

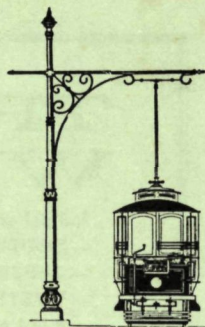
TROLLEY WIRE

Journal of

AUSTRALIAN TRAMWAY MUSEUMS

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as a Periodical—Category B.*

FIFTY CENTS *



JUNE 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

JUNE 1973

New Series Vol. 14 No. 3 Issue No. 146

Price Rise

From this issue of TROLLEY WIRE, the recommended retail price will be 50¢ per copy for regular issues.

This increase has been brought about by a number of factors, including rising printing costs and increased profit margins to the larger retailers who stock the magazine.

The effect of the price rise will be partially offset by the necessity to expand the regular size of the magazine to 28 pages, thereby avoiding some of the severe pruning of articles and exclusion of interesting material which is taking place and causing the Editors of TW some concern.

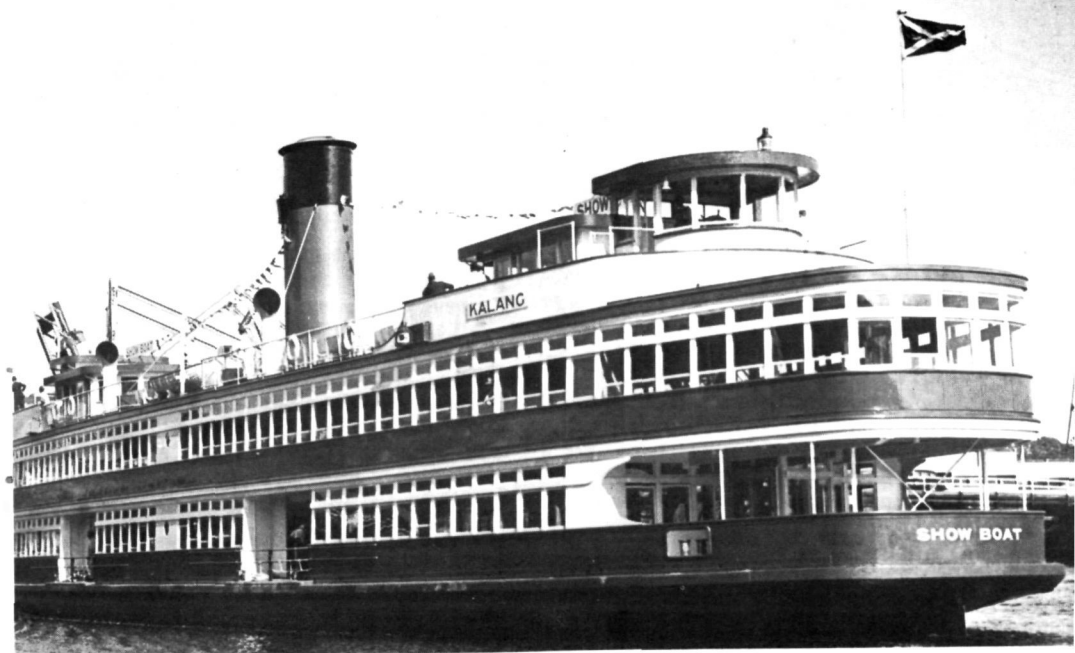
Revision of sales policy has enabled the magazine subscription rate to be increased by only 50¢ per annum. Effective immediately, the non-member subscription rate will be \$2.75 pa including postage (within Australia).

Those readers interested in taking out an annual subscription to TROLLEY WIRE should send their name and address, together with the appropriate remittance to:-

Subscriptions Officer, S.P.E.R.,
PO Box 103, Sutherland, NSW, 2232

Kindly indicate with which issue you wish the subscription to commence.

FRONT COVER: Hay Street, Perth about 1903, with A-class single truck car No.2 having almost sole possession of the street.



The Showboat "Kalang" passing through the (old) Spit Bridge on a trial run in Middle Harbour in November 1938.

--"Sydney Morning Herald"

THE END OF AN ERA

PART THREE

In TROLLEY WIRE, for April and June 1972, we presented a two part article dealing with the running and disposal of the Newcastle to Stockton vehicular ferries. The 3 remaining ferries were sold and along with a fourth boat purchased from Sydney were towed out of Newcastle harbour heading for Manila. Disaster overtook the ferries, and none were ever to reach their destination. In this, the concluding chapter of "THE END OF AN ERA", we present a brief account of the fourth ferry - S.S. "Sydney Queen".

* * * * *

The "Sydney Queen" was launched in 1925, although at that time it was named "Kalang", the name it would carry for most of its active days. "Kalang" was constructed by Chrichtons of Chester, with machinery supplied by Phenly's of Newbury, Berkshire, and left England under its own steam on its maiden voyage to Sydney in April 1926 and arrived in Australia three months later to take up vehicular carrying

service with sister ships "Kara Kara" and "Koondooloo". The "Kalang" was 187 ft long, 36 ft beam and 11'6" in draught with a displacement of 535 tons. The triple expansion engines could propel the craft at 13 knots and develop 1250 IHP.

Displaced by the opening of the Sydney Harbour Bridge in March 1932, the "Kalang" was set aside to be returned to service in 1938 after conversion to a second Sydney Showboat at the Sydney Ferries Balmain Workshops. The conversion was similar to that undertaken on the "Koondooloo" but the provision of an enclosed 200 ft by 40 ft tallowwood floored ballroom deck gave the vessel a displacement of 987 tons as against the 800 tons of the "Koondooloo". "Kalang" also had an open upper observation deck a feature the "Koondooloo" lost when its open upper deck was fully enclosed.

Loads of up to 2,000 passengers are reported to have been carried by the "Kalang". Regular daylong cruises were undertaken every Wednesday when the ferry would leave No.2 jetty at Circular Quay at 10.45 am and steam as far as Mortlake on the Parramatta River with a short excursion up the Lane Cove River. The afternoon session would leave the Quay again at 2.30 pm for the journey up Middle Harbour beyond the Spit Bridge, a total of 50 miles. Afternoon cruises were held at 3 pm every Saturday, Sunday and Public Holiday while concert cruises took place between 8 pm and 10.15 pm each Saturday and Sunday evening.

Both showboats were extremely popular and were missed when converted for war service. The "Kalang" became supply ship "AV 97" in the South Pacific battle zone and during this service was struck by a Japanese torpedo which penetrated the engineroom and damaged the Weir's pump but failed to explode. A replacement was found on a beached Japanese destroyer and fitted in place of the damaged pump. On returning to Sydney Ferries Ltd. in 1946, "AV 97" was converted back to the showboat "Kalang" at the Newcastle State Dockyard in 1947 at a cost of £87,000 (\$174,000).

During February 1951 Sydney Ferries Ltd. announced that it would close its unprofitable ferry services in Sydney as from 30th June, but would continue its profitable showboat and lighterage business.

Pressure was placed on the Government to purchase the ferry services but Premier McGirr was not too happy at being pressured into buying the unprofitable general ferry services without the lighterage and showboat sections.

