

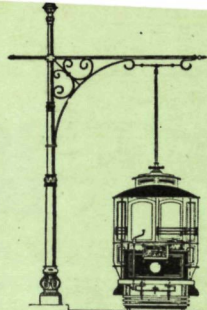
TROLLEY WIRE

Journal of

AUSTRALIAN TRAMWAY MUSEUMS

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AUGUST 1973



TROLLEY WIRE

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AUGUST 1973

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Vol. 14

No. 4

Issue No. 147

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COVER PHOTO: A portrait shot of the New South Wales Railways' double deck interurban electric cars. This two car set, of motor coach and driving trailer, shows the striking appearance of the fluted stainless steel sides and light blue and grey painted ends.



GLENELG

century of rail transport

With the closure of the last street tramway in Adelaide on 22nd November 1958, the Glenelg line, with its reserved track and large, interurban-like, high speed cars remained to become the odd man out in a predominantly diesel dominated transport scene. It has survived the past 15 years and now celebrates 100 years of rail service to Glenelg with new confidence as to the future.

Glenelg, on the shores of Holdfast Bay and six miles from Adelaide was the site of the first settlement in South Australia. It was here that the colony was proclaimed on 28th December 1836. Yet despite its early origins, transport in the district and to Adelaide was sparse and unreliable.

With the opening, in 1856, of a railway from Adelaide to Port Adelaide, agitation for improved transport to Glenelg from the capital arose. It was not, however, until 1868 that a firm proposal, the Adelaide, Marine and Suburban Railway, was put to parliament for a railway to Glenelg. Nothing came from this nor a scheme for a horse tramway. The next scheme though, the Adelaide, Glenelg and Suburban Railway Act of 1871 did succeed in having a railway, albeit a private concern, built to Glenelg.

Formally opened on 4th August 1873, the line of single track, commenced in King William Street at Angas Street and traversed that thoroughfare to South Terrace where it ran through the parklands and on its own right-of-way to Brighton Road, Glenelg where street running was recommenced, using Jetty Road to terminate outside the Pier Hotel in Moseley Square. A depot was erected in the parklands at South Terrace. Although built to the 5'3" gauge, the line was entirely isolated and used a centre chopper

type coupler and vacuum brakes. Early rolling stock consisted of small 2-4-0 tank locos, 4 wheel end loading passenger cars and some open wagons for cargo from the English mail boats which called at Glenelg. Raised platforms were not provided, the cars being provided with steps for ground level loading. Run round loops were installed at Glenelg and South Terrace, trains being propelled in one direction along King William Street. Morphettville racecourse was opened in September 1873 and special services were provided. Crossing loops were later installed at Goodwood and South Plympton.

Having obtained a railway, the people of the district were now dissatisfied with the service it provided and moves were made to break the company's monopoly. As a result, the Holdfast Bay Railway Act was passed in 1878. This authorised a privately promoted line to be built from Glenelg to join the government line at Mile End and operate over this line into the station at North Terrace.

The new line opened on 25th May 1880. It was single track and terminated in Colley Terrace at right angles to the line from South Terrace. A depot was built at St. Leonards.

Whilst one line was a profitable proposition, two were not, and both lines were almost immediately in financial trouble and moves were made for amalgamation, the Glenelg Railway Company being formed in 1881 for this purpose. A connecting line was laid along Brighton Road and the South Terrace depot closed, all servicing being undertaken at St. Leonards.

In 1882, a horse tramway was laid along King William Street parallel to the railway. Local services between Angas Street and Goodwood were introduced by the railway using a Merryweather tram motor with an unpowered Rowan car as a trailer. In 1883 the government line was extended towards the South Coast and crossed the South Terrace line at Goodwood, on the level.

The North Terrace line was the most unprofitable of the two, this being partly due to excessive charges by the government for use of their facilities. Moves were made to close the line but these met with strong opposition as closure would isolate Glenelg from the rest of the state. To overcome this it was proposed to lay in a connection at Goodwood.

The two lines were taken over by the South Australian State Government in December 1899. Services were improved and more stopping places opened. The passenger cars in use on the lines were not freely interchangeable with other lines, being wider than normal as well as having different brakes and couplings, although braking was altered to air after the takeover. St. Leonards depot was therefore retained.

Electrification was proposed in 1904 and again in



Locomotive No.6 with three end loading carriages in King William Street, just north of Wright Street, circa 1886.
 --Archives - State Library of South Australia



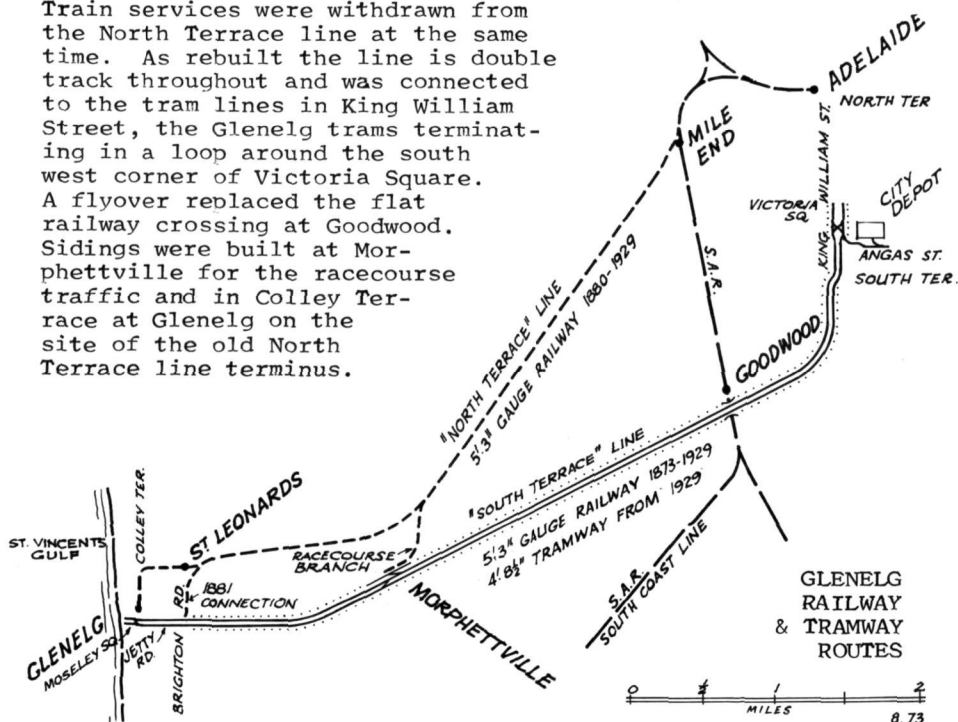
Glenelg on a holiday in the 1920's, a contemporary newspaper photo. Page 7, H-class car 365 waits in the Victoria Square terminus of the Glenelg line.

