

TROLLEY WIRE

Journal of
AUSTRALIAN TRANSPORT MUSEUMS

NUMBER 151
APRIL 1974



32 PAGES

MORE PHOTOS

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65 CENTS *

TROLLEY WIRE

Journal of

- SOUTH PACIFIC ELECTRIC RAILWAY
- AUSTRALIAN ELECTRIC TRANSPORT MUSEUM
- WESTERN AUSTRALIAN TRANSPORT MUSEUM
- BALLARAT TRAMWAY PRESERVATION SOCIETY
- ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY
- STEAM TRAM PRESERVATION SOCIETY
- TRAMWAY MUSEUM SOCIETY OF VICTORIA

APRIL 1974

New Series

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HEY LAD..... BRING THE QUILL AND INKPOT!

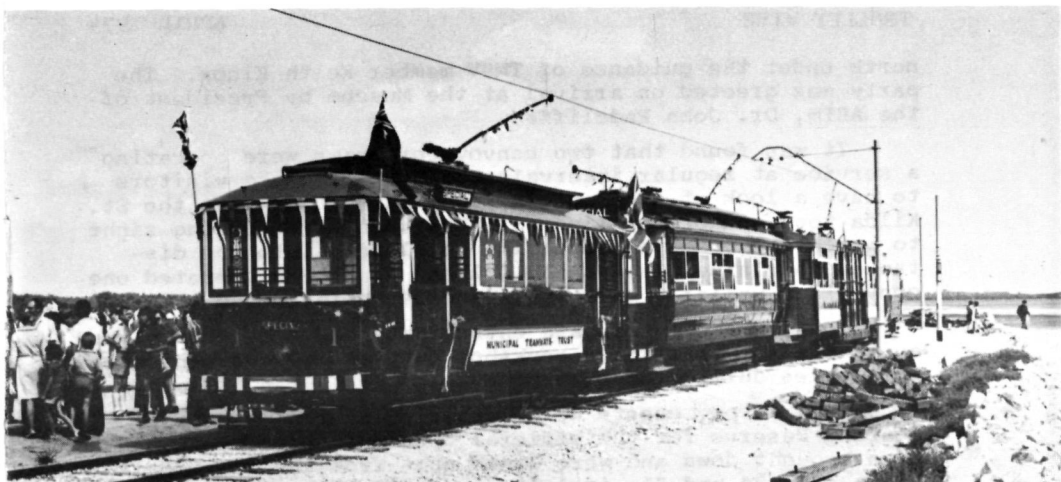
It is with considerable regret that the Editorial Committee must announce that after four months of waiting and negotiating, it has failed to take delivery of the new typing machine. It would seem that the market for variable spacing and interchangeable type face machines has taken such an upward swing in the past few months that the firm which was to have supplied the machine has found a much better offer than that which the Society could justifiably make; despite the fact that this firm made the suggestion that the machine was available and would perhaps suit!

We must therefore go back to square 1 and start all over again looking for a machine which will do the job and still remain somewhere near our budget. In the meantime, however, other machines have been bypassed in anticipation of obtaining the above mentioned item. We are fortunate, we would suppose, in not having disposed of this typewriter last December, so that the quality can remain at the high level achieved during 1973.

So much for the bad news.... now for the good news. The promised increase in the number of pages has begun with this issue. 32 pages -- count them! We would like to take this opportunity to thank all those new subscribers for the wonderful faith shown in our efforts.

To our older subscribers, however, we ask that you send us your change of address notice promptly. We must now pay the return postage on undelivered TROLLEY WIRE magazines -- 15¢! -- too much of this will only force the price of TW even higher. Your assistance in this matter is urgently sought.

FRONT COVER: Dr. John Radcliffe, President of the Australian Electric Transport Museum (SA) Inc. instructs the Minister for Lands, the Hon. A.F. Kneebone, MLC, on the operation of Car No.1 on the Official Opening run on the St. Kilda Tramway on Saturday 23rd March 1974. --Mal McAulay



ADELAIDE'S MUSEUM TRAMWAY OPENED

THE ST. KILDA TRAMWAY

by Peter Kahn

To most people, March 1974 in Adelaide meant the Festival of Arts; but to some it also meant the opening of the Museum Tramway of the Australian Electric Transport Museum (S.A.) Incorporated. The events leading to the construction of the tramway have already been detailed in the December 1973 issue of this journal. The opening of the tramway formed part of the official opening of the Centenary Celebrations of the town of St. Kilda, on Saturday 23rd March.

The opening of the tramway drew enthusiasts from Victoria and New South Wales as well as from South Australia. A strong contingent of SPER members flew from Sydney, leaving on the Saturday morning while others made their own way independently by car or train. Some twenty or so TMSV and BTPS members arrived by train, having left Melbourne the previous night.

The day of the opening came with fine and mild weather. This was particularly appreciated by the Sydneysiders who had left a rather damp Sydney. The AETM had arranged transport for the visitors in the form of a Municipal Tramways Trust Leyland Worldmaster bus, No.270, formerly a "3 Door" bus No.909, which had had the body narrowed (to conform with interstate regulations), had been fitted mostly with semi-coach seats and luggage racks and repainted in the tuscan red and cream colour scheme.

The trip to St. Kilda started at Adelaide Railway Station for the TMSV members and picked up the bulk of the SPER members in King William Street. The bus then made its way

north under the guidance of TMSV member Keith Kings. The party was greeted on arrival at the Museum by President of the AETM, Dr. John Radcliffe.

It was found that two convoys of trams were operating a service at regular intervals which enabled the visitors to have a look at other attractions particularly at the St. Kilda town end of the line. It was such a refreshing sight to watch the trams disappearing completely into the distance. Adelaide E1 class No.111 and F1 No.282 operated one convoy and Ballarat cars No.21 and 34 operated the other.

Some of the interstate enthusiasts had made themselves available for traffic or bookshop duty and were organised for duties during the afternoon.

By 1.30 pm, guests were gathering at the St. Kilda Boating Reserve for the official opening. Five trams had been brought down and were lined up:- from the rear, Ballarat cars 34 and 21, Adelaide cars 282, 111 and 1. No.1, suitably dressed with flags, bunting and greenery, as befits a proper tramway opening, was to be used to officially open the line to traffic, having performed the same task on 9th March 1909 when Adelaide's first electric trams commenced operation.

The Official Opening was under the control of the Town Clerk of the Corporation of the City of Salisbury, who introduced the Chairman of the Centenary Committee, Mayor H.L. Bowey. The first event was the arrival (descent?) of four parachutists at 2.00 pm, who landed fairly well on target just behind the assembly. One of the parachutists carried a message from the Mayor of St. Kilda City Council in Melbourne, which was handed to the Mayor of Salisbury, who then read the message to the assembled throng.

The Hon. A.F. Kneebone, MLC, Minister for Lands was then called upon to officially open the St. Kilda Centenary Celebrations, which was suitably done. Two nearby reserves were dedicated in the names of Mr. Jack Milton and Mr. Eric Raynor, who had contributed in a large way to the development of the area of St. Kilda as a public recreation area.