By early June the State Government had offered SFLtd £250,000 (\$500,000) for all assets which was the current value of the Company's 5/- (50¢) shares and finally, on 18th June 1951 the legislation was passed authorising the purchase by the State Government of the public ferry services only, which included 15 ferries (four out of com-



Supply ship "AV97", the wartime guise carried by Sydney vehicular ferry, later Showboat, "Kalang".

--Bill Allen collection

mission), associated wharves and Balmain Workshops, for £25,000 (\$50,000). The Sydney Harbour Transport Board was established to operate these services from 1st July under the direction of Mr. R. Windsor of the Transport and Highways Commission.

The "Kalang" was retained by SFLtd and continued to attract 250,000 passengers each year until 1958 when the increase in motor car weekend outings and the introduction of television dried up the patronage, and the vessel was sold at auction to a syndicate on 28th April 1958.

In September 1960 the Showboat, now oil fired, re-entered service under new ownership as the "Sydney Queen" and although various forms of entertainment were tried to encourage patronage the vessel was again offered for sale in July 1961.

The "Sydney Queen" saw little service after that date and by 1967 it presented a forlorn sight tied up at Morrison and Sinclair's Wharf, Long Nose Point, Balmain. At this stage Harbour Restaurants Pty. Ltd was her owner but Mr. J.C. Miller, the managing director, had been unsuccessful in trying to obtain permission from the Maritime Services Board to use her as a floating restaurant near the Jeffery Street Wharf at Milsons Point.

Although an upset price of \$35,000 was placed on the vessel at the auction conducted by Messrs L.J. Hooker on 23rd March 1971, Mr. Stuart White of Goldfield Metal Traders purchased the "Sydney Queen" for \$22,000. The



The Sydney Showboat "Kalang" steams across Sydney Harbour dwarfed by the bulk of the troopship/liner "Queen Mary".

Photo: the late J. McCarthy

Showboat was taken from Long Nose Point to Mortlake soon after but again entered the news on Tuesday 4th May 1971 when a severe storm snapped the moorings and sent the vessel adrift onto the opposite Putney shore. The "Sydney Queen" was retrieved without any apparent damage.

The ferry left Sydney under tow in mid-December and arrived in Newcastle to join the three other ferries for the trip to Manila.

A graphic description of this aborted voyage appears in June 1972 issue of TROLLEY WIRE. About the same time as that issue appeared, the storm lashed remains of the "Kalang", stripped of all salvagable material, were set alight and the timber burned to facilitate the removal of the remaining scrap metal.

* * * * *

SPER - NOTICE OF MEETING

The Annual General Meeting will be held in June at a place to be advised to members by letter.

The next General Meeting of the Society will be held on Friday, 24th August 1973, at the Railway Institute, Devonshire Street, Sydney at 7.30 pm.

* * * * *

Lowbridge Buses

-by Vic Solomons



The distinctive outline of the 'Lowbridge' double deck bus can be seen in this view of 1195 at Newcastle.

--Ken Ilagor

between the years 1934 to 1940, the Department of Road Transport and Tramways (the Government transport authority was known by this name at that time) obtained a large number of buses for use on its services in Sydney and Newcastle. These vehicles were mainly used to replace older vehicles acquired from private operators by the DRT&T as a result of the implementation of the State Transport (Co-ordination) Act of 1931. Under this act most of the suburban bus routes were compulsorily taken over by the Government, while the expansion of the Departmental services from 1934 also saw the need for additional vehicles.

Possibly the most unusual vehicles built for the Department during this period were the "Lowbridge" buses. Between 1934 and 1938 a total of 28 of these buses were built, on a mixture of Leyland, AEC and Albion chasses. The buses were initially in service on route 59, York Street-Concord West (now 459, York Street-Ryde, via Concord) as a low clearance bridge carrying the metropolitan goods railway over Pyrmont Bridge Road near Wentworth Park precluded the use of normal height (average 14'4") double deck vehicles. A similar situation existed at Cardiff near Newcastle.

To overcome the problem of restricted height, the "Lowbridge" design was evolved, enabling a reduction of some

12" in height over that of the normal buses. The major alteration was in the layout of the upper deck where transverse seats accommodating 4 passengers each replaced the two-plus-two of the other buses. Access was gained from a recessed aisle running along the off (R.H.) side of the bus.

The lower deck retained the normal seating with a centre aisle, however headroom on the right hand side under the top deck aisle was restricted... No doubt many an unwary passenger realised this when rising from a seat without thinking!

With the reconstruction and lowering of the roads under the offending bridges, the need for the lowbridge buses passed and they were used on other services operated by the Department in Sydney and Newcastle. With the introduction of new vehicles from 1947, the lowbridge vehicles were progressively withdrawn and sold, many seeing further service with private bus operators.

It is fortunate that at least one of these unusual buses has been privately preserved in Sydney as a reminder of the type and as tangible evidence of an important part of the history of the development of public transport services in Sydney and Newcastle.

NUMERICAL LIST OF LOWBRIDGE BUSES OF THE DRT&T (NSW)

Fleet No.	Chassis	Builder	In Service
1009	Leyland	Syd. Wood	12/1933
1162	Albion	"	8/1934
1192	AEC	"	9/1935
1195	Leyland	"	10/1935
1220	Leyland	Clyde Eng.	3/1936
1221	"	"	4/1936
1226/7/8	Albion	Syd. Wood	6/1936, 7/1936
1230/31	"	"	7/1936, 8/1936
1233/6	"	"	8/1936
1240	"	"	8/1936
1410/1/2	Leyland	Waddingtons	9/1937
1475/6	"	"	3/1938
1478/9	"	"	3/1938
1481/2	"	"	3/1938
1484/5	"	"	4/1938
1487/8	"	"	4/1938

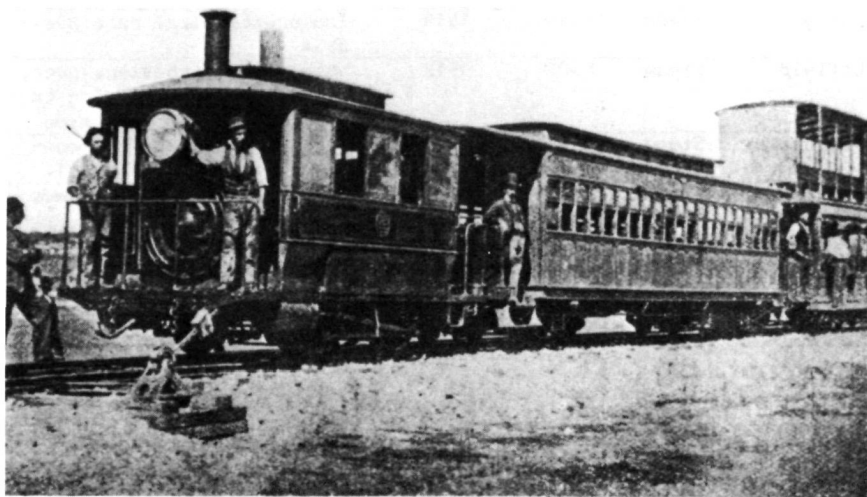
- NOTES: i. No.1411 privately preserved
 ii. Ten further vehicles of lowbridge design were acquired from private operators by the DRT&T - 8 in 1933 numbered 1001 to 1008 in the Government fleet, and 2 in 1940 (Nos. 1698 and 1699. These were on Leyland chassis and were built in 1929.

