

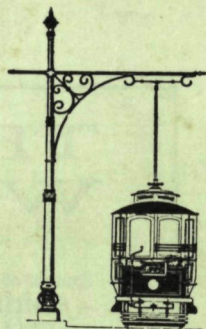
TROLLEY WIRE

Journal of

AUSTRALIAN TRAMWAY MUSEUMS

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THIRTY FIVE CENTS *



FEBRUARY 1973



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
- STEAM TRAM PRESERVATION SOCIETY

FEBRUARY 1973

New Series

Vol. 14 No. 1

Issue No. 144

WELCOME TO THE STEAM TRAM PRESERVATION SOCIETY

The South Pacific Electric Railway joins with the Australian Electric Transport Museum, the Western Australian Electric Transport Association, the Ballarat Tramway Preservation Society and the Illawarra Light Railway Museum Society in the welcoming of yet another tramway museum group to the ranks of those enthusiast organisations using TROLLEY WIRE as their official journal.

This time we extend a welcome to the New South Wales Steam Tram Preservation Society, who operate a museum tramway in Parramatta Park using former Sydney steam tramway vehicles as a basis for their exhibit. Readers are referred to the April 1972 TROLLEY WIRE for an article entitled "Trams That Work By Steam" for details of the activities of this group.

SPER - NOTICE OF MEETINGS

The next General Meetings of the South Pacific Electric Railway Co-operative Society Limited at the Railway Institute, Devonshire Street, Sydney will be held on:-

Friday 23rd February 1973, and

Friday 27th April 1973, the meetings to commence at 7.30 pm.

FRONT COVER: Milson's Point tramway terminus in the 1890's with grip car No.13 leaving with trailer for Crow's Nest. This is one of the illustrations from a book on the North Sydney tramway soon to be published by the SPER.

Photo: Ted Davies collection



A scene in Elizabeth Street, Sydney over 60 years ago. It is something of this nature that the Sydney Tram Museum (SPER) hopes to recreate at Campbelltown.

Photo: courtesy Government Printer

'Campbelltown'

Following twelve months of intensive negotiation and planning, the stage has now been reached where broad outlines of the proposed development at Campbelltown can be publicly released.

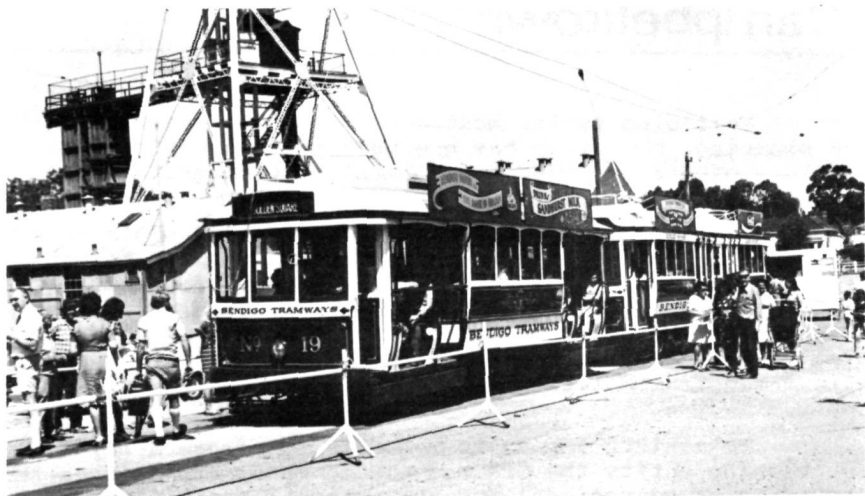
Campbelltown is situated some 32 miles south west of Sydney on the main southern railway and is the terminus of an electrified suburban service. It has been chosen by the State Planning Authority as the site for a satellite city and as such will be the centre of a well planned urban area interspersed with green belt and recreational zones stretching from Holdsworth and Ingleburn to Camden and Appin.

To achieve the unity required to become a self functioning entity the SPA has placed major emphasis on the provision of educational and recreational facilities. A centrally located area adjacent to the railway will be set aside for a new civic centre, university, technical college, major sporting stadiums and a museum complex.

In recognition of the SPER's standing as the leading voluntary museum group, the Society was invited to participate in the museum venture. Planning to date has centred on a double track tramway in a street running from large tramway display halls, where the finest and most comprehensive collection of tramcars and associated equipment in Australia will be on show, past buildings re-creating the Sydney of the late 1920's and early 1930's. Major displays will be provided by groups preserving fire engines, buses, trucks, steam rollers, traction engines and industrial, agricultural and mining equipment. Steam trams and light railways may also be represented. Negotiations are also in hand to interest a major government sponsored museum in Sydney to join in the venture. It is anticipated that groups interested in preserving historic buildings will take advantage of the street concept to re-erect buildings that have to be moved from their original sites.

It will be apparent that a development of this size can only be undertaken near a major city and then only with the support and co-operation of government authorities. By its nature it will be a long term project. However, it is anticipated that construction will begin in a few years.

Pending further development of the Campbelltown complex, moves are being made to obtain a longer operating track and more adequate buildings for the Sydney Tramway Museum (SPER) near the present site at Loftus.