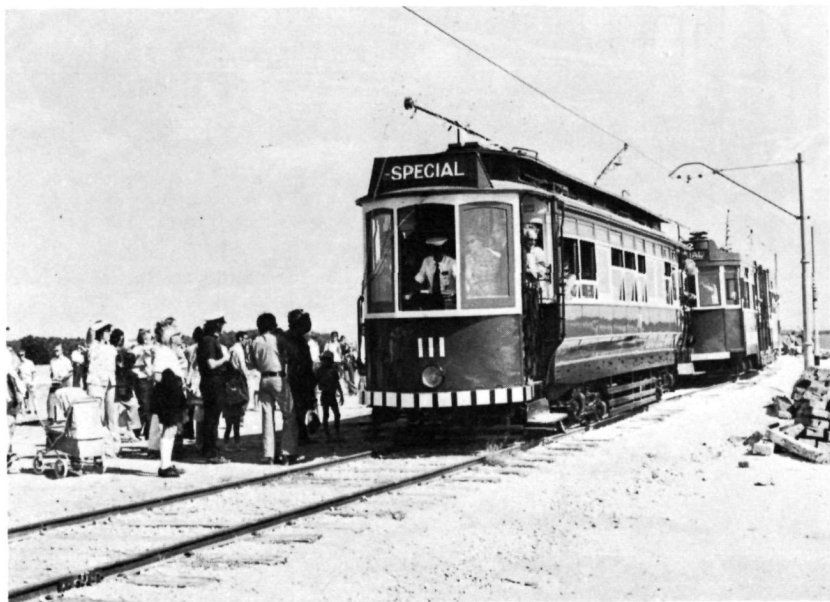
Attention was then turned to the AETM and the Tramway. Dr. Radcliffe spoke, acknowledging the very generous contribution by the Salisbury Corporation and the South Australian Government for their valuable assistance in the building of the tramline, and the Municipal Tramways Trust for the donation of trams and equipment. The Official party was then invited to board tramcar No.1 and join in the official run over the line. Car No.1 was followed, at a respectable distance by the other four cars to carry the balance of the 500 or so persons carried on this official first run.

Thus was the St. Kilda tramway officially in operation. During the afternoon four cars continued to operate and with other attractions in the area, such as marching girls, model



Hon. A.F. Kneebone, MLC, speaking at the Official Opening of the St. Kilda Tramway.

--Mal McAulay



E1 class car 111 sets out for the AETM depot with official guests on the first run after the official opening.

---Mal McAulay



aeroplane demonstrations and sampling the refreshment facilities, there was plenty to keep everybody occupied, as well as photographing the tramcars in operation.

Then, all too soon it seemed, it was time for the visitors to board the MTT coach for the return trip to Adelaide. The Adelaide museum had been opened and would from the following day enter into the next major phase of its activities, that of providing education and amusement to members of the public as it displayed the trams and other exhibits.

* * * * *

While the AETM boys were readying themselves for their first official day of visitors to the museum, on the Sunday morning the interstate visitors took the opportunity of an arranged visit to the Mile End Railway Museum of the SA Division of the Australian Railways Historical Society. This was followed by a tour of the Glenelg tramway. Leaving at 11 am from the city terminus at Victoria Square, the trip was in refurbished H class cars 375 and 376. A non-stop run was foiled by the need to stop several times to remove stones on the track. The provision of level crossing signals and the absence of regular service cars on the line before 12.30 pm on Sundays would normally have permitted such a trip.

From Glenelg the trams returned to the Goodwood fly-over for some unusual photos, then returned to the Morphettville Racecourse for photos at the racecourse sidings, with demonstrations on uncoupling and coupling cars, and the negotiation of a crossover with built up groove on the crossover and no connected wiring. The trams then returned to the city to take up running on the second trip of the day (1 pm.). Several enthusiasts then availed themselves of the opportunity of inspecting the cars and facilities at the City Depot.

So, was another tramway opened; something to reflect on as we headed home our various ways. Soon trams will run again Ballarat and at Bylands, and hopefully Sydney's trams will one day show their paces on a line which will do justice to the enthusiasm of those years when to be interested in transport history - nostalgia, if you like - was definitely NOT "in". St. Kilda, S.A. has shown what can be done, there's hope yet!

Special thanks are due to the members of the AETM for making the visit so enjoyable and for assisting with the travel arrangements.

OPPOSITE PAGE: Top: AETM buses 526 and 216 posed beside MTT coach 270; a privately owned ex-MIT bus and an ex-London Transport double decker. Middle: No.523 "Essington Lewis", an ex-SAR 520 class streamlined 4-8-4 loco at Mile End Museum. Bottom: H class cars 376 and 375 on the occasion of the special trip to Glenelg.

--Mal McAulay & Chris Jacobs



High Street Fremantle in the 1920's with single truck car outward bound from the Railway Station.

FREMANTLE MUNICIPAL TRAMWAYS

Last November marked the 21st anniversary of the abrupt closure of the Fremantle tramway system. This issue we present a belated photographic tribute.

In 1905, the Fremantle Municipal Tramways and Electric Lighting Board commenced tramway services. Fourteen single truck trams were available for traffic and were housed in a five road depot at the end of Market Street adjacent to the railway line. A single road workshop was built adjacent.

Lines ran from a loop around the city from the railway station to East and South Fremantle, trams commencing services on 30th October 1905. On 2nd December the first stage of the Beaconsfield line opened and was followed eighteen days later by the Marmion Street route.

In 1908 the North Fremantle Municipal Council built a line branching from the East line, across the Swan River to North Fremantle and provided two cars which were operated and shedded by the FMT. The North service commenced in September 1908 and survived until November 1938 when the trams were replaced by buses, due to the need for rebuilding the Swan River bridge and the reluctance of the tramway authorities to pay for the installation of the new rails.

1909 saw the extension of the East line to Patra Street

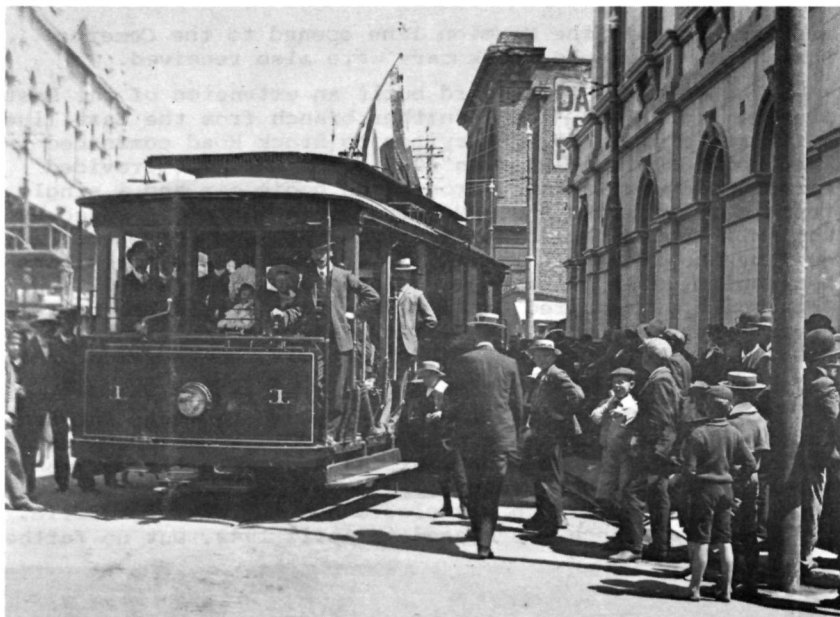
and a branch off the Marmion line opened to the Cemetery. Three further single truck cars were also received.

