum Society of Victoria, the South Pacific Electric Railway, the Ballarat Tramway Preservation Society and the Brisbane Tramway Museum Society.

During this period, many emotional statements from Bendigo were reported in the press. Unfortunately, many appeared to be both misleading and contained major errors of fact. The cars were variously reported as Birley, Birnley and Burnie cars, the precise number varied, as did the dates when they were built. The only item consistently reported was that they were the only ones in the world, a patently ridiculous statement as many are preserved in North American museums and one may even be found in excellent condition in the Malvern Depot of the Melbourne and Metropolitan Tramways Board.

It need hardly be mentioned that the attempt to take delivery of the car as authorised by the Victorian Minister for Fuel and Power cost the AETM a considerable sum of money.

The episode gained a good deal of publicity for the Bendigo Trust. However, a correspondent to the "Bendigo Advertiser" commented several days later, not without pertinence, that "the whole Bendigo tram business is showing the people of Bendigo up in a very poor light..... Emotions and sheer greed by the Bendigo Trust have crept into this with the result that respect is lost."

(TROLLEY WIRE for October 1972 reported that the Bendigo Trust had been given permission to operate four trams experimentally until Easter 1974 on the SEC's tracks between the Central Deborah Mine and North Bendigo. SEC equipment and depot facilities were to be used, and State Government finance was to be provided. The Bendigo depot still contains 18 other trams including No.29.)

# Como Bridge

## New Como Bridge Opened.

The new two track Como railway bridge was opened by the Minister for Transport, Hon. M.A. Morris on Monday, 27th November 1972. This bridge replaces the original single track structure of 1885 which after duplication of the Illawarra line carried gauntlet track. The new up line was placed in service on Sunday 19th November and the down line the following Sunday. For the intervening week, down trains only used the old track. A new Como Station, some half mile south of the original, was brought into use concurrently with the new Up line.

An S11-type 4 car double deck electric train was used to convey guests to the official opening. This set was painted blue and white and is the prototype for the possible repainting of the suburban train fleet. Government buses in Sydney are presently being repainted in this scheme and the newly established Public Transport Commission intends to create an overall uniform image for its suburban transport.

Whilst both Como bridges were in use, two tours were held, both on Saturday 25th November. The SPER ran a CPH railmotor, No.31, from Sutherland to the Royal National Park, Cronulla and Oatley and was the first tour to use the new bridge and the last to use the old. A parallel run was made with R-class tram 1740 at the Museum and at Cronulla the CPH ran to the buffer stops at the end of the single face, double length platform.

The ARHS ran a steam hauled train to Cronulla and Waterfall and this was the last such train over the old bridge and the first over the new. Two locos, 3203 and 3813, were used at different times and this resulted in much steam activity in the area.

The two tours passed twice and the railmotor also passed light locos four times. As the CPH was approaching old Como bridge from Oatley, 3813 and train was approaching the new bridge from Sutherland and the opportunity was taken for the SPER group to photograph the other train.

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## SPER - NOTICE OF MEETINGS

The Annual Members Day and Dinner will be held at Loftus and Sutherland on Saturday 9th December 1972.

Meetings for 1973 will be held on the fourth Fridays of February, April, June, August and October. The location will be advised in future issues of TROLLEY WIRE.

---

**from BALLARAT**

The next major work at Ballarat will be the installation of the crossover removed from Lydiard Street North, outside the Post Office. This will become part of the depot fan.

A short section of track has been laid from the depot door so that tram 27, which contains the Society's museum display, can be pushed out. This was opened on 28th October, and is now opened every Saturday and Sunday from noon to 4 pm. Donation is 10¢ for Adults and 5¢ for Children. Mr. Gavin Young has been appointed roster clerk, and has arranged for a Society volunteer to be in attendance when the museum is open.

The BTPS has launched an appeal for \$3,000 funds to enable it to open the tourist tramway service early next year. Donations of \$2 or more, made out to the Ballarat Tramway Preservation Society Museum Fund, are tax deductible.

The Society's sales department has been expanded into an energetic, enthusiastic team, administered by Vice-President Bill Jessup and staffed by Jeffery and Lindsay Bounds. The range of items on sale has been widened, and more items will be offered for sale in the future.