1909 but no action was taken. The South Terrace line was duplicated from Goodwood to Brighton Road by 1910. The North Terrace line was also duplicated from Mile End to St. Leonards by 1914 with raised platforms being provided at most stations. To help reduce working expenses it was proposed to deviate the North Terrace line to join the other at Morphetville and although a line was built, no connection was made and it was only used for race traffic.

The Adelaide tramways had been electrified and to enable the line in King William Street to be duplicated, the railway was cut back to South Terrace in 1914. Railway passengers were carried by tram to Victoria Square until 1921.

Despite efforts by the Government to improve services on both the lines, unrestricted bus competition and the increasing use of private motor cars made both lines extremely unprofitable. Consideration was given to closing the North Terrace line. However, in 1927 both lines were transferred to the Municipal Tramways Trust for conversion into electric tramways. The South Terrace line closed on 2nd April 1929 to enable conversion to be undertaken.

The Glenelg tramway was officially opened on 14th December 1929 with public services commencing the next day. Train services were withdrawn from the North Terrace line at the same time. As rebuilt the line is double track throughout and was connected to the tram lines in King William Street, the Glenelg trams terminating in a loop around the south west corner of Victoria Square. A flyover replaced the flat railway crossing at Goodwood. Sidings were built at Morphetville for the racecourse traffic and in Colley Terrace at Glenelg on the site of the old North Terrace line terminus.





To work the line, thirty large saloon tramcars, equipped for multiple-unit coupled operation were built. These trams, classified "H", still operate the services today, although now reduced in number to 26. The cars are housed in City Depot, in Angas Street adjacent to Victoria Square. Before the closure of the street tramways in 1958, other types of bogie cars operated on the Glenelg line at times of peak loading, such as the race meetings at Morphettville. With the general decline in patronage of public transport the 26 H-class cars are now sufficient to handle all the traffic offering.

Compared with the railways which preceded it, the Glenelg tramway has had a quiet and uneventful existence. Originally scheduled for closure with the street lines, it has managed to survive into an era when closing tramlines is no longer fashionable. The cars, although aging, are well kept, the prototype for their replacement, H1-class car 381, ran for only 4 years and due to the abandonment plan, the envisaged fleet of these cars did not materialise. Colley Terrace sidings have been removed, and flashing lights are being installed at major road crossings. Victoria Square was re-arranged in 1966 and as a consequence the tramway terminus was altered to an off-street double deadend, the balloon loop being removed. Otherwise, the line remains substantially as it was when converted in 1929.

The North Terrace line was also to be converted into an electric tramway but this was not undertaken due to first, the onset of the Depression, then the Second World War and although agitation broke out from time to time, parts of the right-of-way have been sold and the route will not see railed transport again. The South Terrace line, however, in its two forms has given reliable transport to Glenelg for a century, and in some form or another, should continue to do so for a long time to come.

---Adapted from ARHS "Bulletins", and RAILS TO THE BAY by Roger Wheaton.

CAMBERWELL TRAMWAYS

by Gary Davey

Camberwell is a suburb of Melbourne, some seven miles east of the Melbourne GPO and today is served by three of the tram routes of the large system operated by the Melbourne and Metropolitan Tramways Board.

* * * * *

The three tram routes, Camberwell, Wattle Park and Burwood were opened by two of the Tramway Trusts which were later amalgamated under the M&MTB. The Wattle Park and Burwood routes were opened in 1916 by the Hawthorn Tramways Trust which operated 24 tramcars. Ten were open California combination cars, ten were maximum traction drop end and centre bogie cars and the balance were bogie straight silled combinations with one drop end.

The Burwood route commenced at the Hawthorn Bridge terminus of the Flinders Street cable line and traversed Burwood Road, Power Street, Riversdale, Camberwell and Toorak Roads to terminate at the intersection of Toorak and Warrigal Roads. The Wattle Park line commenced at Princes Bridge, on the southern edge of the city, skirted the banks of the Yarra River along Batman Avenue to Swan Street. This road was followed to a junction with the Burwood line at Power Street. The two routes shared a common to Camberwell Junction at Burke Road. Here the tracks bifurcated, the Wattle Park trams continuing straight along Riversdale road to terminate at Warrigal Road, some 75 chains further north than the Burwood terminus.

The Camberwell route was operated by the Prahran and Malvern Tramways Trust. The PMTT commenced operation on 30th May 1910 with $4\frac{1}{2}$ route miles and 13 cars. The Camberwell route opened in three stages. The St. Kilda Road to Burke Road (Gardiner) section opened on 8th April 1915. The service was extended to Camberwell Station on 16th December 1917 while the final stage, to Cotham Road did not see tram services until 7th March 1918. No further extensions took place and the P&MTT and the HTT were absorbed into the M&MTT in February 1920.

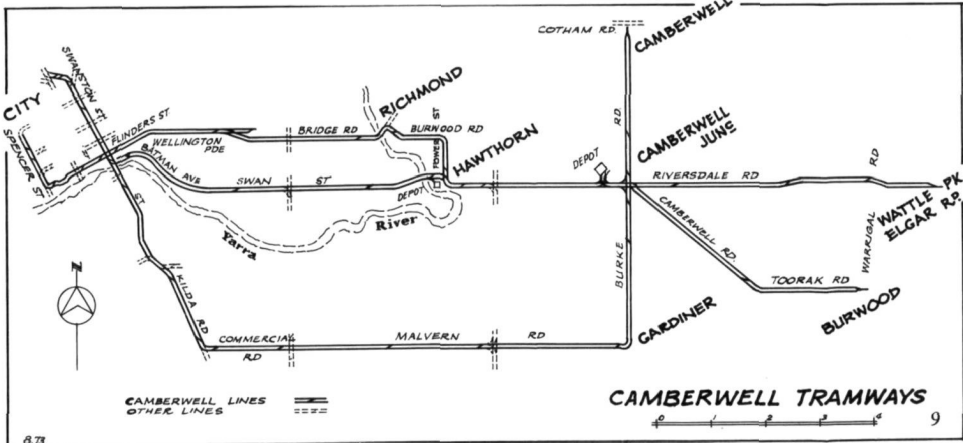
The Melbourne and Metropolitan Tramways Board was formed in 1919 to take over the operation of the various tramways trusts then functioning and on 2nd February 1920 the HTT and P&MTT ceased to exist. The cars were taken over by the Board, the 97 P&MTT cars in service retaining their numbers, cars 98 to 106 were on order and received these numbers while the 32 cars of the HTT became MMTB 107 to 138. The routes of the two former trusts became known as the eastern system of the Board. In 1923 the first of the M&MTB W-class cars entered service on the lines and from then



Morning runs complete, a W2 car rounds the connecting curve at Camberwell Junction en route to the depot while 415 of the same class continues to Burwood.

gradually displaced the older cars, many of which were to see further service on provincial lines.