The Melville Road Board built an extension of the East line to Stock Road, and a further branch from the East line north to Point Walter. Services to Stock Road commenced in 1913 and to Point Walter in 1915. The MRB also provided cars; these were a large crossbench bogie car and a single truck car, and like the NFMC trams were run and shedded by the FMT. Later the three lines and the four cars were taken over by the Fremantle Tramways. Further single truck cars were built until 1916; bogie saloons appeared in 1921 and were built as required until 1939. Four single truck trailer cars were obtained in 1905 and were available until the late 1910's. The system also opened with one service vehicle; a single truck sprinkler.

The Marmion Street line was extended in 1932; the Beaconsfield line had been extended in 1921, a second extension followed in 1934. This brought the system to its maximum extent. The North closure of 1938 was followed in 1939 when the Point Walter branch was closed due to lack of traffic. The Cemetery branch was closed in April 1942, but no further



Flag bedecked FMT car No.2 entering the car barn (tramshed) on opening day. Also visible are two cars still to receive final coats of paint, the sprinkler car and the incomplete trackage in High Street.



FMT car No.1 posed outside the Fremantle 'old' car barn prior to the first run to South Fremantle.



A bogie car turns out of the old car barn into High Street shortly before the system closed. The 'Old' depot had by that time been relegated to a running shed in favour of the 'New' depot and workshops opened in the late 1920's.

--Arthur Perry



FMT single truck car No.7, on the East route, possibly on the opening day of services, 1905.

closures occurred until 1948, when it became necessary to suspend tramway services on the Beaconsfield line, the layout of which did not allow easy increase in services. At this stage it was intended to operate the remaining lines more or less indefinitely.

The compulsory acquisition of the tramways' own power supply by the State Electricity Commission in 1952, however, soon turned the tide against the trams. The immediate and savage increase in power costs could not be met and the system was closed on 8th November 1952.

CAR ROSTER

PASSENGER CARS

- 1 - 19 Single truck California combination cars with clerestory roof, built 1905-1910, scrapped 1939-52. No.7 first tram to run. Nos.15 and 16 built for the North Fremantle line. Nos.4, 7 and 11 converted to saloon cars.
- 20 - 22 Single truck closed combination cars, built 1912-15, Scrapped 1949-52. No.22 built for the Melville Road Boards' Point Walter line.
- 23 Bogie open crossbench car, built 1915 for the Point Walter line. Rebuilt 1934 to closed saloon car, scrapped 1950.
- 24, 25 Single truck open California cars with arch roof. Built 1914, scrapped 1952. Nos.2 and 12 converted to this form from clerestory roofed cars.

- 26 - 32 Bogie closed saloon cars. Built 1921/1925, scrapped 1952. Patterned on standard form of car operated in Perth. No.32 last car to run in Fremantle.
- 33 - 36 Bogie closed saloon cars. Built 1927/1939, scrapped 1952. Improved versions of earlier cars. No.36 last new tramcar built for Western Australian tramways.

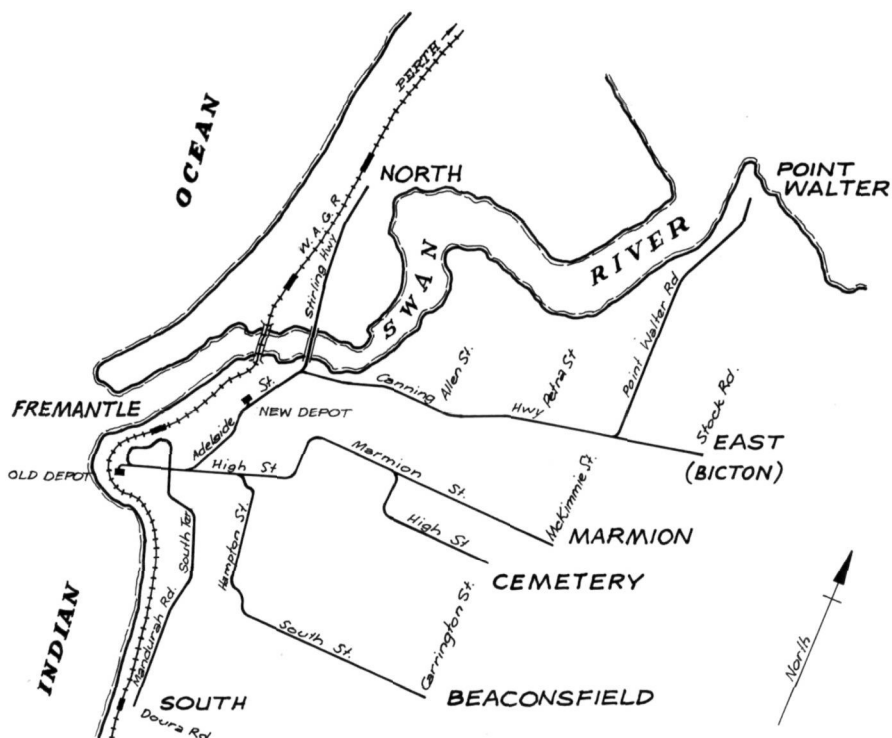
TRAILER CARS

- 1 - 4 Single truck saloon cars, built 1905, scrapped 1919-20. Purchased from Perth Electric Tramways (1910-11). Similar to Kalgoorlie cars.

SPRINKLER CAR

Single truck tank car built 1905, tank removed 1940, remainder scrapped 1950. Out of service prior to World War II.

Track Gauge - 3'6".



FREMANTLE TRAMWAYS

0 1/4 1/2 3/4 1 mile

4/74

* MUSEUM Notes & News

from PERTH



WESTERN AUSTRALIAN TRANSPORT MUSEUM

SOMETHING NEW

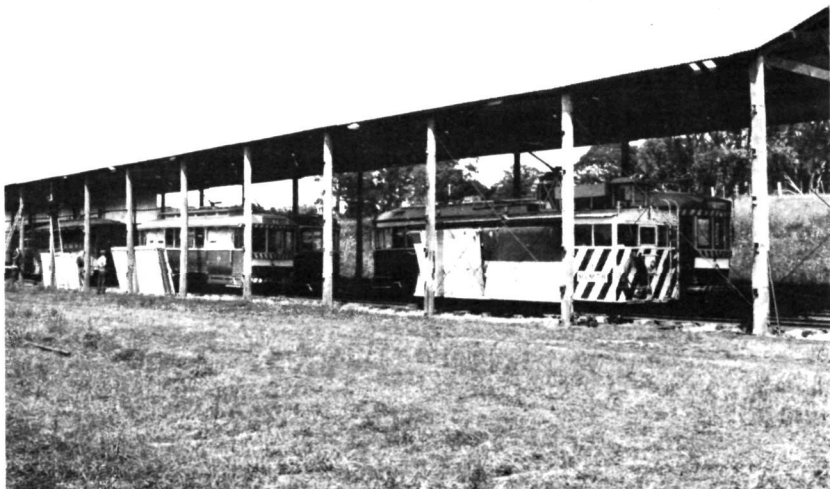
Some time ago the Executive of the WA group began investigations into a possible name change for the organisation. This has now taken place but due to problems with preprinted headings and the like, was not mentioned in the previous issue of TROLLEY WIRE. To set the record straight we therefore advise that the name is now officially registered as "Western Australian Transport Museum (Incorporated)."

