

# TROLLEY WIRE

Journal of  
AUSTRALIAN TRANSPORT MUSEUMS

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OCTOBER 1974



*BRISBANE TRAMWAYS – TO 1923*

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# TROLLEY WIRE

Journal of

- SOUTH PACIFIC ELECTRIC RAILWAY
- AUSTRALIAN ELECTRIC TRANSPORT MUSEUM
- WESTERN AUSTRALIAN TRANSPORT MUSEUM
- BALLARAT TRAMWAY PRESERVATION SOCIETY
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- TRAMWAY MUSEUM SOCIETY OF VICTORIA
- BRISBANE TRAMWAY MUSEUM SOCIETY

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## ABOUT THIS ISSUE

*Since April 1970, special issues of TROLLEY WIRE have been published from time to time to commemorate some special tramway event - The Tenth Anniversary of the Closure of Sydney's Tramways in February 1971 - The Thirtieth Anniversary of the Closure of Sydney's Last Steam Tramway (April 1973) - to mention just two.*

*This special issue is offered to commemorate a very important current event in tramway museum history, the final stage in the linking, under one banner, of all the major Australian enthusiast tramway museum societies. From this issue we welcome the Brisbane Tramway Museum Society to the ever increasing band of kindred societies using TROLLEY WIRE as their official house journal. Other smaller, newer and allied groups have expressed interest in joining with us in the near future, all tending to assure TROLLEY WIRE of a unique place in the Australian science museum field.*

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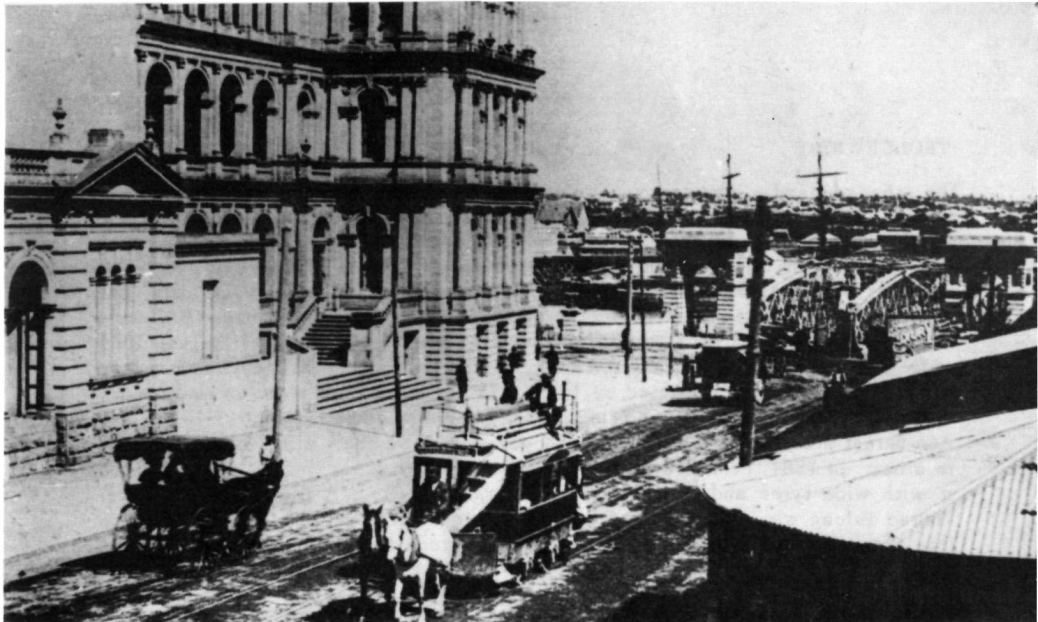
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*FRONT COVER: Brisbane dropcentre car 386, now preserved at the tramway museum of the Brisbane Tramway Museum Society at Ferny Grove, seen here at the North Quay special workings terminus in October 1968.*

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Double deck horse car No.9 in Queen Street, Brisbane. Photo taken between October 1896 and June 1897 when the new (third) Victoria Bridge was available for south bound traffic and the temporary restored old (second) bridge was still being used for north bound and tramway traffic.