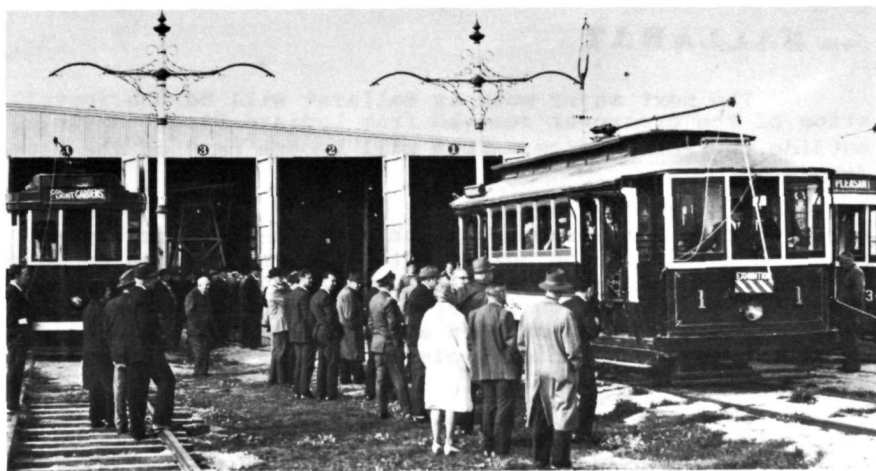
The Society proposes to run lunch time tram tours in Melbourne over the next couple of months. They are planned to leave the city at about 1.00 pm and return some 30 minutes later. If you wish to be on a mailing list for these weekday tours, please write to the Secretary at PO Box 632, Ballarat, Victoria, 3350.

**from St. KILDA**

A recent highlight in the development of the Museum was the visit to St. Kilda by members of the Municipal Tramways Trust Old Comrades Association. About 120 retired tramwaymen and wives were brought to the Museum in three of the latest MTT buses by MTT Publicity Officer, Mr. Don Looker. After being welcomed by the AETM Vice-President Max Fenner, the visitors were shown a number of cars operating. Mr. Looker, who is responsible for training traffic staff, was the first in line to try driving car No.1, and was followed by other retired motormen eager to try their hand again on the cars they had known so well.

During September, span poles were positioned for overhead. A number of wooden tramway poles salvaged from Deviation Road in 1958 were used, together with the centre poles which have been temporarily relocated to act as span poles. Wiring was subsequently erected using fittings from





Amid encouragement from other visitors, a retired motorman tries out car No.1 again during the St. Kilda visit.

Photo: John Hoffmann

the BHP Iron Knob railway. Although not of typical tramway appearance, they have proved very serviceable when used in conjunction with stranded steel trolleywire similar to that used at Loftus. Following the installation of the first frog, roads 4 & 5 were converted from wandering lead to overhead operation from 14th October 1972.

Car No.282, which had remained on road 4 from its delivery in 1958 until recently, has been towed out with car No.21 and has been pushed into the workshop for overhaul of its mechanical components. Initially the PC5 controller will be serviced and a new gangway floor fitted.

Museum members made a special run to Glenelg on the morning of Sunday 24th September 1972 using newly restored H-class car 373. Since cars are not normally operated on the line on Sunday mornings, members had the whole line to themselves. The exterior appearance of the car is identical to the tuscan red colour scheme used prior to 1952 except that the number at each end remains below the right headlamp as on the silver cars, the roof is railway red rather than dark stone, and the numbers on the sides have disappeared in favour of elaborately silk screened red, gold and black MTT monograms.

The National Trust of South Australia, which has loaned its Adelaide and Suburban Tramway Company horsecar No.18 to the AETM for two years ending February 1973, recently extended the period to August 1973.

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Correction: We apologise for omitting the credit "J. Bounds" from the photo of Melbourne L-class tram 101 which appeared on page 18 of the October 1972 issue of TROLLEY WIRE.

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from **MELBOURNE**

The above photo shows the framework of the first major building to be constructed at Bylands, north of Melbourne on the site of a tramway museum being developed by the Tramway Museum Society of Victoria. The work was completed to the above stage during a two week training exercise by a Citizen Military Forces team.