Now that the name of the organisation is settled and a site for the establishment of a transport museum has been acquired, we can expect lengthier details of activities in coming issues of the magazine.

(Older readers will realize that the major change in the name has been the deletion of the word "Electric" from the title. This may seem sacrilegious to the tramway enthusiast, but the time is now upon us where ideas must change and TROLLEY WIRE approves the action, being as it is in keeping with the spirit of this journal - to assist in fostering the transport museum movement, not only in the tramway sphere, but in all allied areas of "personal" public transport which includes trolley and motor buses, ferries and even the branch and light railways, all of which to a greater or lesser degree tend to become part of the local scene. We are not, however, advocating the wholesale change by all organisations, some of the eastern state museums such as SPER, TMSV, BTPS and ILRMS either serve a particular facet of the movement or cover a sufficiently large enough section to be more specialised.)

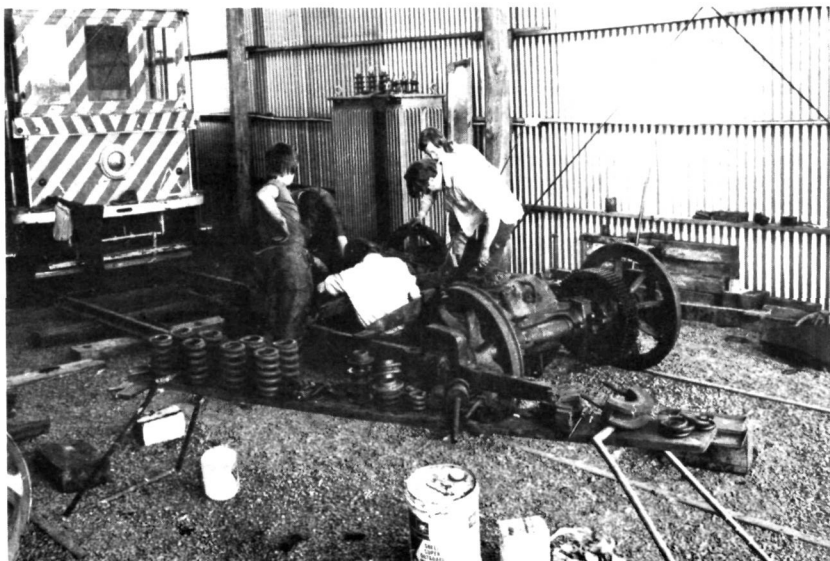
OPERATION

The WATM is calling for volunteers to get the operational side of its program under way. This will see the inauguration of Australia's first regular museum bus service. There is a need for members willing to act as Conductor. Zoo keepers may also apply, since part of the journey will also take the bus through the Lion Park! Experience at other museums seems to indicate that a book selling kiosk can be made into quite a good money earner with very little effort -- this seems an ideal job for a budding P/R man. It's surprising the number of interesting facts that can be gleaned from the visitor who has no real intention of buying anything -- "Just looking!" is a common phrase. Quite often the very same visitor will buy something if he finds a good bookshop attendant. And while 95% of his reminiscences may be historically incorrect, its the other 5% that can offer the most extraordinary leads to some information or artifact.



A sight which no longer exists -- a photo taken in November 1973 when only one quarter of the walls of the Bylands Depot had been completed.

--Keith Kings



Assembling the 21E truck in the Workshops area at Bylands Depot under the supervision of the Eallarat scrubber car.

--Keith Kings

TRAM AND BUS NEWS

Bus 81 was recently featured at TVW Channel 7 giving much needed publicity to the museum. Congratulations to the members who poured so much effort into getting the bus ready in time and getting it to and from TVW7.

The K-class tram is receiving attention, while work has almost been completed on the Ballarat tram No.31 in rectifying the unwanted modifications carried out on the tram by a motor truck prior to the closure of the Ballarat tramway system.

from BYLANDS

TRAMWAY MUSEUM SOCIETY OF VICTORIADEPOT

Good progress is being made towards completion of the walls. Sheeting passed the three-quarter mark (12 bays) in late February, while all the girts were completed the same month. March, despite Exhibition pressure, saw both East and West walls almost completed, with the exception of the 30 inch gap along the top of the East side. This immediately under the eaves and will be filled by short sheets of iron. It arose by using the (good quality) second hand iron (purchased with the roof trusses and the purlins) which was not quite long enough for the height of the building. Surplus sheets will have to be cut into three foot lengths to cover the gap. Work has resumed on rivetting lengths of ridging together on the ground. They will be hoisted aloft and fixed in place, interspersed with sections of ventilating ridge.

Domestic power was connected to the shed by stringing an overhead wire from the switchbox (on the old railway platform, and suspending a cable from it.

WORKSHOP AREA

Further work in this area and on the Ballarat wheel lathe will be limited until the south end wall and doors are erected to provide complete weather proofing. A 240 volt AC power supply has also been installed in this section. Although far from complete, this area has already coped with its first task - the reassembly of a complete Brill 21E truck which was recently donated to us by the M&MTB. The truck, ex original A class No.17, had been used for many years in the old Tramcar Driving School at Hawthorn Depot. The use of a purely bogie car passenger fleet of late, and the building of a new Instruction Room, caused the old room and the 21E truck to become redundant. We are most grateful fo the M&MTB for this kind donation.

SITE WORKS

The old railway goods loop, part of which had been used for tram storage, has been lifted and the rails and some sleepers stacked. This was done to allow further earthworks to take place. This will provide for stage 2 of our depot and the extension of Road 2 out of



Dismantling the loop siding at Bylands on 20th January 1974 in preparation for future earthworks. The mealroom bus is in its former location.

--Keith Kings

the back of the present shed. The latter will create a "Workshops Yard" area at the edge of which the substation yard will be built. The necessary grading should take place soon. The workers' meal bus was moved alongside the east wall of the Depot, and is now partly protected from the weather. The transfer also improved the appearance of the site. The west wall of the store shed has finally been painted, thus completing this basic task.

TRAMCAR RESTORATION

Work has continued at Malvern Depot on Wednesday nights. Quite an amount of work was required before Birney 217 was given its public airing on January 13th., including mechanical and electrical inspection and a thorough wash and clean. Car 180 progresses slowly, as the important - but time consuming task of preparing the wood and metal for the final coats of paint must not be hurried. All four trams that we have stored at Malvern Depot are now better maintained as a result of the reintroduction of these evening work parties.