During 1925, the Brighton Road cable line was closed for conversion to electric traction. The line reopened on 28th March 1926 and enabled the Camberwell trams to run through to the City. The Richmond cable line was closed on 30th June 1927 and soon after the Burwood cars were able to operate into the city to Spencer Street. The opening of the Batman Avenue line reduced the Power Street line to the status of a cross-country shuttle until the Richmond line





Top: W2 482 at
Burwood.
Right: W5 822
arrives at
Wattle Park
Bottom: SW6863
at Camberwell



electrification saw the return of the city services. In June 1924, experiments were carried out on this line with Birney single truck safety cars in one-man service, while prior to 1927, experiments with these cars carrying Fischer bow collectors in place of the regular trolley pole were also carried out. After the takeover by the MMTB the Wattle Park line was extended along Riversdale Road for nearly $\frac{3}{4}$ mile to Elgar Road, skirting the northern boundary of the park and remaining single track until 1970.

Until 1932, the trams used on the line were supplied from Hawthorn and Malvern depots, but in that year the new Camberwell depot was opened and the Wattle Park, Burwood and Camberwell routes transferred. The depot is situated in Riversdale Road about 150 yards west of the Junction and consists of a double track triangle junction with the main line and two roads which pass the depot offices and mess room and then branch into nine sidings. The depot building is actually on the corner of Camberwell Road and Redfern Road while one of the two access roads continues almost to the Camberwell Road boundary to form a two car siding. The shed has a capacity of 63 bogie cars, ie. nine per road, but nearly 80 cars are attached to the depot and thus many are stored in toh open on the depot fan. At the time of writing the shed was the home of 45 W2-class cars, 3 SW2 cars, 5 W5 and 27 SW6-class trams.

It is interesting to note that of the 138 original cars of the P&MTT and HTT, no fewer than 11 are set aside for preservation in Australian tramway museums, the 6 L-class four-motor bogie cars (Nos.101 to 106) are still on the MMTB roster as spare cars, while a number of the cars are available for service on the Bendigo Tourist Tramway.

The present services are Route 70 which operates from the Batman Avenue terminus through Richmond, Camberwell Junction to Wattle Park; Route 72 which commences at the top end of Swanston Street, traverses the city in a southeasterly direction passing the Batman Avenue terminus of Route 70, turns east along Commercial and Malvern Roads, then north along Burke Road crossing the other two routes at the busy Camberwell Junction and terminating at Camberwell terminus, at Deepdene, at the junction of Cotham Road. The Mont Albert line passes along Cotham Road but no physical connection is present; the individual nature of the lines has been perpetuated into the MMTB era.

The Burwood service, Route 74, commences in Spencer Street, then traverses Flinders Street, crossing Route 72 before passing the long Wellington Parade sidings, passes through Burnley then joins Route 70 to Camberwell Junction where the routes part (after crossing 72 again) and continues to Burwood.

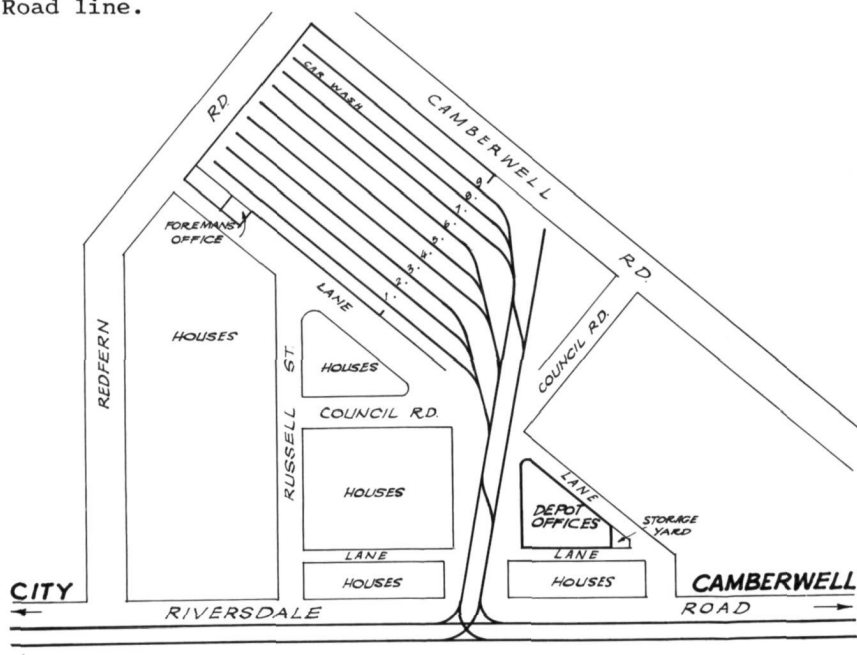
The Batman Avenue terminus is possibly Melbourne's most unusual - a double track terminus in the centre of the road, but with track centres wide enough to accommodate a



W2 518 and SW6 856 in the shed at Camberwell Depot in February 1973.