-Ken Magor collection

## BRISBANE TRAMWAYS - TO 1923

*This article is presented to mark the adoption, by the Brisbane Tramway Museum Society, of TROLLEY WIRE as their house journal. The material has been compiled by Ken McCarthy from isolated information submitted to this journal over the last twenty years. The details of the abortive Ann Street steam tramway of 1883 have been provided by John Knowles, while the St. Helena Island tramway material was submitted by Gary Ford. Much of the other information has been culled from the pages of the Brisbane 'Courier' and the 'Australian Mining Standard and Financial Review', while the technical details of Brisbane 'Stepless Car' 01 was found in the 'Brill Magazine'.*

*Ken Magor is thanked for making his vast photo collection available for perusal which has enabled many historical points to be checked out and has provided several photographic 'gems' for this article.*

What is possibly the first reference to proposed tramway construction in the Brisbane River Valley appeared on 13th November 1861 when William Coote, the General Manager of the Moreton Bay Tramway Co. called tenders for the construction of the first 22 miles of tramway from Ipswich towards the Liverpool Ranges. This was only two years after the Colony of Queensland separated from New South Wales and at a time when the European population of the new Colony only amounted to 25,000! Nothing further was heard of this private scheme, which, no doubt, was the forerunner of the Queensland Government railway line. Work on this railway commenced in February 1864, and opened for traffic over a distance of 22 miles between Ipswich and Grandchester in July 1865.

By the early 1880's the need for something better than the horse drawn buses and wagonettes was felt in Brisbane, for at this time two tramway proposals were initiated. One envisaged a steam tramway along Ann Street while

the other planned a horse tramway along a more or less parallel route linking the Bowen Hills - Bulimba area with the Valley and the City along Wickham Street, Petrie Bight and Queen Street.

The steam tramway venture was to be constructed to the 3 ft 6 in gauge and operated by a tramways department of the Queensland Railways, similarly constituted to the Sydney Tramways. Three Kitson 0-6-0 tramway motors (Builder's Nos. 71, 72 and 73 of 1882 — Fleet Nos. 1, 2 and 3) were imported in June 1883 while six trailer cars were ordered from Hudson Brothers in Sydney. The motors weighed 12 tons, were powered by 11½" x 15" cylinders and were carried on 30" driving wheels. The purchase price for the motors amounted to £3,649-10-0. The Ann Street steam tramway was not proceeded with so the rolling stock remained in store. In 1884 the Railway Department decided to erect motor No. 1 and fitted it with wide tyres and coarse flanges for railway use. A trial to Ascot Racecourse (along what is now the Pinkenba branch) hauling three trailers revealed that the trams would be unsuitable for railway work due to the severe oscillation in the motor at fair speeds.

Motor No. 1 was relegated to shunting duties at Ipswich and by 1886 was regularly employed switching on the Woolloongabba coal wharf (see photo in TW April 1973 p14) a task continued until 1893. In 1888 motor 1 was renumbered 105 and the other two entered service (as 106 and 107) at the same time, shunting on the Maryborough wharf on the then isolated Maryborough - Gympie railway.

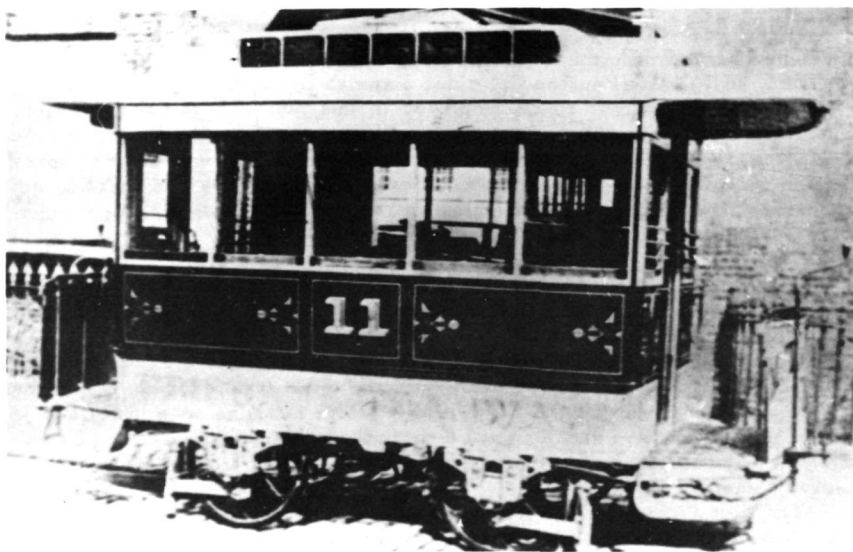
In December 1893, No. 107 received alterations to make it suitable for service on the Bundamba coal branch railway near Ipswich where the trailers were already in service hauled by conventional steam locos. No. 105 possibly joined this working soon after, while No. 106 did not arrive at Bundamba until 1900. Until 1890 these units were classified as 'Tram Motors' but after that date appeared as '6D11½ motors' in the standard Q.G.R. classification scheme.