Two of the three restored cars of the Bendigo Tourist Tramway, No.19 and No.25 at the Mine terminus on 9th December 1972.

Photo: Bob Prentice

Bendigo Tourist Tramway

Saturday, 9th December 1972 was an auspicious day in Bendigo, for during the afternoon, at about 2.30 pm, the Premier of Victoria, Mr. R.J. Hamer officially opened the Bendigo Trust's Tourist Tramway, which now runs between Central Deborah Mine from a new terminus laid in Violet Street and Emu Point at North Bendigo.

Three cars - Bogie 25, single truck 19 and Birney 30 were painted in the Trust's livery.... red and white with ornate lettering etc. The body of 19 was restored to a California combination from the Bendigo style one-man car. No.30 sustained accident damage prior to the closure of the SEC controlled tramway; good workmanship was evident to the repaired area. No structural alterations were attempted on No.25.

Marching girls carrying banners and various bands preceded each of the three trams from the Mine to Charing Cross, where the Premier duly declared the tramway open from a decorated rostrum. Mr. Hamer drove the leading car (Birney 30) from the Mine to Charing Cross and after the ceremony, the Mayor of Bendigo, Cr. J.P. Pearce, drove 30 as the tram convoy proceeded along Pall Mall to Munday Street, where the bands and marching girls moved to the side allowing the trams to continue to North Bendigo.

After the official party had inspected the Joss House the cars and guests returned to the Mine, except 30 which ran to the Depot. Some time later 30 returned to the mine, followed by Birney 28; so for the rest of the day, two convoys of two trams each provided a service - 19 and 25 formed one group while Birneys 28 and 30 comprised the other.

The Trust Secretary, Mr. V.G. Robson said that the Trust had agreed to employ two men full-time to operate the trams. The men were former SEC tramway workers.

Cassette recording equipment has been installed in trams 19, 25 and 30 in order to give passengers a commentary of passing items of tourist interest and vocal renditions of songs prior to departure from both termini. Turning and brake lights have also been installed.

The Council of Bendigo has provided financial backing for the Trust with a grant of \$5000 and an interest-free loan of another \$5000. The State Government has also provided a grant of \$5000.

from material supplied by Bob Prentice

* MUSEUM Notes & News

from **LOFTUS**

December 9th brought a further successful Members' Day at Loftus. Apart from the usual line-up of vintage buses and fire engines, Mac's Carnival Organ, and of course, the trams, the ARHS ran a special steam train to the Museum.

The highlight of the day, however, was the return to service of Brisbane centre aisle car 180. Although a considerable amount of finishing work still remains to be done to this car, 180 was at least in a condition to carry large numbers of visitors on the day. Thanks must go to all the members who devoted hours of work at nights on this tram and especially Bob Cowing and David Cooke who took three days off work during the week before the big day to try to finish the car. Eventually 180 emerged painted in its final colours on one side and one end only, but as this was the angle from which most photos would be taken, the effect was most pleasing. Favourable comments on the interpretation of the early Brisbane colour scheme were forthcoming from the visitors. 180 performed well and will undoubtedly be a most popular car when it re-enters regular service.



David Cooke hard at work on sanding the seats in Brisbane Centre Aisle car 180 at Loftus.

Photo: Glenn Buckman

The meal room is nearly finished (at long last) and all that remains to be done is the installation of plumbing. Seats for the room are old R and R1 type seats from the hotel at Randwick. They came complete with armrests with drink glass recess and all!

Driver training theory lessons under the revised training scheme were commenced in December with practical testing beginning in late January.

A new working platform has been installed between No.1 and No.A roads. This will enable easier access to car roofs and upper portions during restoration, painting and maintenance.

WORKSHOP EQUIPMENT PURCHASED

The Society has purchased the last remaining specialised tramway equipment from the Randwick Tramway Workshops. Items obtained are:- Putnam Wheel Lathe, Craven Wheel Press, 3 Gas Rings.

The wheel lathe, although only designed for wheels up to approx. 40" diameter is a massive machine being 27 ft long and weighing an estimated 15 tons. The Craven wheel press is a veteran machine of 1885 and would be the original press installed when Randwick opened. The gas rings are three different sizes, being for 23" (pony), 27" and 33" wheels.

The acquisition and eventual installation of this equipment will enable the scope of rebuilding and overhaul work undertaken to be greatly widened and will give an air of authenticity to the future central workshops.

The following office bearers should be added to the list published in TROLLEY WIRE for December 1972:-

Chairman - Publishing Committee	L.P. Gordon
Secretary - Publishing Committee	V.C. Solomons
Signal & Communications Engineer	N.F. Reed
Victorian Representative	R.H. Prentice

Directors of the Society are:-

R.C. Clarke	M.J. Giddey	L.P. Gordon
P.C. Kahn	P.T. Parker	D.H. Rawlings
	V.C. Solomons	

with

Assistant Secretary	R.C. Clarke
Minutes Secretary	V.C. Solomons

from **BALLARAT**

Regular operation of trams could again commence in time for the Begonia Festival in early March. It is hoped that electric power for operations, which will be from the BTPS depot to the kerb in Wendouree Parade will be connected by the end of February.

Car 27 continues to earn revenue, as do tours operated by the Melbourne members of the Society. On one such recent tour two L-class and two W2-class trams were used.