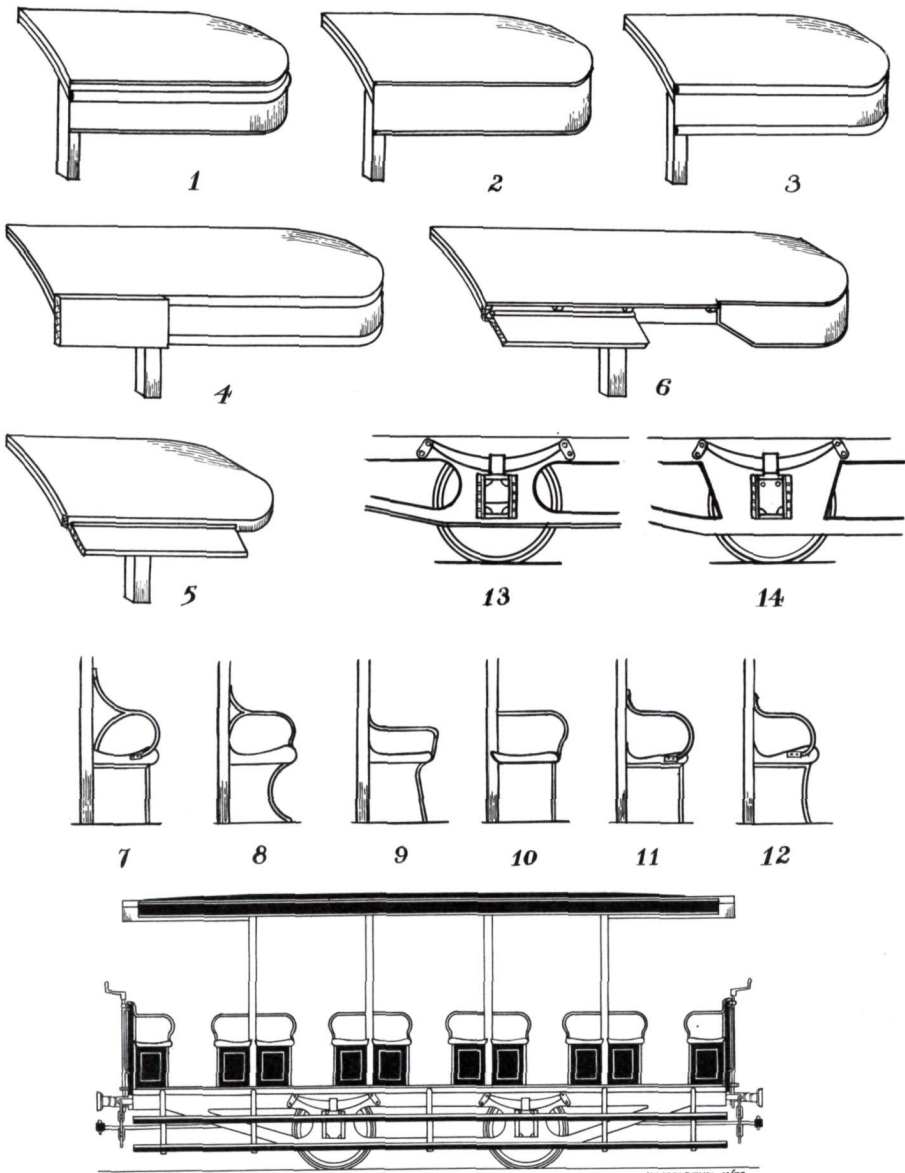
signal box, starters cabin and waiting shelter.

The future of the Burwood and Wattle Park lines seems quite good, especially in view of the Board's proposal to build new trams, but the roundabout nature of Route 72 and the condition of the track do cast a shadow over the Burke Road line.



Rockhampton Tramways Rolling Stock

13



B. MC CARTHY 11/72

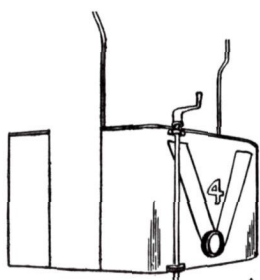
TRAILERS 13 & 14



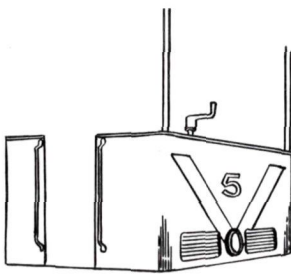
thin posts supporting the roof with transverse steel rods to add some rigidity to the structure.

By the 1930's these two trailers had received close slatted seat backs, and glass bulkhead windows between the end platforms and the body of the car and in respect were uniform with the rest of the trailers at that stage, but they retained the vertical strap back side curtains until 1939 instead of the spring roller side blinds common to the rest of the stock.

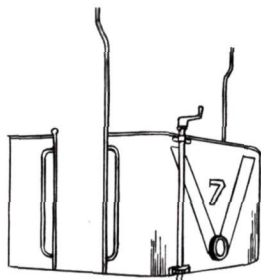
Thus by the 1930's all the trailers were roofed, and of appearance similar to the power cars.



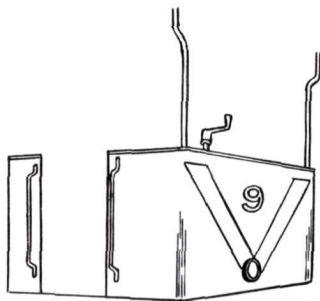
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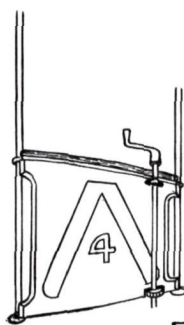
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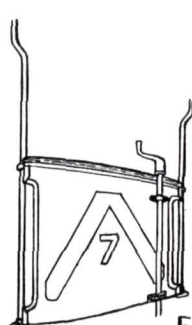
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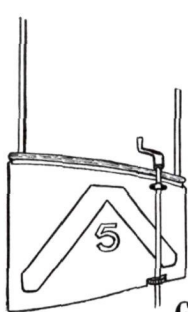
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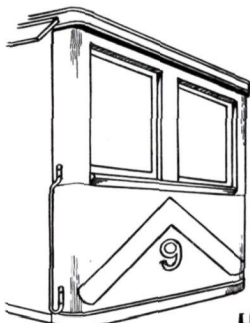
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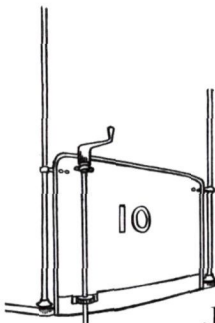
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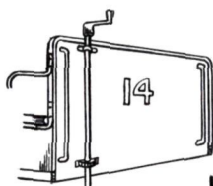
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K