All three motors were withdrawn from the active service roster in 1902 but continued shunting operations at Ipswich. No. 105 was withdrawn in 1905 and sold to Barbat & Sons, Machinery Merchants of Ipswich in October 1910. No. 107 was not withdrawn until August 1910 and was sold to the same undertaking. No. 106 lingered at Ipswich until April 1914. One unit, at least, had its tramway cabin removed and worked in the guise of a conventional loco during its later operational period.

A Tramways Act of 1882 cleared the way for government or semi-government bodies as well as companies to construct and operate tramways in Queensland. The *Metropolitan Tramway and Investment Company* was established in November 1883 and received the necessary authority to construct and work tramways in Brisbane. This standard gauge, horse hauled, undertaking opened its initial double track main line between Queen Street, City and the Wickham Street - Breakfast Creek Road junction via The Valley on 10th August 1885 with an initial fleet of 20 cars. Contemporary reports suggest that cars 1 to 9 were double deck with six windows on each side of the lower saloon and longitudinal knifeboard seats on the roof; Nos. 10 to 18 were small single deck saloons with five side windows and Nos. 19 and 20 were 6 bench toastrack open tramcars with four of these seats having tip-over backs. It seems that all were the products of John Stephenson of New York, as builder's photos exist showing each type posed outside that company's East 27th Street plant, prior to shipment to Brisbane. All these cars were hauled by two horses each.

Tramway extensions progressed immediately. The horse cars crossed (2nd) Victoria Bridge in January 1886 and soon reached Woolloongabba via Stanley Street; Boundary Street; South Brisbane via Melbourne Street and Bulimba Ferry by way of Light Street, Ann Street and Commercial Road.





*Brisbane single deck horse car No. 11 outside the E. 27th Street plant of John Stephenson, New York, 1883.*

—Ken Magor collection

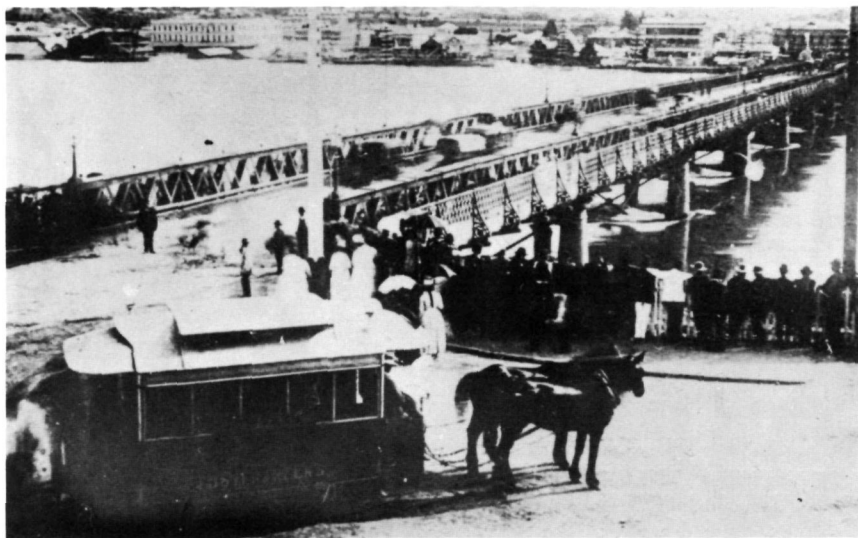


*New Farm horse car No. 46 in Queen Street, Brisbane.*

During 1887 the M.T. & I. Co. released proposals for the electrification of their horse worked undertaking, this being probably based on the overseas activities of the Thomson Houston Co. which dispatched a working electric tramway to Melbourne at that time to be displayed in the 1888 Centennial Exhibition. Soon after, alternate proposals for a cable worked system were publicised but the severe financial depression, which hit Australia in 1890, prevented the company from embarking on either of these forms of mechanical traction. An enabling Act was passed in 1890 granting permission for the M.T. & I. Co. to sell their undertaking and/or introduce electric traction.