Work continues on the depot site and the most important work of late has been the installation of the Lydiard Street crossover in the depot fan.

Track removal from the former Ballarat tramway system continues with Lydiard Street line having been completed. The next section of track to be dealt with is the line around the Lake which will be removed except for the length to be retained for the future use of the BTPS.

It is understood that a grant which most Museums in Victoria have received was refused to the BTPS. The grounds for the refusal are not known at present.

from **St. KILDA**

AETM foundation Trustee, Chris Steele, has recently returned to Adelaide after an absence overseas. His most recent job included the laying out of a narrow gauge railway in Botswana and since his return has been engaged in planning the Museum's proposed line to St. Kilda. The line now extends to the edge of the leased area and negotiations are currently being finalised for a right of way inside the security fence of the Engineering and Water Supply Department's property for a further 1000 ft towards St. Kilda.

With the completion of a temporary line built into the main line, late last year "Bib" met "Bub". No... the fairytale characters have not mysteriously turned up at the Museum. The meeting was between Adelaide A-class car 1 and Ballarat No.21 which was formerly an Adelaide A-class car. The meeting was greeted with the same degree of enthusiasm as the Sagebrush Epic (10/5/1869) which occurred at the driving of the Golden Spike when the Union Pacific loco 119 met the Central Pacific loco "Jupiter", at Promontory, Utah. Bib and Bub now snuggle up close to each other on Road 4.

Car 34 was also transferred to the wired roads and has had some workshop attention in the form of cleaning, oil change and refitting of its compressor. The Inspector's Cabin and the horsebox have received a repaint and work has now commenced on the signal box.

An AEC Regal IV bus, No.623, has been donated to the Museum by the MTT. This bus was one of 308 underfloor engined, three door vehicles built between 1954 and 1959 to replace the trams. This type of bus is now itself being replaced by more modern vehicles.

Please Note: effective immediately, the new address for correspondence to the AETM is:-

Box 2012, GPO, Adelaide, SA, 5001.



East meets West, or Bib meets Bub, or whatever.... as Adelaide A-class car No.1 meets ex-A class car 10, lately from Ballarat where it carried No.21.

Photo: John Hoffmann



The 3-door AEC bus in storage after being withdrawn from traffic. The bus has been presented to the AETM.

Photo: J.C. Morphet

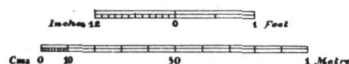
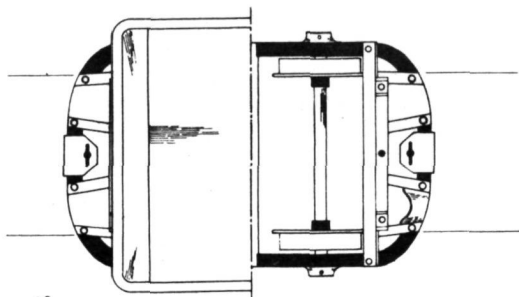
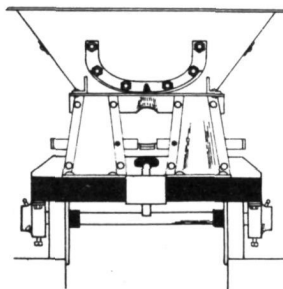
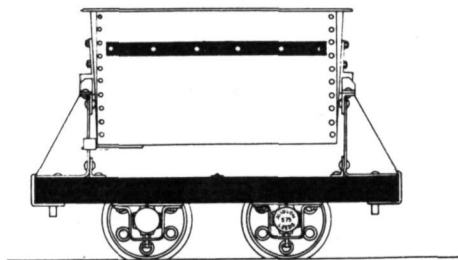
GLENELG NEWS

A second tuscan red tramcar, No.374, has been placed in service. This car features the MTT monogram sandblasted onto the glass of the sliding door dividing the saloon. This type of decoration has never been previously used on the "H" cars; the last cars to use it were the C-class (Desert Gold) cars built in 1918. Nos. 375 and 376 are currently at Hackney and it is expected that they will return to traffic with their interiors restored to the original varnished condition.

The NSW Minister for Transport, the Hon. M.A. Morris hinted recently in Adelaide, that he might reassess the role of trams as part of Sydney's transport. Mr. Morris was impressed by the Glenelg line and was envious in not having similar facilities in Sydney.

from **WOLLONGONG**

Labours continue at the former Corrimal Railway and work is progressing favourably for the reopening of the northern end of the railway for reclamation. A trestle bridge was completed on 30/12/72 and track is now in position. A landslide has been cleared and the last remaining obstacle, before spiking of this lengthy northern section can be completed, is the construction of a "pig sty" cribbing under a second washaway. When this job is completed, tracklifting can commence; the reclaimed material being transported to the loading area.