ROCKHAMPTON TRAMWAYS. Individual Details of Power Cars

CAR No.	CYLINDERS	HP	SEAT END	WEIGHT Tons	ROOF TYPE	APRON Front	TYPE Back	IN SERVICE	WEATHER PROTECTION	ENCLOSED OFFSIDE	NOTES
1.	2/7"x 6 $\frac{3}{8}$ " simple	36	7	9 $\frac{1}{2}$	A then 2	A	E	June 1909	Spring roller side blinds	Wooden beam	Two transverse inside roof arches for strength
2.	2/7"x 6 $\frac{3}{8}$ " simple later 2/7"x7 $\frac{7}{8}$ " & 2/5 $\frac{1}{4}$ "x7 $\frac{7}{8}$ " compound	36 75	7	9 $\frac{1}{2}$ then 11 $\frac{1}{2}$	1 then 2	A then B	E	June 1909	Spring roller side blinds	Wooden beam	Did not receive "V" stripes. Out of service before closure
3.	2/7"x 6 $\frac{3}{8}$ " simple	36	7	9 $\frac{1}{2}$	1 then 3	A	E	June 1909	Spring roller	Wooden beam	Generally spare car before closure
4.	2/7"x 6 $\frac{3}{8}$ " simple	36	7	9 $\frac{1}{2}$	1 then 3	A	E	June 1909	Spring roller side blinds	Curved wood-side wall to waist	
5.	2/7"x 6 $\frac{3}{8}$ " simple	36	9	9 $\frac{1}{2}$	1 then 4	B	G	1911	Spring roller side blinds	Curved metal side wall to seat level, bar above	Two transverse inside roof arches for strength
6.	2/7"x 6 $\frac{3}{8}$ " simple	36	8	9 $\frac{1}{2}$	1 then 3	A	G	1911	Spring roller side blinds	Wooden beam	
7.	2/7 $\frac{7}{8}$ "x 7 $\frac{7}{8}$ " & 2/5 $\frac{1}{4}$ "x7 $\frac{7}{8}$ " compound	75	11	11 $\frac{1}{2}$	1 then 3	C	F	1912	Vertical curtains then spring roller	Flat metal side wall to waist	Mirror backed, reflected light, roof side ads., 1929-30
8.	2/7 $\frac{7}{8}$ "x 7 $\frac{7}{8}$ " & 2/5 $\frac{1}{4}$ "x7 $\frac{7}{8}$ " compound	75	11	11 $\frac{1}{2}$	1 then 3	C	F	1912	Vertical curtains then spring roller	Curved metal side wall seat level, bar above	Saloon roof ads over doors
15 (9)	4 cylinder simple	75	12	13	6 front	B no	H	1922	Strap up side curtains, then	Curved metal side wall to	Saloon body until 1924, Renumbered circa 1934

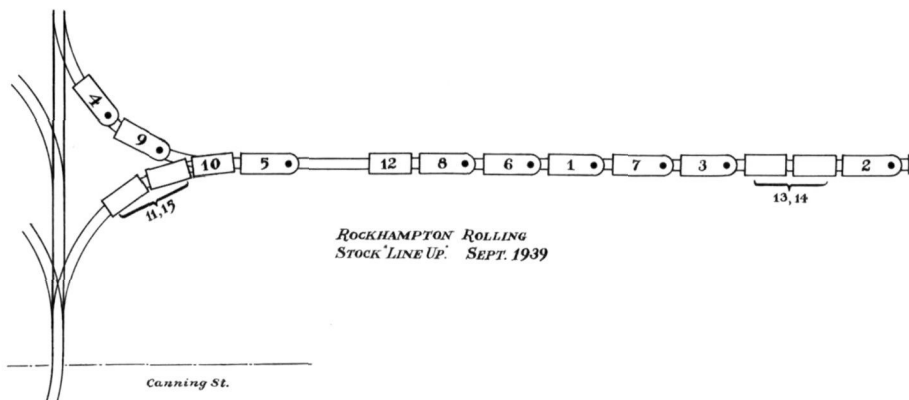
				fascia later on sides as well	vents then D		vertical cur- tains, then spring rol- lers	waist	
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NOTES: All cars seated 40 except No.15 prior to 1924, which seated 24
 All cars had air brakes fitted when new, except No.15 which was fitted with a steam brake
 All cars had type 13 axle boxes (see sketch) except No.5 which had type 14 boxes

ROCKHAMPTON TRAMWAYS. Individual Details of Trailer Cars

CAR No.	SEAT TYPE	ROOF TYPE	APRON TYPE	SEATING	AIR BRAKES WHEN NEW	IN SERVICE	AXLE BOX TYPE	WEATHER PROTECTION	NOTES
1 (9)(15)	8	3 then 5	J	40	yes	1909	13	Spring roller side blinds	Believed renumbered circa 1914 and 1934
2 (10)	8	3	J	40	yes	1909	13	Spring roller side blinds	Believed renumbered circa 1914
3 (11)	8	none then 3 then 5	J	40	yes	1911	13	Spring roller side blinds	Open top car until accident. Believed renumbered circa 1914
12	8	none then 3	J	40	no	1920	13	Spring roller side blinds	Open top car, later roofed. Roof line lower than power cars
13	10	5	K	50	no	1921	13 (?)	Vertical strap back curtains	Flimsy construction, later strengthened, roof line lower than power cars. Out of use before closure
14	10	5	K	50	no	1921	13 (?)	Vertical strap back curtains	Flimsy construction, later strengthened, roof line lower than power cars. Out of use before closure

All Rockhampton tramcars were carried on a single, four wheel truck.



The accompanying sketch indicates the lineup of the tramcars on the scrap road at the depot after the closure in 1939. The appearance of the stock suggests that car 2 and the two fifty seat trailers had seen little, if any, use during the late 1930's, the service being handled by cars 1, 3, 4, 5, 6, 7, 8 and 9, and the forty seat trailers 10, 11, 12 and 15. The location of the cars suggests that trams 4, 9, and sets 8/12 and 5/10 operated the service on the last day. It was routine for the trams to enter the triangle at the depot, prior to being reversed into the sheds. This would possibly indicate that on the closing night car 4 reached the depot first and backed from the triangle towards the depot followed by car 9. Set 8/12 may have then followed taking up its position along the temporary scrap track, with the last tram off the road being set 5/10. As trailers 11 and 15, located last on the line, are not coupled to any of the others, these could well have stood in the depot yard until services ceased and then been man handled or pushed by a lorry into their final positions.



Line up of tramcars at Rockhampton Depot, three months after closure. Cars visible from front:- 2, 13, 14, 3, 7, 1, 6, 8, 12, 5, 10, 15, 11.

--John Buckland

Readers are referred to the acknowledgements on page 11 of TROLLEY WIRE for August 1972. Further acknowledgements for this section dealing with the rolling stock section are due to Messrs K. Magor, J. Buckland and K. Train for providing photos for perusal, and to B. Glover, J. Shoebridge and J. Knowles for advice on the interpretation of many unusual features detected on the photos.

+ + + + +

SINCE THE majority of the Western Australian readers of this magazine are as much bus enthusiasts as tram enthusiasts, in company with many other readers, we have decided to formally acknowledge this fact by the inclusion as space and suitable material permit of historical-type articles under the general heading of.....