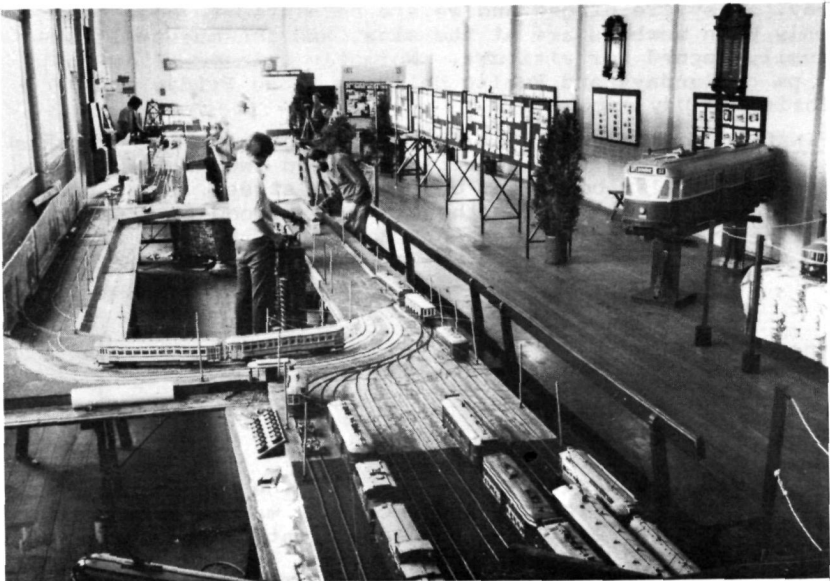
FREIGHT CAR No.17

What has No.17 got to do with a TMSV report? No.17's 21E truck sideframes were twisted in a collision in mid-1973, and it was decided to use the frames from the disused Instruction Car in the old Hawthorn Depot Driving School as replacements. A workshops crew quickly dismantled the truck and its equipment to facilitate removal from the old room, and the parts were

transferred to Preston Workshops. The "bush telegraph" ran hot and smart work by our members delivered four spare 21E side frames (ex Bylands) to the 'Shops. The best units were promptly used to repair No.17, thus leaving the old 21E truck parts intact. Subsequently the MMTB granted our application - made many years ago - for the truck, and the parts were delivered to Bylands. We were delighted at being able to help return No.17 to service, and record our thanks to the Board for donating the complete truck and accessories to us.

EXHIBITION

Our fifth annual Tramway Historical Exhibition was held from Friday 8th to Monday 11th March at Cameron Hall, Kew Tram Depot. The $\frac{1}{2}$ inch to one foot model layout featured some "new" cars, including a pair of Adelaide H cars and Geelong Birney No.29. Additional display boards were built and filled with large photographs depicting the history of trams in Victoria and Society activities and progress. Displays were contributed by the M&MTB (including the models of trams 980 and 1041), the SPER, the Brisbane Tramway Museum Society and the Tasmanian Transport Museum Society. Other items on view included cable tram relics, O-gauge models of UK tramcars, and five display cases of archive material. Although attendance by the public was less than anticipated, the Sales Department produced improved results from its ever expanding range of items.



View from the stage at Cameron Hall, Kew Tram Depot of the TMSV Exhibition in March with $\frac{1}{2}$ " scale layout to the left and other exhibits to the right and at the rear.

--Keith Kings

AETM OPENING

Fourteen TMSV members journeyed to Adelaide for this wonderful event on 23rd March, resulting in the normal Sunday work party at Bylands being abandoned! Our congratulations to our Adelaide contemporaries on achieving this goal. A useful liason took place between members of the Societies attending the functions. The opportunity was taken to present a large photograph to the AETM with the compliments of our Society. The print depicted Prahran and Malvern Tramways Trust car No. 23 in its early days, and before it was sold to the Hawthorn Tramways Trust in 1916. It later became MMTB No.129 and was sold in 1926 to become Adelaide No.191, 193 or 194. One of four such trams, it is a sister car to Adelaide No. 192, which is preserved by the AETM at St. Kilda. Until a year or so ago only one photograph of these cars in Melbourne was known to exist. Subsequently, the one presented, and another, have been located.

SIGNS

In mid-March, our long awaited road direction signs were installed by the Country Roads Board. We first wrote very early last year, and received notification of approval just before Christmas. Our cheque for the \$132 was delivered to the Divisional Engineer within a few days, but several more weeks elapsed before the signs were built and erected. In use for only two Sundays to date, they have proved their worth judging by the number of visitors who have called after seeing them on the highway. They are hinged and we are permitted to open them only when members are at the site, and the museum is actually opened for visitors. Normally this is 11.am to 5 pm on Sundays and Public Holidays (Good Friday and Christmas Day excepted).

FINALLY

"Letter Receivers." That's what the PMG calls them! We recently acquired two of the older types of pillar boxes for our tramway street. One, according to the PMG stood outside the old V.R. Elwood tram depot until removed a few months ago. Both were recently transported to Bylands.

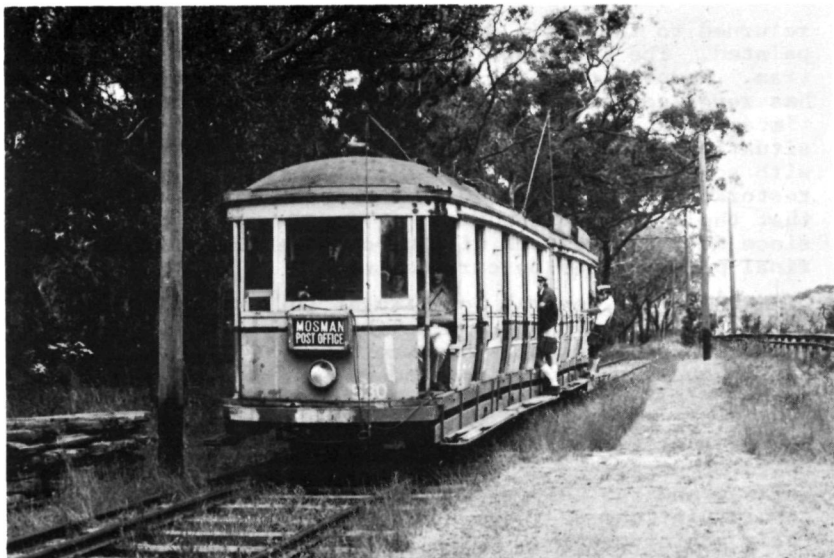
from LOFTUS



SOUTH PACIFIC ELECTRIC RAILWAY

CAR NEWS

Recent activity has seen the continuation of the regular and necessary maintenance of the passenger car fleet. The somewhat erratic behavior of O car 1111 was finally traced to defects and loose connections in the remote reverser and switchgroup. This has since been rectified. A concerted effort by Bill Parkinson, Bob McKeever and Mal McAulay saw the reconstruction of the motor for the dropcentre car 295 completed, and the motor was



"Tis said the camera never lies..." but this photo of E cars 530 & 529 taken on Members' Day 1973 at Loftus is an exception to those people who know the true appearance of the cars.

--Mal McAulay



R1740 acts as "mule" to remove the bogie from 295 during the recent bogie swap. The fairylight effect around the destination box on 295 is in fact spot priming of screws prior to repainting.

returned to the bogie which had been cleaned down and repainted. The bogie was subsequently replaced under the tram. Removal of metal beading and panelling from the car has revealed hitherto unsuspected rotten sections of the timber work. It has therefore been decided to explore this situation further and remove all suspect areas and replace with sound material. This will mean that more extensive restoration will be avoided at a later stage. It also means that the car will be out of service for longer than planned since most of the work will need to be completed before final painting can be carried out.