In the April 1973 issue of TROLLEY WIRE we presented the major portion of a popular article on steam trams in Australia, with particular emphasis on New South Wales. We conclude this interesting topic with.....

The Era of the Steam Tramway

PART 2

by Ken McCarthy



At the turn of the century, the NSWGT planned the eventual electrification of all the then existing steam tramways, while the conversion was also envisaged for the outer suburban and provincial lines opened later. The following table briefly itemises the eventual outcome of these proposals:-

Above, one of the first four motors, a Hudson end loading car and an American double deck trailer with a wooden roof replacing the canvas top. Below, former Sydney steam motor in service in Christchurch towing no less than 9 cars!

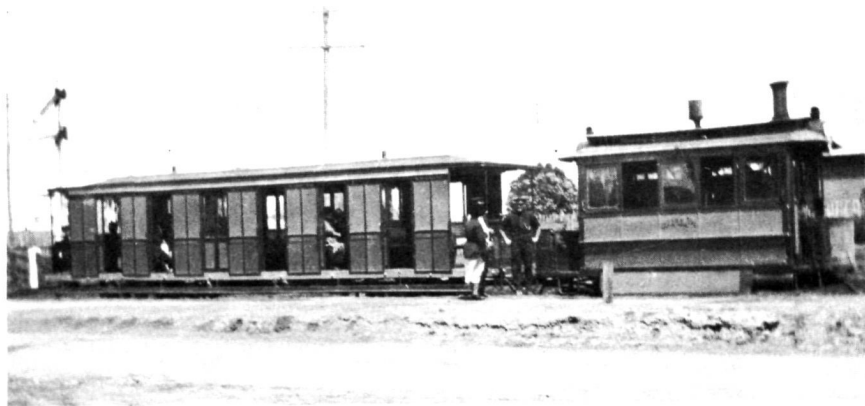


--Alexander Turnbull Library, Wellington, NZ.

SYSTEM	TRACTION	ELECTRIFICATION		REASONS FOR LATENESS OR FAILURE
		Expected	Completed	
North Sydney Sydney	Cable Steam & Cable	1899 1898-1905	1900 1899-1906	Ultimo power house construction delayed due to Spanish/American war and design difficulties, while more elec. cars needed than planned.
Manly	Steam	1910	1911	Inadequate elec. cars available
Enfield	Steam	1909	1912	Ship wreck with elec. gear, new steam lines needing Enfield steam stock delayed.
Newcastle	Steam	1911	1923-6	Entire conversion not completed. Delayed by W.W.1.
Kogarah	Steam	1926-7	1937	Electrified as trolley bus system
Maitland	Steam	1923	Not done	Elec. tramway with bus extensions proposed. Private bus competition too great
Arncliffe	Steam	1911&1918	Not done	Private bus competition.
Sutherland	Steam	1926	Not done	To be electrified and upgraded to light electric railway with interurban rail cars in suburban railway electrification scheme. Closed 1932 new elec. railway built 1939.
Paramatta- Castle Hill	Steam	No record	Not done	Outer end converted to railway 1923.
Broken Hill	Steam	Various	Not done	Local power supply company voiced proposals to take over and electrify lines.

EPILOGUE

Of the Government steam rollingstock, motor 1A departed from the Kogarah system, just before the closure, after making its last revenue run on 30th June 1937 to be preserved by the Museum of Applied Arts and Sciences, being joined by Newcastle hearse car 27s in the 1950's, motors 101A and 84A were retained by the railways for per-way engineering work, 84A worked on the construction of the Captain's Flat railway around 1940, then joined 101A on the Hawkesbury River Bridge construction into the late 1940's although not scrapped until 1951. The Beyer Peacock motor returned to the makers in 1889 where it was used as a works shunter and is now preserved in working order at the Crich tramway museum. Motor 100 was sold to Thomas Saywell for the Rockdale tramway in 1905 as a stand-by for his electric service. In 1914 this unit was purchased by the Wanganui Tramways in New Zealand, where it worked periodically until the closure of that city's electric system in 1951. This motor, which was not converted to one man control and which never carried the "A" classification, is now preserved in Auckland.



Parramatta- Redbank Wharf tramway; steam motor and trailer at the Camellia railway crossing in 1923.

--W.A. Bayley

Another Sydney motor, believed to be Baldwin No.19, also saw further use in New Zealand. During 1906 the Christchurch Tramway Board, by that time operators of a large electric system with some steam working using Kitson motors, opened a steam only branch to serve an International Exhibition site. The Sydney motor was purchased to serve on this extension and remained on the roster until scrapped in 1923.

The last three Newcastle motors were 37 A, 73 A and 131 A. The last two were dismantled on 26th and 28th February 1941 respectively while 131 A worked as a shunter at Waddington's (Commonwealth Engineering) until April 1953 having been transferred from Newcastle on 27th August 1940.

Of the Parramatta motors, 31 A was sold to Waddingtons, where it remained as a shunter until April 1953 being dismantled with 131 A the following year; 5 A went to the yard of Joseph Edwards, boilermakers of Sydenham where it remained until broken up in 1950. Just prior to scrapping, this unit was inspected to ascertain whether it would be suitable as a shunting loco at Metropolitan Colliery, Helensburg, but was found to be beyond economical repair. Motor 103 (it had lost its "A" classification in a repaint at Parramatta) passed to the Colonial Sugar Company in June 1943 and for some time is believed to have been stored at Rhodes. It eventually joined the others at Waddingtons, and in 1953 was retrieved by the Steam Tram Preservation Society at Parramatta Park for preservation.

The body of Parramatta trailer No.1 remained in a reasonable condition until January 1967 when it was burnt (see TW, April 1967, p.11) but 74B and 191B, 70 seat cross-bench trailer cars, are now safely secured at Parramatta Park. A tractor mounted replica of Baldwin steam motor No.2

was constructed in 1957, and hauls a reconstruction (built in 1950) of an 1879 double deck trailer in the annual Waratah Festival Parade in SYDNEY each October.

One last interesting relic is the mile of grooved tram track still visible from time to time along George Street, Parramatta, a mute reminder of the 154 route miles of steam tram track which once occupied the streets on the state of New South Wales.



Motor 90A and trailer 2B (the former accumulator car) at the corner of Victoria and Lawes Streets, Maitland. The lifting jack and equipment has just been rushed from the depot around the corner, in the wheelbarrow seen in the photo, taken sometime around 1917.

L. Nyman collection

An illustrated history of the Maitland steam tramway system was published some years ago by the South Pacific Electric Railway. Copies of this interesting book are still available from the SPER.

Titled "MAITLAND TRAMWAY VENTURES" the book is available in soft cover or hard cover editions, 96 pages $9\frac{1}{4}$ " x 6" and printed on art paper.