BUS STOP

We aim, however, to relate these articles to the success or otherwise of the use of buses in place of trams. Accordingly we present a description of the forerunner to the present bus fleet which replaced many of the Sydney trams in the late 1950's.



Built in America in 1948 by the White Truck Company, and imported into Australia in the same year, this bus was virtually the forerunner of the many hundreds that appeared on Australian roads over the next couple of decades. It incorporated a number of features that are now being introduced as standard on the newer NSW government buses.

This bus, however, differed in three important aspects to its later counterparts in Government service; it was an American vehicle, whereas all subsequent vehicles have been of British origin; it was powered by a petrol engine; and it used the integral construction technique. This method of construction has recently been re-introduced into the NSW Public Transport Commission's thinking by the Leyland Motor Co. who are trying to interest the PTC in their new Leyland National as possible replacement for earlier buses. It was claimed by White that this method of construction gave the vehicle greater life and greater strength to withstand collisions. As an example to testify to the strength of this method of construction, as apposed to the conventional separate body and chassis, the comparison was made between steel and wooden railway carriages.

There were two power operated double jackknife



The experimental White bus, carrying "Agent's" plate A-101, outside the distributors' showroom prior to registration as MO 2500 in 1949.

doors (similar to present Sydney buses) and when the rear door was opened the brakes were locked in the "applied" position thus preventing the bus from moving off. The windows were of laminated glass. The power unit of MO 2500 was a 681 cu. in. White 12 cylinder horizontally opposed petrol engine.

As mentioned earlier, the bus was imported in 1948, and was then displayed in the Sydney Easter Show, and also the Melbourne Motor Show of the same year. It was loaned to the NSW DGT for a trial period of six months in 1950, and was stationed at Kingsgrove Depot from whence it operated over the former Rockdale to Brighton-le-Sands tram route.

As DGT opinion was firmly in favour of diesels, the bus was not purchased, but was returned to its owners, who later sold it to Quodling Bros. of Queanbeyan, where it is still in service. Its petrol engine was replaced by an A.E.C. diesel in the mid-sixties.

-by Vic Solomons.

SPER - NOTICE OF MEETINGS

The next general meetings of the South Pacific Electric Railway Co-operative Society will be held in the Railway Institute, Devonshire Street, Sydney on Friday,

24th August 1973 and 26th October 1973

and are timed to commence at 7.30 pm.

from **LOFTUS**

The Fourteenth Annual General Meeting of the South Pacific Electric Railway Co-operative Society Limited was held on Saturday 30th June 1973, at Loftus.

The retiring Board members offered themselves for re-election and were all returned. The Board consists of:-

Chairman.....	P. Kahn
General Manager.....	D. Rawlings
Treasurer.....	L. Gordon
Secretary.....	M. Giddey
Chief Engineer.....	R. Clarke
Assistant Treasurer.....	P. Parker
Assistant Secretary.....	V. Solomons

A change of venue, day and time of the meeting was arranged to enable a greater attendance, but the electricity restrictions vetoed any chance of evening tram rides and also caused the cancellation of a film show.

The power dispute has also caused the curtailment of Tuesday evening work at Loftus. This work will resume as soon as restrictions are lifted. The need to shut down may soon be over, not because of an easing of the power restrictions, but due to the diesel generator being brought into service. Some 90% of the work necessary has been carried out over the past few weeks. The generator will be able to supply 415 volts AC, with sufficient output to enable the limited operation of the lighter two-motor cars and the retrieval of other cars which would otherwise be isolated in the event of a general power failure.

After valiant effort, Bob McKeever and Mal McAulay have succeeded in removing the roller bearing from the motor for Dropcentre car 295 now being overhauled. A new bearing has been purchased and further work on the motor overhaul is proceeding.

Would You Believe? Dept.... Brick paving has been laid from the front of the shed back to the steps to the mealroom, laid between the side wall and the western rail of No.1 road!

Advertising has recently caused a much welcomed increase in general patronage at the Museum. Started by the current upsurge in Sydney of 'bring-back-the-trams' mania, further boost was given by the removal of the Railway Square waiting shed and the news that it was now residing (in a large heap of bits and pieces) at Loftus. Most of the visitors to Loftus are not, however, aware of the drama associated with the transfer.

The complete signal box was loaded onto a truck and

set out for Loftus. The truck driver unfortunately misjudged the clearance under the Cronulla railway overbridge at Sutherland with the result that the top pinnacle roof of the signal box suddenly ended up on the road, sheared off at the upper vent window line. We must, however, thank Mr. Tony Carr, the demolition contractor, who arranged for repairs to be carried out, adequate, if not quite historically correct. Now comes the labourious task of sorting and properly tracking the component parts for eventual reconstruction.

The Society was recently offered the body of O-class car No.1145, but inspection revealed too much body damage for the offer to be accepted. Grateful acceptance was made, however, of spare body components for the O and O breakdown cars in the fleet. Due to the good offices of the Brisbane Tramway Museum Society, we were able to arrange for the removal of certain spare parts from Brisbane 'Four Motor' car 526, including a complete apron to aid in the restoration of the damaged end to SPER car 548. Unfortunately the end cabins of the car had been burnt by the Boonah Shire Council. We are, however, grateful for the material concerned and offer special thanks to the Council and the officers who in fact donated considerable time and free use of council equipment in salvaging the parts from a rather inaccessible part of the council tip.

Sunday 29th July brought a visit to Loftus of the AETM Treasurer John Hoffmann. John presented a brief illustrated account of the present doings at St. Kilda to the dozen or so SPER members present that evening. Take our word for it - the tremendous boost by the Salisbury Council looks even better in colour! Oh! that a Sydney council would be even half so good to us.

from **PARRAMATTA**

A recent acquisition by the Society is a pair of vintage bogies, they date from the 1880's, which will eventually be used under the KA-class tramcar. The bogies were obtained from the PTC Rail Division reclamation yard and had been used under a railway workmans van last in service on the North Coast. Although slightly larger than those originally under the KA car, little difficulty should be experienced in their use.

Bearing in mind the relatively low number of members in this group, a surprising amount of work is carried out. Progress, slow but steady, continues on the restoration of the B-class trailer 191; one wonders just how much of the original will remain when work is completed.

Further rail laying on the outer end loop has been carried out, while the constant battle between the STPS and the park's resident termites has seen further sleeper replacement.



The waiting shed at Railway Square - another Sydney landmark goes.