The disastrous floods of February 1893 inundated Brisbane and at 3.50 am on Monday February 6th, two spans of the Victoria Bridge were washed away to be quickly followed by five others, cutting the horse tramway system in half and isolating South Brisbane from the City. None of the city's steam ferries were lost in the flood and these soon took up regular service at the Victoria Bridge crossing. At busy periods, however, the ferries had difficulty in coping with the crowds, as the Indooroopilly railway bridge had also been lost, causing all western and southern suburban and long distance railway services to be terminated at South Brisbane station — A terminal separated from Brisbane by the wrecked Victoria Bridge!

The first Victoria Bridge was a temporary wooden structure opened on 24th June 1865. The second bridge was of wrought iron open truss construction of about 13 spans and an opening portion which replaced the earlier bridge on 15th June 1874. The northern half of this damaged bridge was reopened later in 1893 after completion of temporary repairs and a start made on the construction of the third Victoria Bridge, a heavier through truss type with parallel sets of spans. The downstream spans were opened during October 1896 for southbound traffic while the old temporary structure continued to serve inwards city traffic until June of the following year when the upstream spans of the new bridge became avail-



*Small single deck horse car entering North Quay siding, Brisbane. The river height suggests that this photo was taken during the 1890 or 1893 flood. This is the second Victoria Bridge, which was swept away in the February 1893 flood.*

—Ken Magor collection

able. The present Victoria Bridge is the fourth one at that location. It was commissioned in stages like the 1897 structure. Inwards traffic was diverted onto this new bridge on 14th April 1969, the day after Brisbane trams ceased operation, while southbound traffic continued to use the downstream spans of the of the old structure! The 1897 Victoria Bridge cost £125,000 (\$250,000) and the 1969 bridge amounted to \$2,500,000.

The *Brisbane Tramway Company* was formed in England and in February 1896 purchased the Brisbane horse tramways for £105,200. This company immediately embarked on a vigorous electrification programme. Although the B.T.Co's associated construction undertaking, the Tramway Construction Company until 1900 and the Brisbane Electric Tramways Investment Company until 1923, were financed by British capital, Mr. J. S. Badger, an American, was responsible for the conversions and expansion. This gentleman continued with the B.T.Co. until 1923, spending most of the period in the dual capacity of Chief Engineer and General Manager.

At the time of the takeover the horse undertaking had been further extended to Vulture Street beyond Boundary Street on the South Brisbane line; Logan Road beyond Woolloongabba; Breakfast Creek Bridge; and in addition, two branches extended in opposite directions from The Valley along Brunswick Street, eastwards to New Farm and westwards to the Exhibition Grounds. Horse bus and wagonette services worked beyond some of these terminals with M.T. & I.Co. vehicles. A total of 51 cars made up the horse tram roster.

Brisbane was *en fete* in 1897 for three major events: The completion of the new (3rd) Victoria Bridge, Queen Victoria's Diamond Jubilee, and the inauguration of the electric tramways. On 21st June 1897 the first electric journey was conducted with combination motor car No.1 between Victoria Bridge and Woolloongabba and by May of the following year the last regular horse tram working had ceased. The entire horse tram section now functioned with electric traction; with new extensions to West End (Dornoch Terrace); New Farm Wharf; Red Hill and Paddington with a short extension beyond the Exhibition Grounds to Bowen Bridge.

The B.T.Co. erected its power house, workshops and main depot on a confined area at Countess Street backing onto Roma Street railway yards and employed 20 cars on the initial electrifications in 1897. By May 1898 the routes amounted to 15 miles.

Electric car No. 1 was a single truck combination tram mounted on a Peckham truck with the saloon portion reconstructed from a Stephenson five windowed horse car. It seems that a further 62 similar trams were built between 1897 and 1904 by the Brisbane Tramway Co. and Agnew & Co. of Nundah. To supplement these units many horse cars received electrical equipment and new trucks or were used for body parts in the construction of larger electric vehicles.

Many horse cars on conversion retained their horse roster numbers for some time. At the time of the Edward Street construction in 1902, the small six bench open toastrack horse car appeared as an electric vehicle still bearing number 26. Due to the limited seating of the horse cars in their original state, few received electrical equipment without some form of major rebuilding. Most six bench toastrack cars were lengthened to ten benches, while long, single truck, enclosed saloon electric trams were constructed by shortening and splicing two six windowed horse saloon trams.