Order your copy now from:

South Pacific Electric Railway
PO Box 103, Sutherland, NSW 2232

Soft cover edition: \$2.10
Hard cover edition: \$2.70

postage included.

Advertising

-- Melbourne-style

by
Graham Jordan

The Melbourne and Metropolitan Tramways Board has been so pleased with the number of advertisers using their advertising tram W7 1024 (see TW, October 1971), that it has equipped a second car, SW6 900 to perform similar duties. No. 900, however, received fluorescent strips separated by 3 or 4 incandescent bulbs, instead of some 400 light globes on the earlier car. Other modifications carried out include the removal of the standard headlight and the installation of dash canopy lighting, and the fitting of the head and tail clearance lamps which are being fitted to most of the Melbourne trams at present.

SW6 900 has already seen service as an advertising car and during April was advertising brown coal briquettes for the State Electricity Commission. The two cars are in use alternately allowing one car to be in service while the other is being readied. The trams are rostered to operate regular passenger runs from most of the Melbourne tram depots in turn. The fitting of removable, interchangeable destination boxes to most of the MMTB tram fleet enables transfer from one depot to another to be undertaken without interruption, and without temporary signs.

Although of a different nature, two other trams feature in advertising. Now out of regular service, Y-class 469 and X2 676 which appear from time to time on television as the "Snack" tram and the "Lime Fresh" tram.

At left: SW6 900, Melbourne's new advertising tram.



Advertising tram W7 1024



from **PERTH**

LOOKING BACK



Hay Street, Perth about the same time as Jack Chamberlain started working for the Perth Electric Tramways in 1909.

Early Tramway Personalities No.2

Jack Chamberlain was a carpenter in England, but work was scarce so he decided to seek a new future for himself and his family in Western Australia. He was disillusioned when he found there was also not enough work for carpenters here, but took a job as a driver. Heard it all before? Yes, but Jack Chamberlain (86) of Rockingham, migrated in 1909.

As he had experienced difficulty in his own trade in Britain he had in 1906 started work as a conductor with the North London Tramways Company, then using horse-drawn trams.

"It was steady work," recalls Mr. Chamberlain, "4/6 a day for up to 13 hours a day." Not long after he started, the Company was taken over by the London County Council and the trams were electrified. "Things really improved then," he said. "We used to work only eight or nine hours a day and the LCC built a canteen and gymnasium for our use."

He recounts an incident when five horses were electrocuted in the Mile End Road, alongside the London Docks. In the early days of the electric trams the current was produced from a contact in the road under a metal stud. The tram carried a magnet underneath its body -- this lifted the stud on the road, made contact with the power beneath, then the lid of the stud would close after the tram had passed. One day the

studs had become worn, the contacts remained above the road and killed the horses. Soon after this, rails were introduced.

Mr. Chamberlain came to W.A. with his wife and two children. He became a motorman on the Perth tramways. He is one of two original tramways staff still living.

He recalls there were 21 trams and nine bogeys (50-foot long trams on two trailers) when he started. "Conditions then were quite primitive," he said. "There were only ten foot wide ribbed roads inside Perth, and most of the traffic found it easier to travel on the sand at the side of the road, rather than on the gravel in the centre. Wheels of the horse-drawn vehicles and early cars were made of cast iron."

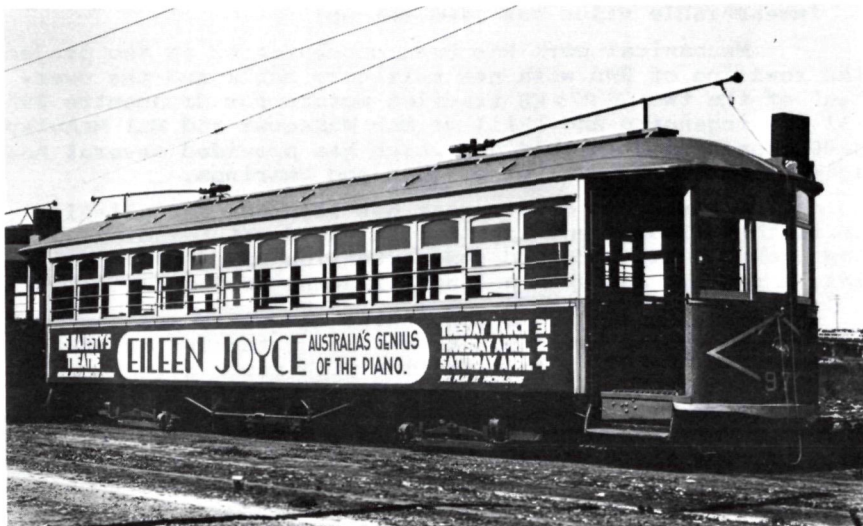
He remembers when, because of berries falling from trees on to the rails, a tram ran off the rails in Leederville and only his quick action of shovelling sand on to the rails averted the breakdown tram doing the same. "The trees went soon after that," he said.

"A tram was capable of doing 18 m.p.h., but generally 8 m.p.h. was allowed for timetables. Driving a tram downhill was a dangerous occupation and required great skill. If the brakes were applied too hard, the wheels would lock and skid."

Mr. Chamberlain retired in 1946 a senior traffic inspector and motor inspector.

* * * * *

Extract from "Historical Society Taps a Rockingham Memory" by Janet Wainwright which appeared in "The West Australian" for 15th June 1972. Our thanks go to the author and publishers for permission to use this material.



D-class car 97, a later version of the "bogeys" mentioned in the above article.

--Reg Francis collection

* MUSEUM Notes & News

from **LOFTUS**

The main work centre for SPER during February and March was Enfield where extensive repairs were made to R1-class car 1979. The actual work was finished on April 1st and the car is to all intents and purposes externally complete, although a lot of work is needed on the interior before the car would be able to go into traffic. Thanks must go to all those who aided with the work, especially to Lee Holder, who made new skirting panels to replace the damaged ones; and to Bob Harvey and Mal McAulay for straightening the bent coupler slide bars. The car has been completely repainted in the cream and green colour scheme. Whilst the main work was being carried out on the R1 car, the other two cars, 548 from Brisbane and 37 from Ballarat also received attention. The Brisbane car had its roof patched, while 37 had its downpipes cleared and bitumenous paint applied to the gutters to prevent rusting.

Tuesday night work continues as usual at Loftus, with new footboards being fitted to N728 while its roof is scraped down and repainted. The eastern side gutter board has been fitted to 180, a job made considerably easier by Bob Cowing's planing machine. A new variable height platform has been constructed between 1 and 2 roads, while under the fixed platform between 1 and A roads a workbench of immeasurable value has been set up.

Mechanical work has been concentrated on two projects; the rewiring of 99u with new multicore cable and the overhaul of the two GE 275RB traction motors for dropcentre 295. All the ingenuity and skill of Bob McKeever and Mal McAulay have been needed in this job which has provided several headaches with the removal of pinions and bearings.

Activity in other areas has seen the installation of further fluorescent lighting in the depot building, while the bookshop has received some extension of display facilities, a repaint and even a lino surfacing to the floor!