--Richard Clarke



Mike Giddey at work cutting away the front apron of the remains of Four Motor car 526 at the Boonah tip.



Track suspended over washaway
before 10th February 1973
and ILRMS petrol rail tractor
and Newnes skip No.110 test
the new bridge on 7th April
1973

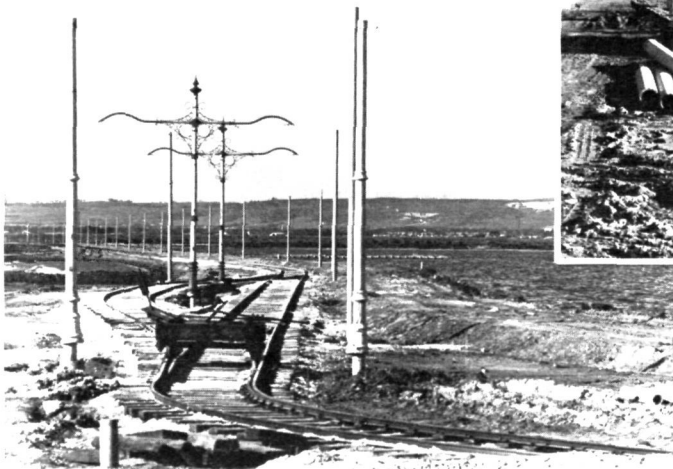
--Ken McCarthy



At right: the reserved
track in Shell Street,
And Below: trackwork
all but completed on
the Mangrove Loop of
the St. Kilda tramway.

--John Hoffmann

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from **WOLLONGONG**

A major staged was reached in reopening the 2 ft gauge Corrimall railway at 3.10 pm on Saturday 30th June 1973, when the ILRMS work group reached the extreme northern end of the one mile former colliery line, thus reopening some 1070 yards of track remaining in position made up of 280 yards near the mine area, 790 yards at the northern end, separated by a gap of 250 yards from which the track had been lifted about ten years ago. Prior to lifting the rails the track layout will be accurately surveyed for historical record purposes, but some 220 yards of track forming the duplicated portion of the north end loop as well as yard junctions must be unearthed before this can take place. (See TW for August 1972 - page 12).

The line traverses the Illawarra Escarpment from which glorious views can be obtained of the coast, but the road bed was buried under thick lantana and nettles and infested with ticks, leeches and snakes, so it is little wonder that the Illawarra Society has spent most Saturday afternoons since 15th April 1972 carrying out this task.

Three major obstacles had to be overcome to reopen the line, these required the bridging of two washaways (see TW, April 1973, p 30) and the removal of a landslide which covered the line with clay for a length of 24 ft and a maximum depth of 4 ft. The bridging of the major washaway, which left 39 ft of track suspended 8 ft above the floor of a steeply inclined gully bed filled with coal refuse, occupied the Society from February 17th to March 31st earlier this year. Member Bob Hague devised a structure using an "A" frame as its main support and requiring only material readily available to the Society.

The curved track over the bridge is carried on closely spaced 4"x4" sleepers, 5ft long, supported by longitudinal bearers of 9"x4" hardwood positioned under the running rails. The "A" frame consists of two parallel trusses, 6 ft apart with poles tapering from 6" to 9" diameter as the main members. The whole structure has proved to be remarkably stable in an otherwise unstable land area due to the curve of the track giving a sideways locking action, and the main "A" frame pier being independent of any other part of the structure for longitudinal stability.

Society members will have only another few months to admire their handy work as it will be demolished as the rail heads retreat to the central reclamation area as track lifting progresses.

* * * * *

from **BALLARAT**

The Annual General Meeting of the Ballarat Tramway Preservation Society was held at the Botanical Gardens Kiosk, on Sunday, 29th July 1973.

The Board now consists of:-

President.....	M. Calnin
Vice President - Ballarat.....	F. Hanrahan
Vice President - Melbourne.....	W. Jessup
Secretary.....	C. Croft
Treasurer.....	A. Harnwell
Board Members.....	R. Gilbert
	... W. Doubleday
	... G. Inglis
	... W. Kingsley
	... B. McCandlish

Mr. H.E. Cain did not seek re-election as President and retired from the Board.

The BTPS Annual Report showed a satisfactory overall result for the year. The financial position remained in a healthy state; despite considerable expenditure on major items such as trackwork, accumulated funds amounted to nearly \$3,900.

Total membership stood at 325, which once again puts the BTPS ahead of all other tramway museums in Australia.

Highlights of the year were the construction of the depot fan and connecting trackwork, together with preliminary work on the installation of the overhead and power supply. The Society's museum display, which opened in car 27 on 28th October 1972, has proved to be a winner and has raised a considerable amount of money for the BTPS. It has been open every weekend, and on certain weekdays, and should be expanded in the coming year.

The Sales Department was built up during the year, to become another important revenue earner for the Society.

from **St. KILDA**

Construction of the tramway track from the Museum to St. Kilda Beach has been completed, and the Salisbury Council track gang was disbanded from 27th July 1973. The line is slightly over one mile in length, and to hasten its completion, a second gang operated in June, laying out and assembling materials ahead of the original gang, which followed to complete the packing and aligning. It was not possible to provide the terminal standing road due to the

late delivery of a suitable switch, and this will be installed subsequently.

All span poles for the line have been erected, and have been painted dark grey. It has been possible to procure decorative cast collars for all the poles, and those at the Museum and in Shell Street also have decorative bases. Museum members have built 55 tubular bracket arms from scrap street lighting brackets purchased from the Electricity Trust of SA. New poles have also been erected to support the depot fan wiring, and the existing temporary poles will be removed.

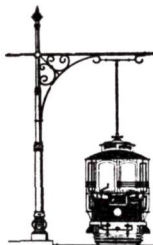
Before the line can be used, the Council has to complete several drainage works at St. Kilda, and also will seal streets adjacent to the tramline.

Contracts have been let by the Museum for the supply of an isolating transformer and a rectifier for operation of the line, and the existing motor-generator will become a standby unit.

Additional switches are being installed in the depot yard to link roads 1 and 3 to the main line, while pouring of the concrete floor in the truck-shop at the rear of the workshop has been completed, and the shop is now being fitted out.

The Engineering and Water Supply Department has provided a new gateway into the Museum's lease immediately north of the depot. A carpark will be established in this area and the existing Lines Road entrance which crosses the tramway will be closed. As part of the rearrangement of the public entrance, a new operations building has been erected north of the depot fan. This building will be developed as a ticket office and bookshop as finances permit.

Almost all the minor work in the restoration of car 282 have been completed, and the car is now being regularly exhibited.