Abbreviated details of the expansion of the Brisbane Tramway system under private ownership appear below. The franchise was due for review in 1920 and as that date approached it was obvious to the Brisbane Tramway Company that a long term franchise extension beyond that date seemed impossible; as a result, only minor expansion to the system took place after 1915.

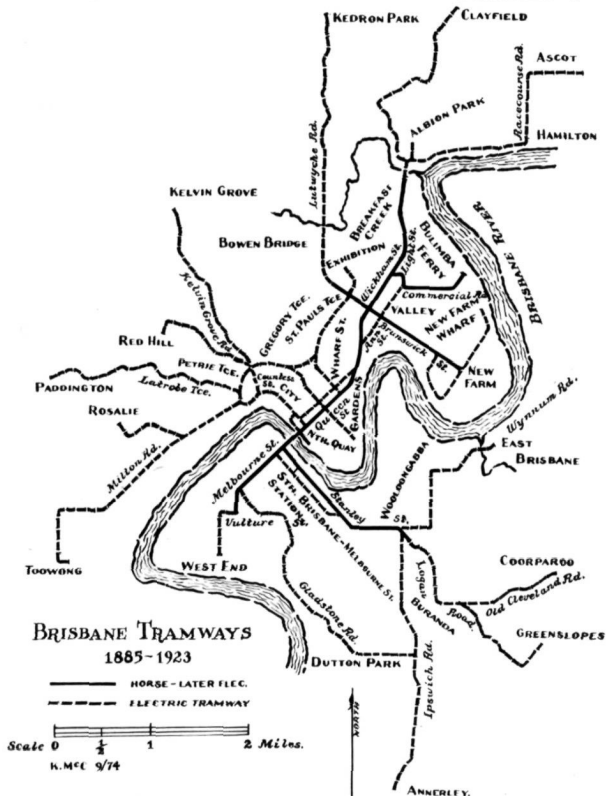
- Termini reached at peak of horse era:- Breakfast Creek; New Farm; Exhibition; 1234-09:- Bulimba Ferry; Logan Road; West End.
- 1897:- Initial electrification extensions - New Farm Wharf; Paddington; Red Hill; Petrie Terrace.
- 1898-99:- Ascot (Racecourse Road); Ipswich Road (near Palmerston Street).
- 1900-05:- Kelvin Grove; Dutton Park (Gladstone Road); Clayfield; Norman Park (East Brisbane); Gregory Terrace; Gardens; Wharf Street; Toowong; Rosalie; Paddington (McGregor Terrace); Albion Park (Amy Street); St. Pauls Terrace; North Quay; Ann Street (Brunswick Street - Light Street).
- 1906-15:- Dutton Park (Cornwall Street); Kedron Bridge; New Farm loop (Moray Street); Coorparoo; Greenslopes, Ipswich Road (Cracknell Street).
- 1915-23:- Ascot (Doomben); Exhibition (lower St. Pauls Terrace); Adelaide Street City; Ann Street (Petrie Bight to Brunswick Street); Paddington (Coopers Camp Road); Grey Street (South Brisbane); Ipswich Road - Annerley.

The first portion of the new Ipswich Road depot building replaced the old Countess Street depot in 1927, while the workshops were transferred to Boomerang Street, Milton between 1927 and 1929. In fact, some of the Countess Street buildings were re-erected at the Milton site. Trackwork of the cramped Countess Street complex was still clearly visible in the railway area in 1952. Company tramway depots were also located at Light Street (rebuilt 1931) and at Buranda.

The horse cars carried destination signs in the best American tradition. The following have been obtained from photos indicated:-

- Double deck car No. 3:-  
(outside Stephenson's N.Y. plant 1884-5) Letter board above side windows painted onto body strip - WOOLLONGABBA, QUEEN ST. & VALLEY  
On end aprons - M.T. & I.Co
- Single deck car No. 11:-  
(in Queen Street, Brisbane) Letter board above side windows painted onto body strip - ANN ST. WICKHAM ST. QUEEN ST.  
Detachable board on side window sill - BULIMBA FERRY  
Painted on end apron - BULIMBA FERRY
- Single deck car No. 46:-  
(in Queen Street, Brisbane) Detachable board above side windows - NEW FARM  
Curved front roof board - NEW FARM
- Single deck car No. 41:-  
(circa 1890) Detachable board above side windows - BULIMBA
- Double deck car No. 8:-  
Detachable board above side windows - MELBOURNE ST.  
Curved front roof board - BREAKFAST-CK.
- Double deck car No. 9:-  
(Queen Street, early 1897) curved front roof board - LOGAN ROAD  
(*tram running in wrong direction!*)
- M.T. & I.Co. horse bus No. 1:-  
Side roof destination board - BREAKFAST CREEK BRIDGE & HAMILTON