Grass mowing is a continuing necessity and the heavier growth around the depot is now being tackled by Bob Cowing's new "toy", a mini-tractor with mower attachment.

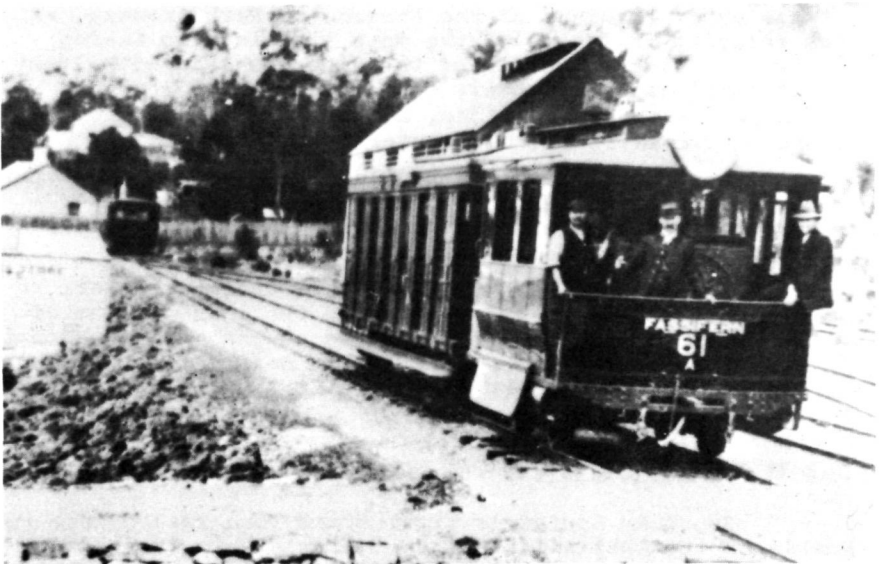
SPER TOUR.... to Newcastle

With the closure of Newcastle Station being threatened, it was decided to hold a railmotor tour to this northern city. The tour was also to encompass the branch lines to Wangi Power House, Toronto, Sandgate Cemetery and the new goods branch to Kooragang Island.

Some 40 odd members (some are, anyway) boarded



Railmotor CPH12, at Toronto station. The line continues to a run round loop and sidings beyond the footbridge. In 1910-11 steam motors and trailers were used on the line, and the photo below shows 61A and trailer departing Toronto. --STPS



Railmotor No.12 at Strathfield on Saturday 24th March. No.17, which had been proposed for the trip was not available on the day, having been demolished in a collision several days earlier!

The famous Hawkesbury River Bridge provided the first photostop, and following another at Narara, the motor was stabled at Wyong while a later model railcar overtook us on a local service. The tour continued uneventfully to Awaba with a side trip to Wangi. A further slight holdup occurred at Fassifern while we again waited for a railcar to clear the line.

Most of the travellers enjoyed lunch at Toronto before the railmotor proceeded to Sandgate Cemetery where the Hexham Greys -- large mosquitoes -- enjoyed lunch provided by the passengers. A quick trip to the end of the Kooragang Island goods line followed before CPH 12 finally arrived at Newcastle. Here the motor was serviced and the passengers sought refreshments.

On the return journey, the railmotor slowed to allow people on board to photograph the Sperry Railcar which was in the area.

The tour ended where it had started some $9\frac{1}{2}$ hours before, and everyone on board agreed that it had been a most successful and enjoyable one.

from **PARRAMATTA**

Work is underway on the laying of a runround loop at the outer terminus of the Parramatta Park tramway, while the relaying in stages of the main line is also taking place. The first section of the line was laid with light (worn 45lb) rails which are now proving to be somewhat unsuitable for the Vulcan loco, and will be relaid with 60lb or heavier rail to match to outer end of the line.

A major overhaul of trailer 191 B continues, with much of the heavy timber solebars, stringers and other underfloor members being replaced. A new floor is in place and work now proceeds on the body restoration.

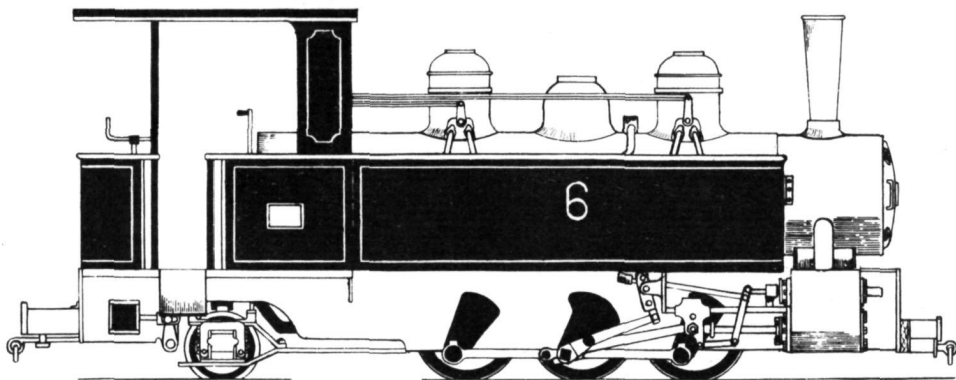
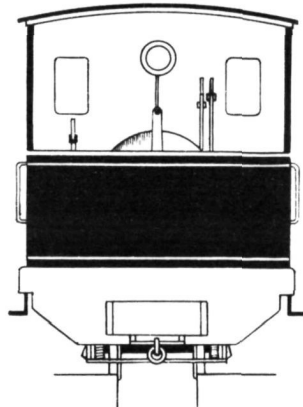
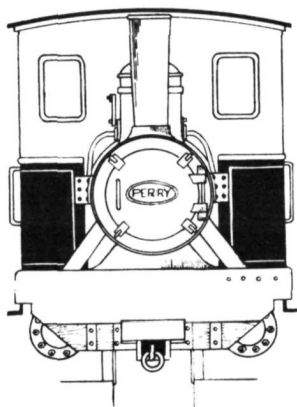
Readers who wish to visit this undertaking are reminded that the trams are steamed on the THIRD Sunday of each month. The tramway is situated on the western side of Parramatta Park, entrance to which is gained from the gates at the corner of Pitt and Macquarie Streets, near the Bowling Club.

from **WOLLONGONG**

The ILRM Society's first steam loco sailed into Port Kembla on the Australian National Line's ship "Brisbane Trader" on the evening of March 22nd. This engine remained

at the ANL depot until May 1st., pending negotiations for exemption from port dues, and was then taken to a store site at Kembla Grange where work has commenced making the relic secure and presentable.