Personnel from the 6th Construction Group RAE spent the fortnight 9th-22nd October erecting the framework for this 240 ft by 30 ft storage building. Museum members will complete the roof and clad the sides of the structure.

Other work at Bylands includes the building of a substation/switchroom and preparation of trackwork for the future operation of the Society's fleet of vintage tramcars from Victoria.

Photo: R. Green

from **WOLLONGONG**

In addition to the regular project of this Society, the reopening of the 1 mile, two foot gauge, Corrimal railway for reclamation, two other recent events have occupied the members of the ILRMS.

On the weekend of October 21st and 22nd, the Apex clubs of Wollongong staged a gigantic display entitled "Wollongong on Wheels" in the basement car park of the Warrawong Regional Shopping Centre. Many forms of transport of both modern and vintage periods appeared and in the area set aside for railed transport the ILRMS was joined by the working HO gauge model railway of the Wollongong Model Rail-



ILRMS members Tony Madden and Bob Frier riding on the Lloyd-Hartnett rail tractor at Corrimal. 2nd October 1972.

Photo: Ken McCarthy

way Club, which depicts the NSWGR scene, and Richard Youl's  $\frac{1}{2}$ " to the foot scale working model tramway system on which excellent miniatures of former Sydney "R1", "C", "P" and "U" cars operated.

In addition to the working model narrow gauge industrial railway layout, the ILRMS displayed narrow gauge track laying tools together with the blue 2 ft gauge petrol rail tractor and a restored Robert Hudson side tip wagon in yellow and grey livery.

On Saturday November 11th, eighteen members and friends attended a Society visit to the Port Kembla plant of the Electrolytic Refining and Smelting Company. Under the guidance of Mr. Ken Shipway the highlight of the tour was the inspection of the extensive 2 ft gauge railway which serves the plant. Between 1908 and 1951 this network was served by 4 wheel electric locos drawing power from tramway type overhead wires through trolley poles but since then diesel locos have carried on the work and at present four Hunslet 4 wheel engines serve the area.

Since Saturday September 23rd the rail tractor, built by member Bob Hague, has been in use each weekend at Corrimal hauling skips and flat wagons of material gathered in the adjacent bush area to the reclamation site. The initial troubles in this vehicle have been rectified; the clutch has been adjusted and the rigid axle boxes are now fully sprung, with the result that the tractor can now successfully traverse the southern scenic section of the Corrimal railway.

Work over the summer months will continue at Corrimal but some weekends will be spent collecting items donated to the Society from distant areas. Readers interested in viewing the progress of the ILRMS should first ring either Sydney 524.9258 or Wollongong 61.2523 to obtain information on the current work program.

from **LOFTUS**

Following recent purchases of various seat components for R and R1 type cars (see TW - Oct '72), the Society was fortunate in being donated 10 complete seats by the Licencee of the Racecourse Hotel, Albion Road, Randwick.

Three R1 (Sydney No.13) bogies have been obtained as spares. Consequent to the closing of the Clyde Engineering factory at Clyde, Mr. Ron Drummond purchased and donated to the Society an R1 bogie which had been in use there as a workshop trolley. The Lithgow Switchback Railway Co-op. Society moved it to Enfield for us together with two railway bogies for their use early in October. Two further bogies were purchased from E.M. Baldwin & Sons Pty. Ltd of Castle Hill and were also taken to Enfield, this time by member Doug Keech on 15th October. All three bogies are minus motors.

A pinion puller has been purchased to enable the dismantling and overhaul of the spare motor for Dropcentre car 295 to proceed.