SKETCH OF
HUDSON SIDE TIP WAGON

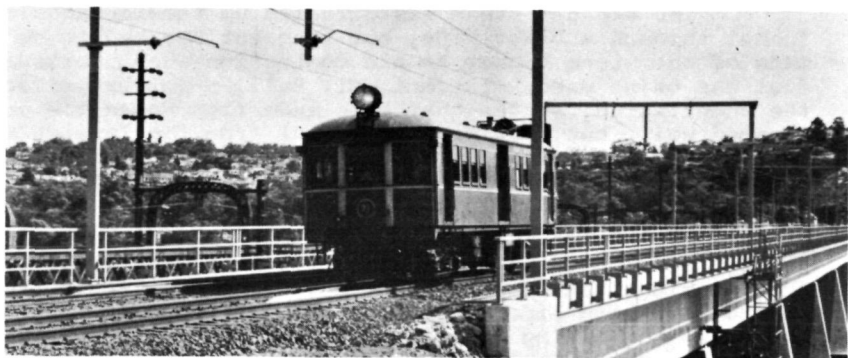


The recently restored Hudson side tipping wagon as it appeared on re-entering service on the Corrimall colliery line.

Photo: Ken McCarthy

Various items of narrow gauge material from an old lime roasting and crushing works located on the Pages River near Scone (NSW) have been transported to Wollongong. Items included a waggon turntable, portable diamond right angle crossing and two sets of unique 3 rail to 4 rail to 3 rail points. These were used on a cable worked skip to allow vehicles to pass one another. Due to the generosity of the owner of these works, the Society now has one complete Robert Hudson 2 ft gauge side tip waggon, 2 further underframes as well as an end tip waggon.

With the arrival of these Hudson waggons, the ILRMS now has representatives of two types of vehicles used on the little known trench railways during World War I. The Hudson units were classed "K" while the Western Wheel and Scraper Co. (USA) side tip waggons were classed "L".



First tour train to cross the New Como Bridge - CPH 31 on tour with SPER members and friends on 27th November 1972.

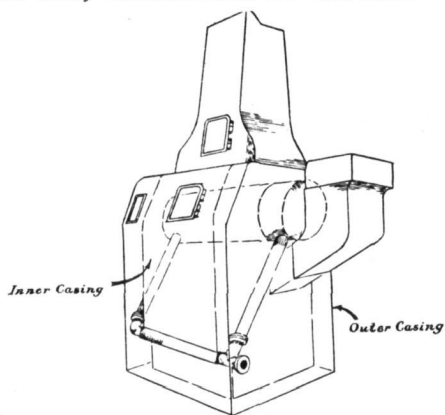
Photo: David Cooke

Rockhampton Tramways Rolling Stock

continued.....

In the December issue of TROLLEY WIRE we commenced a new series of articles entitled "Rockhampton Tramways Rolling Stock". The story continues.....

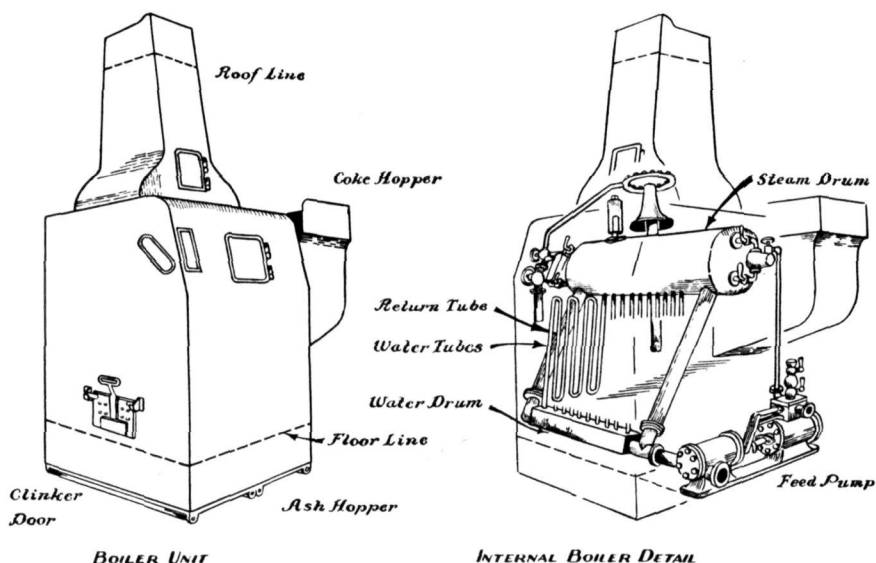
The boiler was of a single bank, compact, water tube type rated as 8.5 hp in cars 1 to 6 and around 10 hp in trams 7 to 9, worked at a pressure of 240 to 250 psi. By scaling the boiler casing against known body dimensions it covered a floor area of 3'6" x 3'6" @ and stood 6'6" high of which 4'6" was above the platform floor. The accompanying sketches of the boiler have been reconstructed from descriptions obtained from those associated with the workings of the tramway. The main elements were a lower rectangular mud drum connected by a bank of water tubes, bent back on themselves, to an upper steam barrel. Water was supplied to the boiler from tanks located under the second and third banks of seats by a feed pump, steam to which was automatically turned on and off by a float mechanism which was situated at the end of the upper drum.



CASING DETAIL

The exhaust steam was directed up the rectangular funnel through a blast pipe, but frequent use had to be made of the steam blower to aid combustion when poor quality fuel was being used. In fact, Mr. Bull, a former driver on the undertaking, states that coke made from Newcastle coal steamed well, but that made from coal from the Ipswich field left much to be desired and on these occasions drivers were known to have pulled up their tram between stops to retrieve a suitable piece of fire wood seen on the roadway and deposit it in the fire.