A small advertisement in the Sydney press during October 1972 offering a 2 ft gauge steam loco for sale to preservation groups was investigated and the ILRMS offer was successful, the engine being obtained for \$100! A North Queensland trucking firm carried the loco to Townsville from where Illawarra based undertakings took over the project and handles the job free from that point. Thanks go to the Townsville Harbour Board and the Maritime Services Board of NSW for exempting the loco from port dues, the ANL for delivery between Townsville and Port Kembla, to Robinson's Illawarra Transport for cartage between Port Kembla and Kembla Grange and to B&W Steel for providing a heavy crane and crew for the unloading task. Member Keith Mayhew and his business partners have provided a store site for the



K. MCCARTHY 5/73



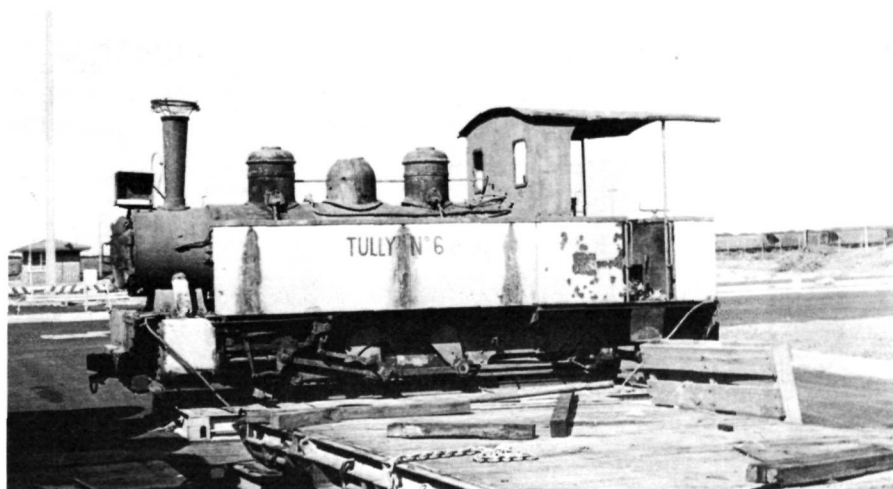
locomotive at their Kembla Grange workshop.

The loco is an O-6-2 machine of 15 tons, built by the Perry Engineering Co. of Adelaide. It worked at Tully Mill as number 6 until 1963 when it was transferred to the El Arish Country and Golf Club for static display from where it was sold to the ILRMS. Tully Mill located a builders plate believed to be from this engine and has donated it to the Society. The plate carries number 7967-50-4 which indicates that the relic was built in 1950 but further research needs to be conducted into the matter of identification.

Considering that the loco was on open display for ten years it is in fair condition, being possibly due to the fact that it was located on private land thus being spared the vandalism faced by similar items displayed in open parks.

By the end of April some 800 yards of track on the old Corrimall 2 ft gauge railway had been re-gauged, resleepered and opened by the ILRMS leaving only a further 300 yards to be cleared before reclamation starts. The trackwork details in recent popular histories of the Corrimall undertaking will have to be revised when the clearing project is completed as sidings, long disused but still in place, have been discovered under the thick undergrowth and old deviations can now be clearly traced.

For the period March 12th 1972 to March 31st 1973 ILRMS work parties occupied 452 hours and members provided 2330 man-hours of labour. This is a good result considering that membership has only recently reached 40 with about 15 of these living outside the Wollongong area.



Perry loco, former "Tully 6" at the ANL wharf at Port Kembla on 24th March 1973.

--Ken McCarthy

from **St. KILDA**

The Salisbury Council track gang has now laid and packed over 3,000 ft of track from the Museum to Mangrove Loop near the St. Kilda Hotel. The roadbed has been graded for the remaining 3,000 ft to the terminus, and most of the materials required for this section have been laid out for assembly.

Fifty-five steel tramway span poles have now been purchased from the Electricity Trust of South Australia for the project. Nineteen have been erected on the causeway between Samphire Road and Mangrove Loop, and a further 11 are being erected between the Museum and Samphire Road. The centre poles which previously graced the front of the museum depot have been re-erected on the Mangrove Loop. The arms were lengthened prior to re-erection to permit wider track centres for safety purposes. The overhead will be generally at 16'6", increased to 18'0" at road crossings.

The museum's railed tower wagon recently saw its first use when a prototype bracket arm was installed on a pole at Samphire Road. The wagon has since been overhauled and painted in preparation for use in suspending the overhead wiring.

New nylon trolley ropes are being progressively fitted to all cars following a gift of rope from the Adelaide Rope and Twine Company.

A standardised list of museum destination signs is being fitted to the upper ends of the destination blinds of all cars. Signs provided are:-

SAMPHIRE RD
ST. KILDA BEACH

HOTEL-MANGROVE ST
MUSEUM

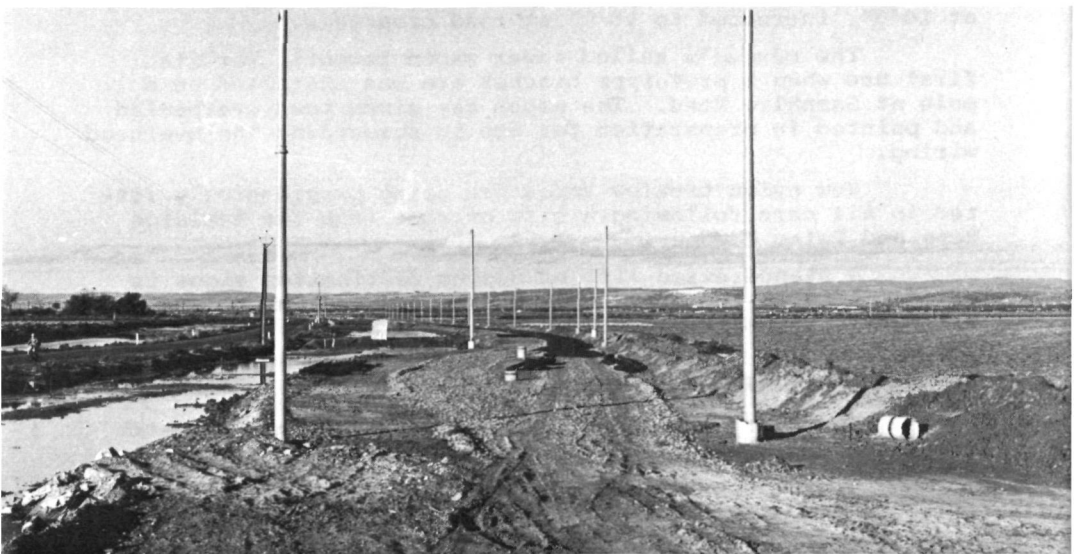
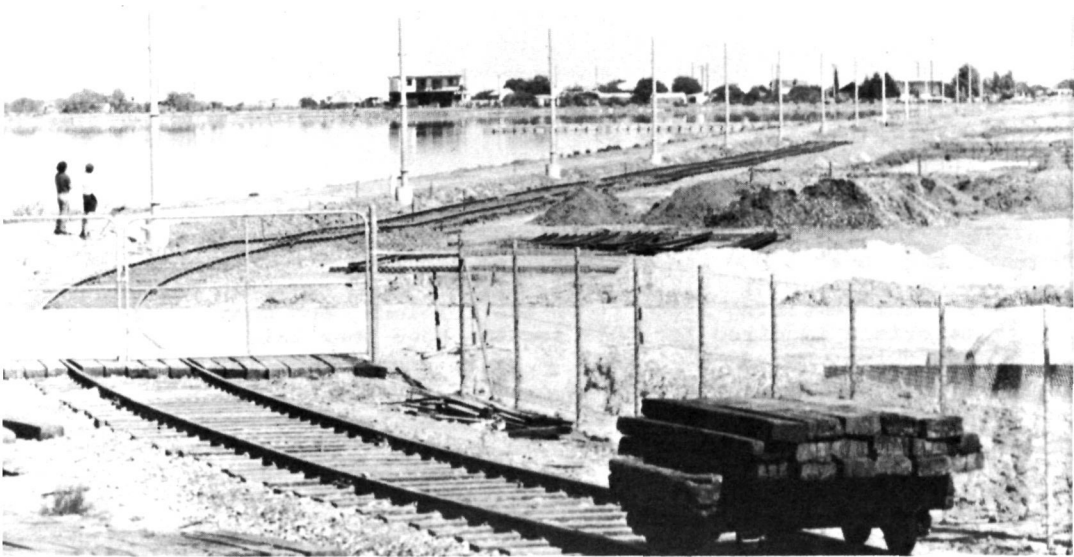
The signs have been designed by Max Fenner to match the lettering style of blinds already fitted to the cars.