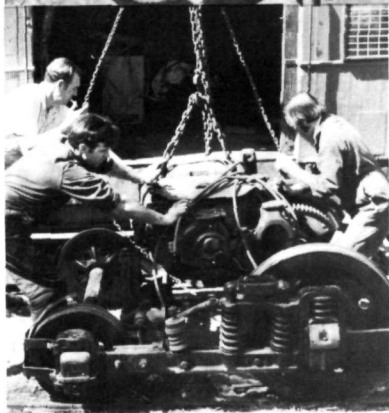
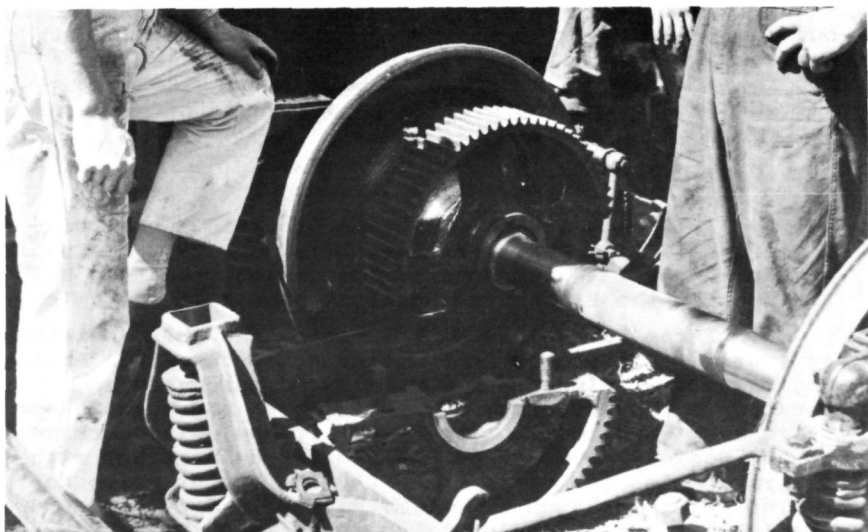
180 is still the centre of attention at Loftus as slow but steady progress is made. Bob Cowing has fitted the gutter rail along one side and is working on the other. Steel straps have been made to secure a number of roof ribs.

393 received some attention with the refitting of the three bulkhead doors, one to the saloon, the others at the end platforms.

Minor alterations are being made to the bookshop area of the depot and a separate traffic office is being provided. Attention has once again turned to the bushfire problem. An exterior drenching system has been designed and the first stage installed.

Work recommenced at Rozelle Depot on Saturday 4th November. An air compressor and jack hammers were hired and the area around two sets of 3-way points and one right hand turnout excavated. One 3-way point was lifted and the R.H. point has also been removed. Attendances were very disappointing. Current planning calls for the use of 4 sets of these 3-way points at one of the new sites being considered by the Planning Committee. Work has now ceased at Rozelle probably until early February.

At the June meeting of the Society, Board elections were held. Subsequently, the following appointments were made or affirmed:



TOP: Replacing the gear wheel on the axle.

BOTTOM: "Easy does it...." The reconditioned motor is lowered into the rebuilt truck for N-class car 728 at Loftus.

Photos: Mike Giddey

Chairman & Chief Traffic Manager .....	P.C. Kahn
General Manager .....	D.H. Rawlings
Secretary .....	M.J. Giddey
Treasurer .....	L.P. Gordon
Assistant Secretary .....	V.C. Solomons
Assistant Treasurer .....	P.T. Parker
Chief Engineer .....	R.C. Clarke
Works Superintendents .....	R.W. Cowing
	M.J. Giddey
	P.T. Parker
Membership Secretary .....	B.J. Parle
Sales Officer .....	R.E. Hall
Librarian .....	N.L. Chinn
Film & Sound Archivist .....	W.W. Turnbull



Grateful thanks are extended to Bill Tuffnell for his service to the Society during his years in office.

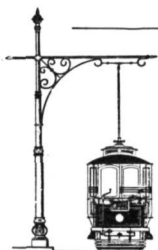
The SPER is looking for a member who would like to take over the position of Purchasing Officer and Stock Controller for the Publishing Department. Any member who is interested should contact Laurie Gordon personally or through PO Box 103 Sutherland, 2232.



Echoes of the past in this SPER Archives photo of Hobart double deck tram 60 approaching the GPO terminus, with the front of bogie car 121 visible in Elizabeth Street.

#### BACK COVER:

Adelaide H-class interurban tramcar 373, recently restored by the Municipal Tramways Trust to its former tuscan red and cream colour scheme, is seen in Moseley Square, Glenelg, during a special tour for AETM members in September 1972.



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