Bearing in mind that the driving platform was set out for right handed operation, a coke hopper was located on the left hand side high above the boiler casing. With good coke the firing of the boiler was automatic as the fuel was shaken down the inclined fire bars, attention being only required by the use of the slice and fire rake at outer terminals. These tools hung on hooks under the right hand side floor, but with poor fuel the tram had to be often



halted along the route while the driver stood on the roadway on the right hand side of the car poking the clinker through the fire box door at floor level.

Coke and water facilities were first provided only at the Canning Street Depot, but water facilities were later provided at all termini as reticulation of the water scheme spread throughout Rockhampton and coke stages were located at the Dawson Road and Wandal balloon loops. Former resident, Mr. M. Mackay recalls the frequent trips of the then open trailer carrying bags of coke to these suburban stages, and the same vehicle, no doubt thoroughly hosed out, being used on such romantic trips as the "Moonlight Excursions". The depot coke stage can be dimly seen in the depot photo (on page 7 of TW for June 1972) to the right of car 8 from where trams were usually fueled from bags and baskets.

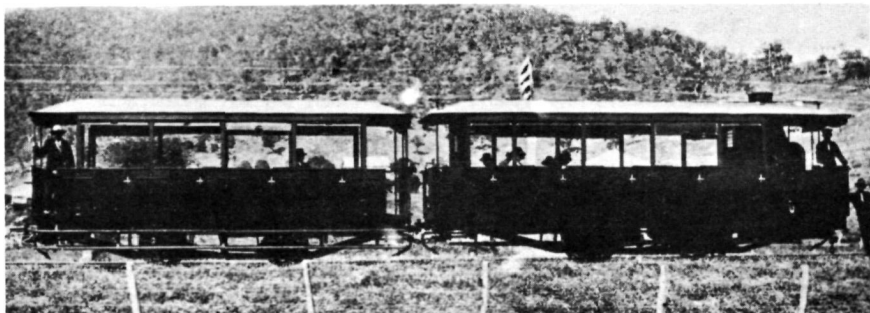
The cars were driven like an electric tram. The regulator was located at the front centre of the driver's platform in the form of a handle and was worked by the driver's left hand in identical motion as an electric tram controller. The large gooseneck hand brake lever stood on the driver's right. Other controls included a reversing lever, while prior to World War I a Westinghouse air brake system and an air or steam forced sanding mechanism were also provided. The air brake reservoir was fastened under the rear platform on the left hand side while the master cylinder stood beside this on the centre line of the car forcing the brakes on through a cross head and lever system. The rails could only be sanded ahead of the front wheels when the tram was moving forward, the hoppers for this were located under the front seat bank.

The trailers carried hand brake handles for right handed operation located diagonally on each end platform, but the power cars had the rear platform hand brake shaft in a position more suited for left handed use, no doubt in order to keep the front and rear handles in line to simplify brake rigging on an already crowded chassis.

When constructed, power cars 1 to 8 were fitted with an open, crossbench body with eight transverse seats located back to back rated as seating 40 passengers. If the old Brisbane electric cars of similar dimensions are any indication, the seating of 5 adults on each seat would be rather difficult, so except at busy periods the comfortable and usual load would possibly be 32. Photographic evidence indicates that around 1920 off side loading prevention bars were fitted in a permanent position at waist height on the power cars while these wooden bars were hooked onto side brackets on the trailers enabling exchange from one side to the other.

Power tramcar 15, renumbered 9 around 1934, was built as a 24 seat, longitudinal bench saloon car for the opening of the Wandal extension in 1922, the semi-open body style being no doubt influenced by the large windowed Brisbane electric "Dreadnought" trams. The near side carried a front and rear door reached by flights of three steps recessed into the floor to fit into the generous Rockhampton loading gauge. Later offside photos of this tram seem to suggest that two similar doors were located on the right side as well. Two years after entering service, this car was converted to the crossbench configuration similar to the other cars.

In an effort to make the driver's lot a cooler one on the front platform, cars 2 and 5 received two banks of ventilators in the front apron at floor level. This was carried out in the 1920's but was not extended to other trams for, according to Mr. Bull, it worked well in dry weather but soaked the driver to the knees and caused the front floor to be awash during rain storms.



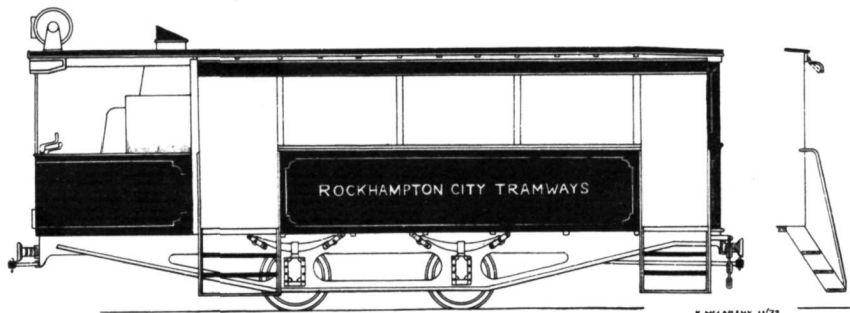
QGR steam rail car and trailer showing waisthigh doors enclosing each compartment.