Work has commenced on preparing car 381 for operation with the despatch of its air tanks to Hackney for cleaning and testing.

A recent addition to the service fleet is a small second-hand tractor. This has been acquired to permit the shunting of vehicles, especially the trolleybuses, which are difficult to move when not operational. The tractor will also serve as an emergency means of bringing trams back to the depot in the event of a complete power failure.

from **BALLARAT**

In the depot building, beams to support the overhead wire troughing have been installed and the trough over No.2 road is in place. Grading of the track formation between the gravel track and Wendouree Parade was carried out on 8th



April. Initial ballasting of this work was carried out on the same day to protect the surface. Tracklaying from the end of No.2 & 3 road crossover towards Wendouree Parade commenced on 28th April and by 19th May had been extended some 150 ft.

A transformer was purchased recently from the SECV for \$400. This is undergoing some modification to allow it to operate as an isolating transformer. When this is completed, work on the rest of the switchroom and rectifier equipment will commence, thus bringing electric operation one step closer.

A big party of visiting railway enthusiasts inspected the BTPS depot on Easter Monday. The NSWRTM had chartered a train to run to Ballarat as part of the steam festival.

Interstate members are especially welcome in the work parties, but they are advised to contact Bill Jessup on (03) 8745329 beforehand.



The BTPS depot at Ballarat, showing the depot trackwork in place and several cars pushed out for inspection by visitors.

--Bob Merchant

OPPOSITE PAGE: Top: Track laid along the causeway from Samphire Road; Middle: The site of Mangrove Loop; Bottom: Beyond the loop. The track will traverse Shell Street (at rear) on side of road reservation.

--(top) John Radcliffe, others: John Hoffmann

from BRISBANE

With the total abandonment of Brisbane tramway operation imminent, a meeting was called in July 1968 to discuss the formation of a voluntary organisation to undertake the preservation of trams and other associated equipment. This meeting saw the formation of the Brisbane Tramway Museum Society (BTMS).

Negotiations then took place with the Brisbane City Council, and these revealed that the Council was favourably disposed towards the formation of the museum. A list of vehicles and equipment was drawn up and presented to the Council. The submission was approved and the equipment donated; although the Council retained ownership of the trams.

Some twenty trams, two trolleybuses, a tower wagon, a mile of track from Salisbury and pointwork from Ipswich Road depot, two welding trucks, the Valley Junc. signal box, substation equipment and a vast range of overhead parts and other spares now comprises the museum collection.

The Council stipulated that all the trams be moved from its property as soon as possible and a hasty search was instituted for a museum site. A disused factory near the railway terminus at Ferny Grove appeared suitable as it provided immediate cover for over half of the trams and it was adjacent to an abandoned railway formation. This site was rented by the BTMS and the removal of trams began from the Council property. Cars no longer required for service were moved during February and March 1969, leaving only three trams, 14, 231 and 554, to be moved on 14th April 1969, the day after the system closed. Scrubber 14 still had 60lb air pressure in its tanks when unloaded at Ferny Grove, so that when it was pushed into the shed it was stopped with its own air brakes!

As negotiations were proceeding for the use of the

old railway land, it became obvious that this site could not be developed as a permanent museum. While a search was in progress for a new site, work was concentrated on lifting the track at Salisbury.

The factory had been sold and assistance was now sought from the Council for a new site. The Council offered the Society the use of an abandoned sanitary depot, less than half a mile from the original site. Of three sheds on this land, two were high enough to accommodate tramcars.

Formal approval had been given for development of the original site, but efforts to evict the Society were frustrated by the fact that the BCC still owned the trams. In desperation the development company finally offered to pay to have the trams removed. This was done over a six week period between March and May 1972. All but one of the dropcentre cars is under cover. This car, the 'Four Motor' cars and the trolley buses are stored in the open. Vandalism has been kept to a minimum because a caretaker occupies a house on the site.

Work on the new site has been concentrated on clearing the undergrowth and on some car restoration. Major developmental work cannot proceed until surveys have been completed and approved by the BCC. The track is planned to leave the museum area and climb gradually along the side of a valley and return along the other side of the valley which is presently occupied by a Council rubbish dump. There will be a large horseshoe bend at the head of the valley and the line will terminate not far from, but out of sight of, the museum. This will provide about a mile of track for tramcar operation. These plans are, however, dependent upon Council plans to convert the rubbish tip into a sports area.

Shelter is a pressing need and the BCC has offered one bay (3 roads) x 300 ft of Ipswich Road depot for re-erection at Ferny Grove. Cost comparisons are at present being carried out to determine whether a new building might not be cheaper.

The museum is not open to the public at present, but persons wishing to inspect the site should make prior arrangements by writing to the Secretary, BTMS, PO Box 77, Brisbane North Quay, Qld. 4000.

by Mike Giddey

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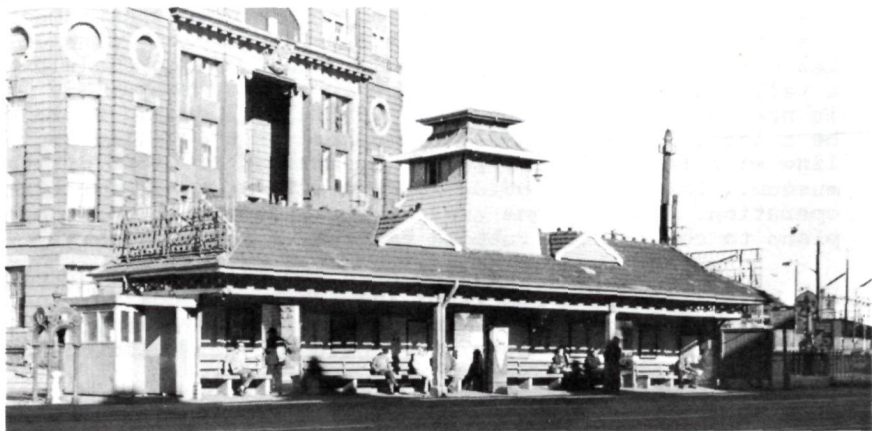
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Above and page 24: Two views of the new ETMS museum area at Ferny Grove.