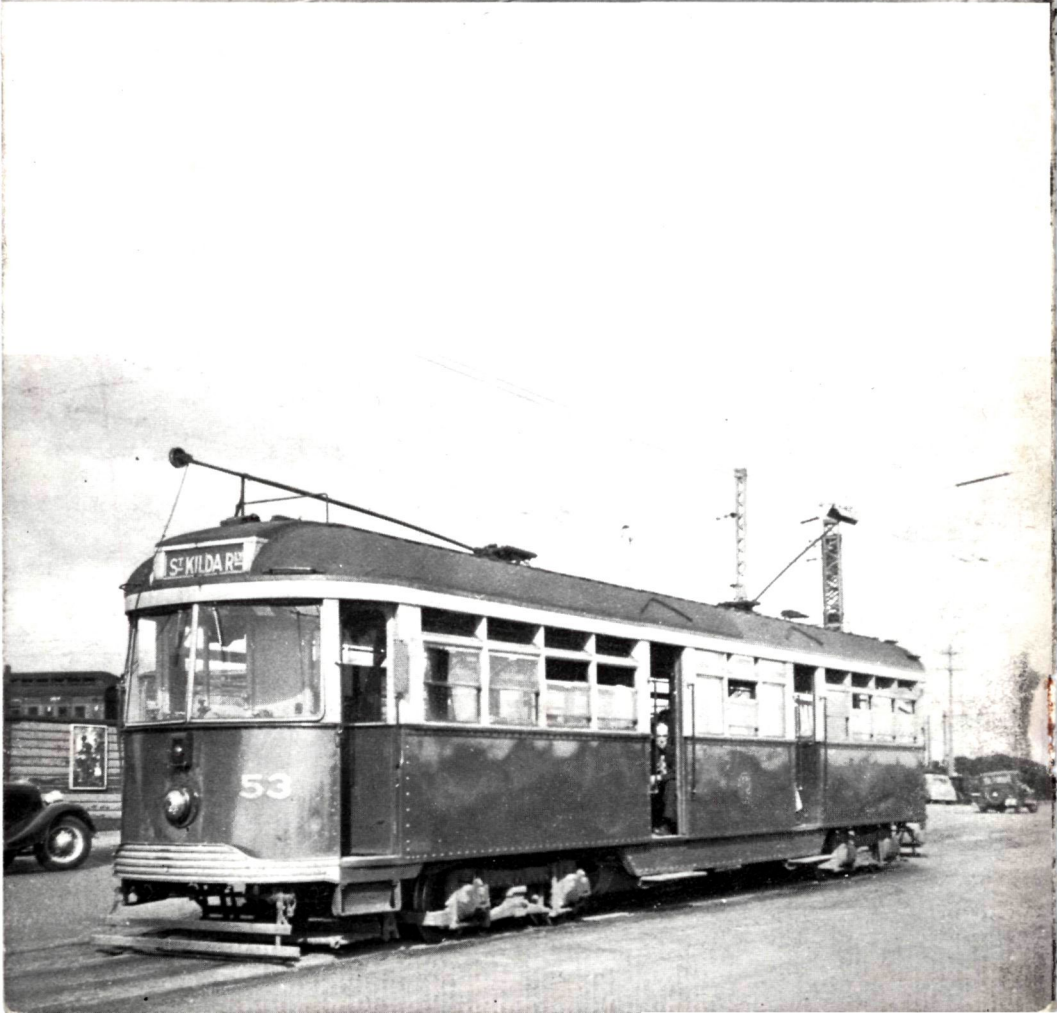
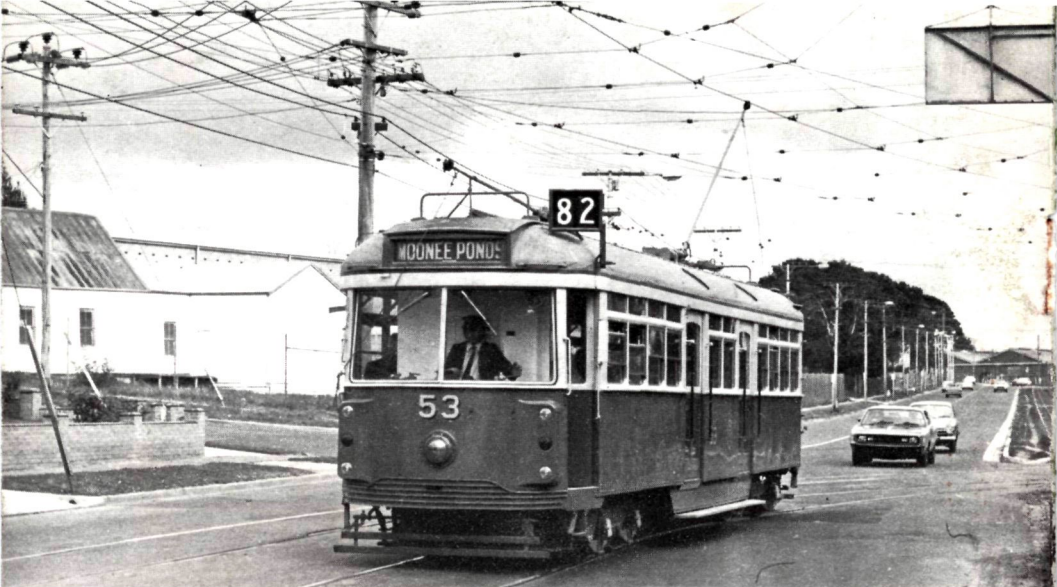
*50¢ - Recommended maximum selling price in Australia.

Editorial Committee:

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N. L. Chinn
D. E. Cooke
W. M. Denham
V. C. Solomons

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CORRECTION.....

to be attached to page 28 of TROLLEY WIRE for August 1973

The photograph above shows VR-class car 53 as it appears today after the fitting of the front lights and the modification of the dropcentre which included replacing of the small doors with the standard MMTB sliding type. The car is one of three built at Newport Railway Workshops in 1942 for service on the five mile 5'3" gauge tramway from St. Kilda to Brighton Beach. The photo below shows the car at Brighton in 1954. The three cars, 52, 53 and 54 were sold to the MMTB in 1959 after the line closed. Nos. 52 and 53 were subsequently converted to 4'8½" gauge and the other scrapped for spare parts. The cars retained their Victorian Railways numbers and became known as the VR class when they entered MMTB service.

Photos: (Upper) Paul Nicholson, (Lower) the late F.W. Rawlings.