OTHER NEWS

General activity at Loftus has once again slowed down, although this time much of the problem has been spells of excessively wet weather which has on occasions overtaxed the depot drainage system and caused flooding in the shed. The need to suspend work during driver training periods has also had its effect, as has the mass walkout of members en route to Adelaide. The Board of Directors and Members of the South Pacific Electric Railway and the Editors and Staff of TROLLEY WIRE add their congratulations to those already offered to the AETM on their achievement.

NEW SITE

Despite rumours and the rather rosy atmosphere existing some twelve months ago when the news of the Campbelltown venture was advised, the Society still does not have title to a new site. Representatives of the SPER have been invited to confer with the authorities on the matter of a transport museum (railway, tramway and other activities combined) south of Picton but no official statement has been made as yet. And so we wait.... ever hopeful, but reluctant to become too enthusiastic over any scheme until the lease over a definite site is in our hands.

CREW TRAINING

Because of limited trackage and other factors not immediately obvious, crew training has also effected other activities. But once again, the end result has been well worth the problems. The final stage of driver retraining, where previously authorised traffic drivers have been retrained to cope with improved power supply and the newly introduced and much 'tougher' Working Orders, has been successfully concluded, while the first batch of "new" members has undergone basic stages of the new training scheme, in which every member will have the opportunity to learn the proper function of the conductor and the driver and all other personnel connected with the operation of the tramway in a logical and safe way. Any SPER member wishing to obtain further details of the new scheme should contact the SPER General Manager at some opportune time.

* * * *

from WOLLONGONG



ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY

Final lease details concerning the Albion Park museum site for the ILRMS were approved by the Shellharbour Council on February 20th. The Society has development title to an area of 6 acres on the Illawarra Highway on which the picnic area, stationary exhibits, loco shed and station will be established and the right has been obtained to eventually extend the one mile of main 2 ft gauge track onto the adjacent 45 acre lot.

The Society plans to place its initial energies in the preparation of the 6 acre site for public exhibition before embarking into main line track extensions. This work will take place in the following order:-

1. Fixing the former Princes Highway level crossing gates, from the Corrimal railway, onto the boundary fence to provide work party access.
2. Erection of 1050 ft of park rail fence to enclose two sides of the area.
3. Construction of a 100 ft by 100 ft chain wire compound.
4. The assembly of a 40 ft by 20 ft loco shed within the compound.
5. The building of a brick public toilet block.
6. Laying some 1300 ft of 2 ft gauge track; 600 ft of mainline, the remainder consisting of service sidings.
7. Erection of a station building and exhibition room.

During the recent summer period only limited work was carried out on rail retrieval at Corrimal, most effort being paid to collecting and stockpiling equipment for the initial site development. The former PWD fitting shop at Port Kembla, purchased recently for \$40, was dismantled during December and transported to Albion Park where it will be used as a loco shed. Seven steel roof trusses were recently obtained from another source for use in this structure.

On Saturday afternoon, Feb. 23rd, the ILRMS work party dismantled 550 ft of park rail fencing at Woniora Public School, Bulli and transferred this to the museum site. The balance required for the initial area will be available soon, while the PWD and Department of Education have indicated that some three miles of similar fencing material could be available in situ over the next few years as more schools receive galvanised welded mesh fences. This means that the entire museum mainline can eventually be fenced.

Some 10 tons of 45 lb rail, including four sets of

points, were recently made available to the ILRMS from several sources. It is hoped that the main running tracks can eventually be constructed with this heavy plant, leaving the lighter rail for sidings and exhibition tracks.

Only limited work has been carried out recently on rolling stock preparation. The electric Gemco loco (see TW Feb 1974 p.22) is now operating efficiently. SPER member Bill Parkinson felt that all was not right when the second traction motor only cut in on a later notch. A terminal screw was set too tightly allowing the screw end to act as a circuit bridge; the two motors now cut in on first notch and the controller now works in true series-parallel control. This trouble strengthened the saying made by old steam tram mechanics who crossed to the electric trams.... Faults on steam locos take 5 minutes to find and 5 hours to fix while those on electric vehicles take 5 hours to find and 5 minutes to fix!

Several steam turbo generators and steam pressure gauges were purchased recently from the NSW (PTC). These will aid restoration of the ILRMS 0-6-2 Perry loco and other units which will be received later with these items missing.

Society meetings continue to be held on the second Monday of the months of February, April, June, August, Oct-



ILRMS "Gemco" electric loco (see TW - Feb 1974) fitted with temporary trolley pole for trial operation on the "Backyard Tramway" in December 1973.

--Ken McCarthy



Before and After... The top photo shows Corrimall Coal Co. loco "Burra" taking water at the north end loop at the head of the skipway on the 2 ft gauge line at Corrimall in September 1951, while the lower shot shows the same spot on 19th January 1974 with ILRMS work party, the Lloyd petrol rail tractor and the electric flat car (using batteries for power).

--Ben Parle



--Ken McCarthy

ober and December at 7.45 pm at the AI&S Visitors' Centre, These are well attended, the average being some 70% of the current membership which is considered most satisfactory by the Committee as many members live outside the Illawarra area. Movie programs continue to be screened, sandwiched between the business section of the meetings and the refreshment session. Recent titles have covered:- coloured movies of private railways in the Illawarra region in the early 1950's, movie and slide screenings of the 2 ft gauge railway scene in Queensland over the last 20 years, the last months of the Camden tramway, the Sydney Tramways during the 1950's, interstate railway museum progress, etc.

Readers finding themselves on business or pleasure in Wollongong at the time of these meetings should contact the Secretary at (042) 71 3707 for details. One member is currently undertaking a 6 months railway holiday in Indonesia, Japan, Russia, Scandinavia, Germany, France, Spain and South Africa so some very interesting film screenings are guaranteed for the coming twelve months.

SPECIAL NOTE

Due to the current petrol shortage in New South Wales, and postal disputes, some news items did not arrive in time for inclusion in this issue of TROLLEY WIRE. Would all correspondents please note that in view of possible future difficulties of a like nature, we would appreciate the receipt at the Sutherland address of all general news by the end of the third week of the month prior to issue, with late news by the first day of the following month, so that the magazine can be "roughed up" in advance and avoid the last minute rush, with possible delays and inevitable errors.

As this issue of TROLLEY WIRE is being assembled, Sydney is experiencing one of its recurring petrol strikes, is mid-way between postal disputes and metal industry problems, so it could well be that the magazine is delayed in production and printing and will also be delayed by the Post Office in delivery. All of these things are beyond our control, but we offer apologies nevertheless if your TROLLEY WIRE arrives late. If it doesn't arrive at all next issue, however, it might be that you have forgotten to let us know your new address. So please read the message on page 2.

SPER - NOTICE OF MEETINGS

The next general meeting of the SPER will be held at the Railway Institute, on 23rd August 1974.

The ANNUAL GENERAL MEETING will be held on Saturday afternoon June 29th 1974 at Loftus; final details will be forwarded as soon as possible.