Mike Giddey



A relic of Sydney's tramway era, dating back to steam tram days, is the large waiting shed surmounted by a signal box standing in the middle of Railway Square. It was also in the was of proposed re-development, so while this issue of TROLLEY WIRE was being assembled, the signal box and waiting shed were being dismantled. Contractors for the City Council, and SPER members worked over the holiday weekend 9/10/11th June dismantling and numbering the parts, and on Monday 11th half the waiting shed arrived at Loftus, to be followed the next day by the other half and the signal box

BACK PAGE: An official photo of Melbourne's new tram, No.1041 at the entrance to Preston Workshops.

--Melbourne & Metropolitan Tramways Board

from MELBOURNE

The Melbourne and Metropolitan Tramways Board's decision to purchase 100 new trams created interest among manufacturers all over the world. When tenders closed last year some 48 companies has been registered as tenderers. Of these, eight were Australian, seven each were German and Japanese, and the others were from Czechoslovakia, Hungary, Italy, Switzerland, England and the United States. On 19th March the Victorian State Government approved acceptance of the tender submitted by Commonwealth Engineering (Vic) Pty. Ltd., a subsidiary of the NSW loco-building firm. First of the new cars, worth a total of \$12 million, should be running by mid-1974.

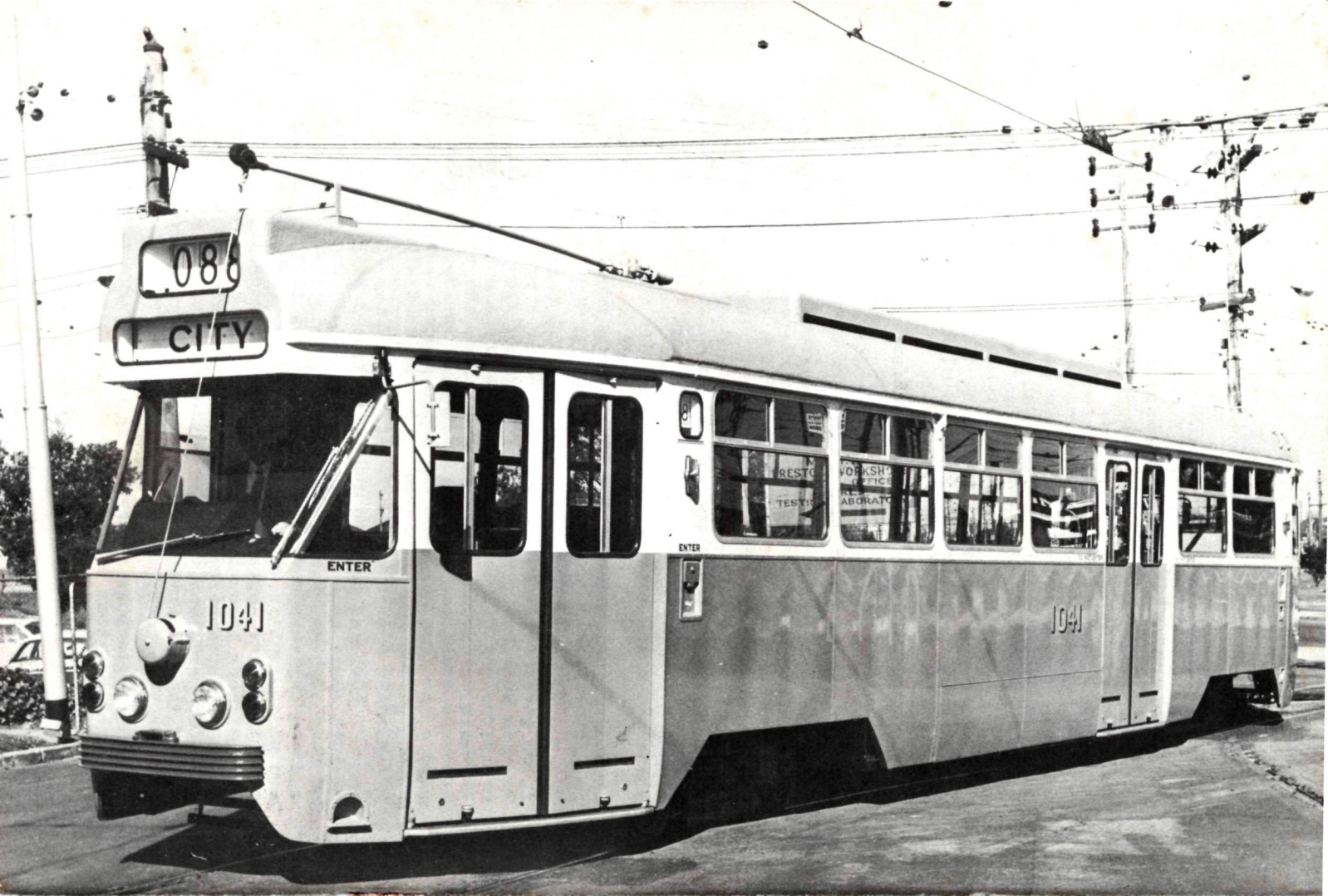
The new trams are to be delivered over a period of 5 years, but the delivery rate of 20 trams per year could be increased to 40 per year if the Federal Government provides aid under its pledge to improve city transport.

The new cars will be double-ended, bogie vehicles with passengers entering through double folding doors located at the front and alighting through similar doors which are placed forward of the rear truck. The tender specified all-electric operation, a maximum speed of 45 mph on level straight track with a seated full load, ventilating fans and heating for winter. In addition, they will have a seated conductor, lower steps, stop lights, flashing turn indicators and a new colour scheme. Only 10% of the parts for the new trams will be manufactured overseas. About 85%, including the motors and electrical equipment will be made in Victoria and the remaining 5% in New South Wales..

To test many of the new features before the new trams enter service, the MMTB has built a prototype car at Preston Workshops, using the PCC trucks from car 980. The prototype was displayed to the mass media on 23rd March. It wears an orange livery, a break from the traditional tramways green and is numbered 1041. Inside, wide aisles give a spacious look and the brown padded seats provide accommodation for 48 passengers. PCC control equipment imported from Belgium has been fitted.

1041 was to have made its first public appearance on 19th April as a line dignitaries, including the Premier of Victoria, Mr. Hamer; the Transport Minister, Mr. Wilcox; and the Chairman of the MMTB, Mr. Kirby, plus 30 journalists and photographers, waited in Fitzroy for the new tram to make its first appearance. With two minutes to go, a tramways officer announced that the tram had broken down and was stuck in Smith Street. There were red faces as the new \$120,000 prototype tram was pushed back to the Workshops by one of the old trams and Mr. Hamer and Mr. Wilcox walked back to their offices.

As late as 9th May tramway officials were not sure when the new tram would be out on the tracks.



088

CITY

ENTER

1041

ENTER

1041

RESTORATION OFFICE
TESTING LABORATORY