During World War I the original acetylene lighting system was replaced by electric lamps powered by batteries located under the seats. Opening day photos indicate that the trams carried six lights; four over the compartments, one above the driver as well as an elaborate headlamp. By 1914, this arrangement had been reduced to four by the removal of two lights in the passenger compartments. Five electric lamps served each tram by the 1930's, three above the passenger section, one in the destination sign and the other in the front headlamp.

A form of circular section link and pin coupling was provided at each end of the Rockhampton tramcars. The short front couplings on the motor trams were for emergency use; the rear ones were fastened to the chassis above the rear axle, thus providing enough lateral movement for trailer haulage around the sharply curved balloon terminal loops. The hollow coupling sockets on the cars were joined by pins and a solid cylindrical "link piece" about 12" long.

Cars 1 to 6 entered service spring roller, pull down side curtains reaching within 13" of the car floor. Cars 7 and 8 certainly carried strap back vertical side curtains during the 1920-22 period but were fitted with an identical arrangement to the other trams by the 1930's. Tram 9 (ex-15) had roll up and strap side curtains when new, but received vertical strap back side curtains on the near side two years later while identical arrangements to the other vehicles was in evidence on this car by the 1930's.

The illuminated glass destination signs mounted on top of the front roof in 1922 (see TW for August 1972 - page 5) could be altered by a crank handle located under the roof, above the handbrake handle, through a bevel gear system. Mr. Bull clearly recalls the acrobatic positions one had to take up to alter these signs. The driver had to sit on the apron top rail, place his feet against the boiler housing to steady himself as he stretched his neck forward



SALOON CAR 15, AS BUILT.



in a position to see the destination sign as he turned the handle!

The roof was in two pieces on the power cars, the section above the boiler being readily removed to aid in major maintenance. By the 1930's trams 7 and 8 carried three piece roofs, the sections over the front and rear platform being flatter than that over the main compartments.

When new, the fascia of the powered cars were locked together with a band of $1\frac{3}{4}$ " wide half round section steel strip around the perimeter. On rebuilding, this arrangement was replaced by the roofing styles shown in the accompanying diagrams. The original four trams carried diamond tread door step plates worded "V. Purrey", but when worn, received castings bearing the initials "RMTW" (Rockhampton Municipal Tramway Workshops). The Rockhampton firm of Burns and Twigg supplied the undertaking with much of its castings, machined work, and body components, while the small Canning Street tramway workshop was geared to execute body repairs, wheel turning and boiler maintenance and re-fitting.

The steam cars were fitted with two interior slack bell cords just inside the door line. These were generally only used by the conductor from the top footboard; his job being to signal the driver whether to stop at the approaching conditional stop and when to start.

With the removal of the roof mounted side letter boards around 1914, the words "Rockhampton Council Tramways" were relettered on the side fascia strips. By 1922 these words had been changed to "Rockhampton City Tramways" and car 9 (ex-15) carried these words halfway up its side saloon walls. By the 1930's only the trams enclosed on the offside displayed the ownership on their side panels.

Mr. Bull recalls that the cars were originally painted red, and photos suggest that a dark line about $1\frac{1}{2}$ " thick encircled the tram just above seat level. A green scheme appeared in the 1920's to be replaced by a red below and brown above livery in the 1930's. At all stages elaborate line work graced the exteriors of the cars.

Not as much can be related about the trailers. In addition to the centrally located couplings, long emergency side chains linked these vehicles to the power cars. Until World War I, the trailers were fitted with air brakes linked to the car with jumper hoses, but after the removal of continuous braking, conductors had to man the trailer hand brakes when required by the driver of a crowded two or three car tram set.

.....to be continued.

CORRECTION: The second last line of the table of dimensions on page 10 of the December 1972 TROLLEY WIRE should have read:

Distance between centre lines of posts between compartments,
from front $3'3\frac{1}{2}" + 4'7\frac{1}{2}" + 4'7\frac{1}{2}" + 4'7\frac{1}{2}" + 2'9"$.

RESTORED CABLE TRAILER

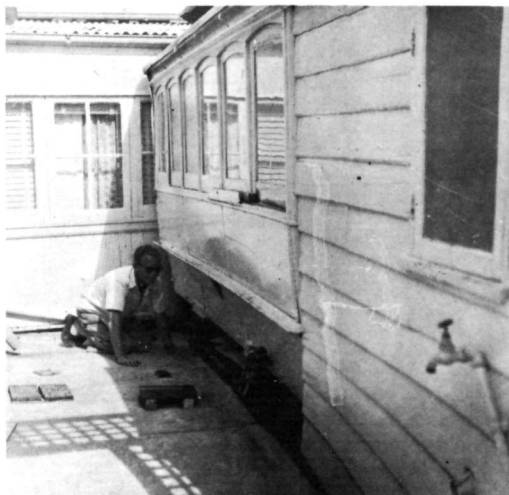
A fully restored cable trailer, built by Hudson Bros. in 1894 was handed over to the Museum of Applied Arts and Sciences (Sydney) by the Department of Railways on 13th November 1972.

The tram, one of the remaining two in NSW, the other belonging to the STPS (Parramatta), began service on the King Street cable line in 1894, and ceased when the service was converted to electric operation in 1905.