BUS STOP



M/O 1003

The above photo shows bus M/O 1003 on a special hiring in 1937 during the period it was operated by the Department of Road Transport and Tramways in Newcastle. --Ken Magor

Forty one years separate the two Government Transport's buses numbered NSW ^m1003. Both were double deckers, both built on Leyland chassis, but there the comparisons end. Details of the newer 66 seat bus with the Pressed Metal Corporation body mounted on a Leyland Atlantean TDR 1-1 chassis appeared in the December 1970 edition of TROLLEY WIRE, but the details of the earlier bus are most interesting.

Bus M/O 1003 was one of a group of Leyland TD1 standardised double deck buses introduced in Sydney between 1929 and 1931. Although double deck buses had been used in Sydney prior to this date they were non standardised "one off" jobs, so the eleven vehicles in the 1929 group were really the pioneers of the present large Sydney fleet.

Sir Frederick Stewart (who owned motor car plate NSW 1) the proprietor of the large Metropolitan Omnibus Transport Company, centred on Burwood Depot owned three of these TD1 buses, the South Sydney Omnibus Company of Mascot obtained three, Pope of Double Bay accounted for

one, Hick's White Transit Co. of North Sydney operated one in what was otherwise a fleet of White products and Bardsley of Cronulla had three in his bus fleet which replaced the Sutherland to Cronulla steam tramway in 1931.

These petrol engined buses were of composite wooden frame-metal sheeting body construction with "low bridge" upper deck seating configuration (long transverse seats for 4 adults located on the kerb side and a depressed aisle along the full length of the off side) and an open back staircase. A small door behind the driver allowed direct access from the driver's cab into the lower saloon.

All these, with the exception of the three operated by Bardsley came into the Department of Road Transport and Tramways fleet in 1933 and were given registration numbers 1001 to 1008. Two of the three Bardsley buses were given over to the Railways in 1940 after the opening of the Sutherland to Cronulla railway line at the end of 1939 had taken over their territory. These two late arrivals became M/o 1698 and 1699 in the Government fleet. (Note: The fleet number is obtained by subtracting 1,000 from the registration number.)

Brief details of the events leading up to the take-over of the private bus fleets were given in the Feb. 1971 TW. The Government services commenced on 25th December 1932 on route 144 between Cremorne Junction and Manly and in March 1933, Stewart's fleet was purchased, which included MO 533 which became M/O 1003 in the Departmental fleet. The bus carried a plate - "T. Richards and Sons PTY LTD. 'King of the Road' - Adelaide. Body No 55962."

Bus 1003 worked mainly from Burwood depot and was frequently seen on the trunk Parramatta Road services as well as on the cross country runs centered on Burwood and Drummoyne. It also saw some service in the Departmental fleet at Newcastle.

With the spreading of the war zone to the Pacific in December 1941 and the thrust of the Japanese forces towards the Australian mainland, the Sydney buses were expected to play a major role in troop and civilian movements should a landing be made on this continent. To prepare the bus fleet for this eventuality a programme of repainting in camouflage brown-fawn colours was launched in April 1942 and bus 1003 was one which received this change. Not all buses lost their red and cream livery while some of the camouflaged buses received sliding metal panels in place of the glass windows.

M/O 1003 carried this drab wartime colour scheme until sold in 1947. During its later years of service this vehicle was often noted in service on the School Special run between Drummoyne Primary School and Russell Lea (Fivedock).

In 1947 this old bus passed into the hands of Rover Motors of Cessnock for its South Maitland coalfield

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1003, as MO 131, in its final form at Weston, NSW in 1953 after removal of its upper deck.



services but it is doubtful if it joined the other seven of this type placed in operation by Rovers, ex-Government, between 1940 and 1946 because soon after, the bus, now carrying registration plate MO 131 was noted on the Weston, Kurri Kurri, Hebburn No.2 Colliery route under the ownership of Russ Norman.

In 1952 MO 131 was seen in service as a single deck vehicle, the top having been removed to enable the negotiation under a low bridge on its regular route, but the conversion had been carried out in such a manner that its previous architecture could not be disguised.

During 1954 the bus was sold for £45 to Mr. G. Hooker of Lang Street, Kurri for use as a store shed and in this location the body was finally broken up during March 1963 and the chassis sold to a scrap dealer.

FOOTNOTE: Copies of the 114 page book dealing with the history of the N.S.W. Government bus fleet for the period 1932 to 1970 are still available from the author, Mr. Vic Hayes, 31 Tea Gardens Avenue, Kirrawee, NSW 2232 for \$5 plus postage.

TRAM RIDES on electric tramcars at
SYDNEY TRAMWAY MUSEUM
Princes Highway, LOFTUS
10.30 am to 5.00 pm Sundays



After being stored in the open at the State Electricity Commission's "B" station for some nineteen months since the closure of the Ballarat undertaking, single truck tram No.32 was moved recently to Maryborough, Victoria; but the movement was not without incident!

During the week from 19th March 1973, No.32 was lifted and placed on a low loader. The truck and trailer set off for Maryborough, but, some miles out of Ballarat, the prime mover became defective. A relief truck was sent to the disabled vehicle; and the latter, with No.32 on board was towed back to Ballarat, where 32 was off-loaded onto the side of Water Street, Brown Hill, outside the carrier's headquarters.

BTPS members heard that the tram was alleged to be at Brown Hill, but the message could not be confirmed; so, in order to verify or dismiss the rumour, 32 was sought out.

During Sunday afternoon, 25th March, Gavin Young, Les Edwards and Bob Prentice decided to seek the truth of the matter. As their transport moved slowly along Humffray Street North with all eyes peeled, there... in Water Street, near the junction with Humffray Street they saw No. 32. For an instant their minds flashed back to the Sebastopol line, for 32 seemed to be on a side-of-the-road reservation, but the image quickly faded as the background buildings impressed. The above photograph was taken and the visitors departed. Later in the day, around 6.30 pm, a further visit to No.32 disclosed that the car had been covered with tarpaulins, apparently in readiness for transport to Maryborough in a day or so.

HERE and THERE

Recent Provincial Museum Activities

The last five years or so have seen the spread of the transport museum activities to the Australian provincial cities. The main reasons for this development can perhaps be itemised as follows:-

1. Industrial relics exist in provincial centres which are readily available to a local museum but which would not be lightly released to the undertakings in the capital cities.
2. "Expatriates" moving from the capitals into the provincial centres due to occupation needs or the desire to live away from the 'rate race' have found it more desirable to establish transport museums on a smaller scale in the provinces rather than to irregularly visit the capital city ventures in which they are members.
3. Museum sites and equipment and service aid are more readily available in the country centres. Some of these newer ventures have seen many curious visitors making enquiries when the initial pegs are being driven, only to be told "I drive a bulldozer", "I have a heap of rails in my back yard I do not want", "I manage a timber mill, don't go elsewhere to buy timber, you can get all you want from me.... free"..... these offers seem to be more prevalent on provincial locations.
4. Publicity for the movement on local TV, radio and in the press, are more easily attainable in country areas.
5. Truck owners in country areas suffer from an imbalance in loads on their journeys and many operators welcome a back loading of museum equipment which can be carried for a nominal fee.