The tram was subsequently sold and in 1962 was located by a member of the SPER on a property at Cronulla. The roof of the house had been extended over it and a laundry attached at one end. Both canopies, one platform and the seats had been removed and destroyed at some earlier date. The wheels and undercarriage were found buried, but still intact despite considerable rusting. Much of the brasswork had gone and the timber was full of dry rot.

The tram was resurrected and removed to the MAAS store pending restoration. It was 1970 before work could proceed at the wagon works of the Railways Department at Clyde. Apprentices under the direction of Messrs E. Kuskey, R. Madden and G. Joice transformed the wreck into virtually a new car, resplendent in its new paintwork, inside seats, coloured glass and polished brass fittings.

This car is now mated with a former Melbourne cable grip car also rebuilt at Clyde, and is on display at the MAAS in Harris Street, Ultimo.



SPER member Norm Chinn inspects the cable trailer at its old location prior to being salvaged for restoration and preservation by the MAAS.

Photo: Ken Magor

Milson's Point

Probably one of the shortest harbour trips of any importance and one which for many years witnessed heavy loadings, was that from Circular Quay to Milson's Point. Circular Quay was to become Sydney's tramway focus, but trams operated to Milson's Point for some 13 years before the George Street trams crossed the Quay.

At the same time as the steam tram was making a successful debut on the south side of the harbour, the area around present day North Sydney was beginning to develop, hastened by the introduction of a steam ferry service from the Quay. But the service conducted with small horsedrawn wagonettes from Milson's Point was anything but adequate. The local population was soon pressing for better service, especially for extension of steam tram services on their side of the Harbour.



Milson's Point tramway terminal, arcade and ferry wharf with coupled E-class car sets about to depart with the loads from the ferry, the funnel of which is visible over the station buildings to the left.



This photo shows the nearly completed Harbour Bridge, with the Glen Street tram terminus, the temporary railway station and the steel fabrication workshops. Also visible are the Milson's Point stations on the Bridge approaches.

Photo courtesy "Sydney Morning Herald"

But the hills leading up from the harbour foreshores were regarded as too steep for the steam tram and as an ideal solution presented itself in the form of the cable tramway, then recently perfected in the USA, the authorities of the day approved the construction of the first stage of a proposed system, starting at Milson's Point ferry terminal and climbing to St. Leonards Park.

Tram services commenced on 22nd May 1886. Cable trams consisting of little grip cars, often towing one or two small trailers supplied the transport needs of the area for 14 years before they were superseded by the electric trams. The electric cars had commenced running in North Sydney in 1893, but until 1900 had acted as feeders to the cable trams.

For the next nine years traffic from Milson's Point built up as the small C- and D-class trams were gradually displaced by the large capacity E car sets. The terminus became the focal point for services to and from Lane Cove, Willoughby, the Suspension Bridge, The Spit and Mosman. By 1909, the capacity of the services was strained to its limit, so the Lane Cove and Willoughby services were diverted to a similar terminal at McMahon's Point, on the opposite side of Lavender Bay. The Milson's Point line still handled capacity peak hour crowds.

August 1923, however, brought forth an event which was to have a marked effect on the importance of Milson's Point as a transport terminal. In that month the first sod was turned for the construction of the Sydney Harbour Bridge. The railway had reached Milson's Point by way of Hornsby in 1893 and the line terminated adjacent to the ferry wharf and tram terminus.

The site of the northern pylon of the bridge was almost on the tram terminus. An area for the fabrication of the bridge steelwork was also required, so a new tramline was laid off the Milson's Point line, several hundred yards from the terminus, which headed west then turned north to a new terminus. The railway was cut back to this point and the original railway station given over to the bridge contractors. A temporary ferry wharf completed the facilities at the new location.

On 19th March 1932, trams ceased to run to McMahon's Point and the Milson's Point harbourside terminal, and the next day regular services commenced to operate over the new bridge to Wynyard. As built, the bridge provided for a six lane road, flanked each side by a pair of railway tracks and a footbridge. The eastern pair of tracks was not required immediately for trains and so was equipped for tram operation.

Milson's Point became an intermediate stop on the bridge. The trams pulled up at a railway platform, although the tracks had been built up on ramps to platform level. The E-class cars had given way to the large O-class trams. For some time, the vertical curve of the ramps at Milson's Point and similar ramps at Wynyard prevented the use of the then new R-class corridor cars, but easing of the curves was soon undertaken and the R cars joined the O's carrying large numbers of people to the city.

Although the importance of Milson's Point as a terminal had vanished with the opening of the bridge, it still continued to be served by trams until June 1958, when the trams finally succumbed to the motor bus. The last tram to operate through Milson's Point station was a ballast motor, transporting a load of rails from the dismantled bridge lines some time in July 1958.

The tramway right-of-way across the bridge has now been converted to motor traffic lanes, while most of the tangible evidence of the Milson's Point tramways has gone.

LOOKING BACK

Early Tramway Personalities

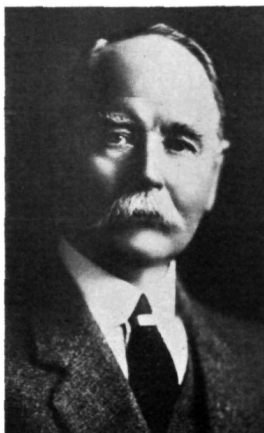
Much has been written in TROLLEY WIRE over the years about the tramways and the vehicles that operated on them, but very little has ever been recorded of the men who were concerned with their day to day operation. It is the intention of this article to rectify the situation and give a brief account of two of the early pioneers of the Sydney tramway system, one who was with the tramways since their permanent inception in 1879, and the other who joined the service in 1885.

September 16th, 1879, was a significant day for Sydney transport, for, on that day the first permanent line of the Sydney tramway system was opened between Hunter St. and (old) Redfern Station. The line was, at that time, considered to be a temporary substitute for a projected city railway, and was constructed solely for the purpose of carrying people to and from the Garden Palace Exhibition in Alfred Park. To work this line ten items of rolling stock were imported from the United States of America; four steam motors built by the Baldwin Company, and six double deck bogie trailer cars built by J.G. Brill.

The motors and cars arrived in Sydney aboard the s.s. "Dryad" on 3rd September 1879, and to assist with the erection and subsequent maintenance of the motors during their first few months of service, Baldwin's sent Mr. E.A. Loughry. With the success of the tramway assured, (it carried 443,341 passengers in the 106 days following its opening) Mr. Loughry settled in Australia and later joined the NSWGR, where he rose to the position of locomotive superintendent. He retired from the Railways Department in 1919 and died in 1941 at the age of 88.

Mr. E.A. Loughry

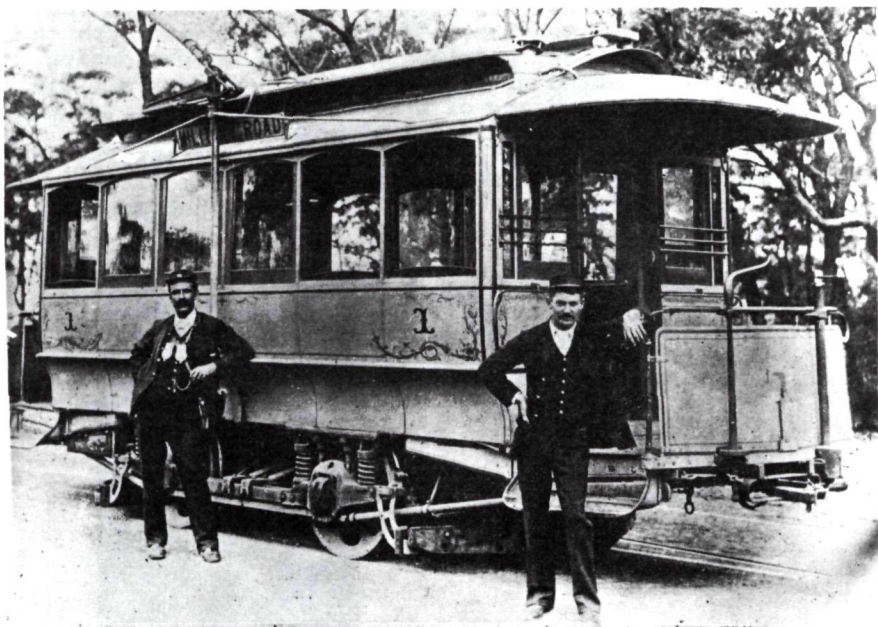
Photo: Miss K. Loughry



James Morton Russell, born in Glasgow in 1865, migrated to New Zealand with his family while still a boy and later spent some time working as a grip man on the Dunedin cable trams, before arriving in Australia in 1885. He was initially employed by the company that was building the North Shore Cable Tramway. Just prior to the opening in 1886 he was appointed as a gripman. He held this position until 1890.

With the opening of the experimental electric line from Waverley to Randwick, James Russell was afforded the honour of being one of the first drivers of the new form of traction, a job he continued to do on the south side of the Harbour until 1892, when the line closed and the cars and equipment were transferred to the North Sydney system to be put to work on the Falcon Street to Spit Road tramway which opened in 1893. James Russell was attached to the Ridge Street depot which housed the electric cars until 1909 and later worked from the Military Road depot. His final appointment was to the Fort Macquarie depot on the site of which now stands the Sydney Opera House.

The many years of driving trams not equipped with driver's protection screens had an adverse effect on his health. He was compelled to retire in 1913 and died later that year aged 48.



Mr. J.M. Russell (right) beside Experimental Car No. 1 at North Sydney.

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With one of our most successful TROLLEY WIRE years now concluded, we enter the magazine's 21st year of publication. It is with considerable regret that we must announce the retirement from the Editorial Committee of Bob Merchant who has been actively engaged with the magazine for the past seven years. We wish him well in his new ventures. The Committee now consists of Norm Chinn who will continue on as chief co-ordinator, Vic Solomons who keeps us supplied with historical photos and the occasional bus article, David Cooke who is the Tramway and Museum News Editor with Glenn Buckman and Bill Denham to continue with the magazine production. The Committee extends its sincere thanks to all members and readers, and especially to Ken McCarthy for their recent contributions to TROLLEY WIRE.

BACK COVER: Another of the SPER archives photos; this time we see Brisbane trolley bus No.1 posed for an official photo on the Gregory Terrace line.

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