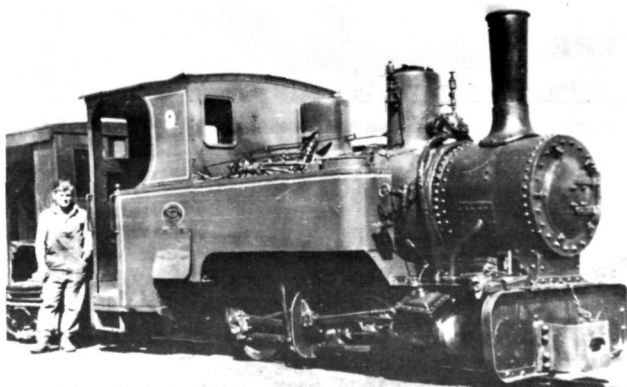
Regular news items on activities at Ballarat and Wollongong appear in this magazine, while reports on Goulburn, Bendigo, Walhalla and Hobart have featured in these pages from time to time. In this and future issues of TROLLEY WIRE we aim at bringing reports of various provincial undertakings up to date and introducing other ventures not previously reported in this magazine.

VAN DIEMEN LIGHT RAILWAY SOCIETY

Launceston, Tasmania. 2 ft and 3'6" gauges, steam.

The VDLR was formed in December 1971 by a nucleus of members living in the Launceston region of northern Tasmania. Since that date considerable progress has been made in collecting locomotives and rolling stock, while earlier this year a museum site was leased along the former Don River right-of-way near Devonport, Tasmania.

Some of the interesting items already obtained for preservation are:-



Krauss
0-4-OT
of the
VDLR.

- | | |
|--|--|
| 1. Fowler 0-6-OT 3'6" gauge | ex Tasmanian Transport Commission |
| 2. Hunslet 0-4-2T 2'0" gauge
No. 1844 of 1936 | ex Lune River Railway |
| 3. Krauss 0-4-OT 2'0" gauge
No. 5988 of 1908 | ex Mt Lyell Mining and Railway Co., ex Electrolytic Zinc Co., ex Mt. Farrell Mining Co., ex Tullah Tramway, No. 9. |
| 4. Robt. Stephenson 4-6-2
3'6" gauge | ex TCC No. M6, on loan from Geelong-Belmont Common rly. |
| 5. Thos. Green 0-4-0 3'6" | ex timber tramway, fitted with petrol motor. Will be restored to original British steam tram condition. Ex tramway in Manchester district, possibly Wigan. |

Some of the rolling stock collected by the VDLR:-

1. Remains of Tullah 2'0" gauge bogie passenger tramcar
2. Several 2'0" gauge bogie goods wagons ex Zeehan and NE Dundas Tramway.
3. TMLR, 3'6" gauge saloon car AAL+2
4. TGR 3'6" gauge clerestory roof side door car ABL 9
5. Riley Railcar, 3'6" gauge ex Mt. Lyell railway.
6. Hobart tramcar body 3'6" gauge.
7. Launceston tram body, California combination No. 5, 3'6" gauge.

The already large and interesting collection of relics gathered by the small group in the short space of two years certainly suggests that the VDLR will have one of the most varied and interesting rail transport museums in the near future.

HERE AND THERE... continues in future issues of TROLLEY WIRE



Centre of one of Sydney's transport troubles, m.v. "Baragoola" passes another famous landmark. A recent announcement indicates that the Manly ferries will come under PTC control in November this year.

--Mal McAulay



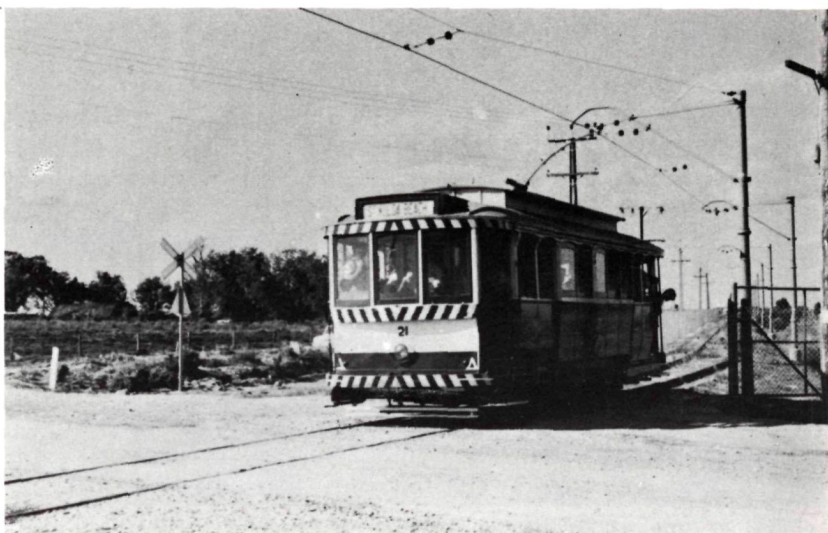
Working 'round the clock' track gangs brought the new High St., St. Kilda (Vic) reserved track into use for the Monday morning traffic on 18th March. The photo, taken the previous evening shows work in Brighton Road (at rear) with the new junction at Carlisle St. raised 18" above the old special work.

--Keith Kings

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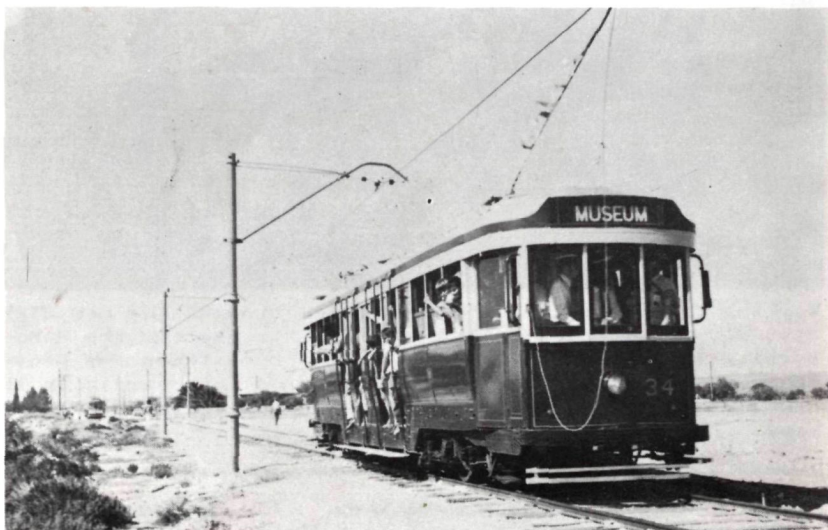
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Editorial
N. L. Chinn
W. M. Denham
V. C. Solomons



The opening celebrations at St. Kilda were shared by three Adelaide cars and two trams in Ballarat livery. Above is Ballarat No.21, itself a former Adelaide car, crosses Samphire Road en route to St. Kilda Beach, while, below, the Ballarat car No.34 starts out from the Beach towards the St. Kilda township and the Museum.

--Chris Jacobs



THE OPINIONS EXPRESSED IN THIS MAGAZINE ARE THOSE OF THE AUTHORS
AND NOT NECESSARILY THOSE OF THE PARTICIPATING SOCIETIES.