The destinations were painted on the end aprons of the electric cars between 1897 and 1908 thus restricting the cars to fixed route allocations. On the rare occasions when the trams were pushed into service on foreign runs, tie-on linen signs were fixed on the aprons. Electric trams only carried fixed electric lamps in the centre of the end aprons towards the end of this period. Prior to



this, the car number occupied this position. When lamps were fitted, the number was balanced on each side of the lamp ring, thus — No. (lamp) 60.

Some of these apron destination signs discovered on old post cards are:-

LOGAN ROAD 16 NEW FARM	WEST END 81 HAMILTON	PADDINGTON 29 BULIMBA FERRY	RED HILL No. 11 BOWEN BRIDGE	WHARF STREET 57 EAST BRISBANE
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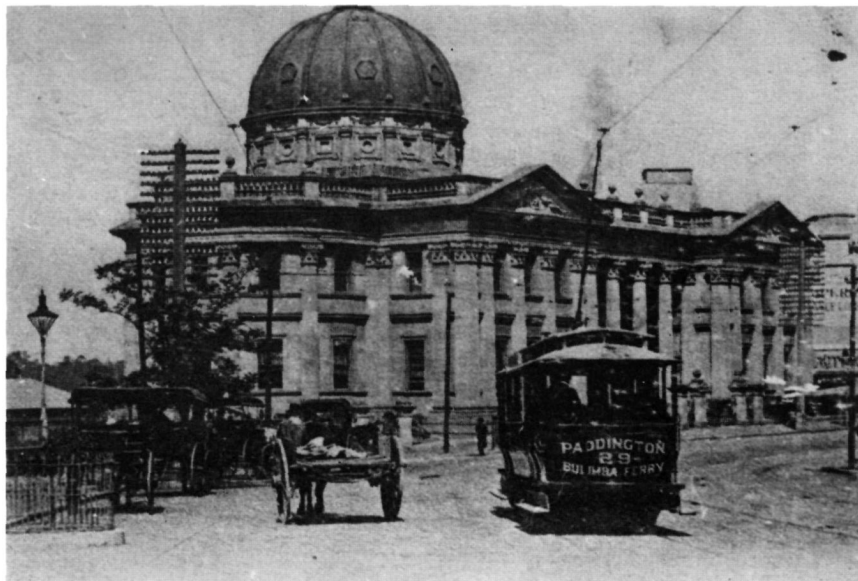
TOOWONG No. 60
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Note: The Toowong cars only carried one suburban destination as their other terminal was the Customs House siding on the eastern kerb at Petrie Bight.

Some of the tie-on linen apron signs circa 1908 were:-

ASCOT EXPRESS FARE 6d.	ALBION PARK RACES TODAY	CLAYFIELD
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*California car No. 29 on the Paddington-Bulimba Ferry run. At Custom House Petrie's Bight, circa 1907.*

—Ken Magor collection

After 1908 the tramcars were fitted with front apron illuminated destination boxes into which destination boards with pierced holes along the letters were placed. Between 1897 and 1948 most trams carried side roof, detachable destination boards. Prior to the introduction of front roller linen destination signs after 1925, these side boards displayed the terminals eg. WEST END-ASCOT. After that date intermediate locations along the route, as well as the terminals appeared on the side boards. The roller type signs were of rather small dimension, necessitating severe destination abbreviations. The most ludicrous was, perhaps, IPS RD DEP for 'Ipswich Road Depot'.

As mentioned, the initial Brisbane Tramway Company franchise was due for renewal in September 1920 after which the Government, through the Commissioner of Railways, would have the right to purchase the tramways at any time. Not until 1922 was the *Brisbane Tramway Trust Act* passed which enabled the eight member Trust to take over the undertaking on 1st January 1923. This body embarked immediately on route extensions, the construction of 26 new tramcars, new depot buildings at Ipswich Road and workshops at Milton. An agreed price of £1,400,000 (\$2,800,000) was finally made to the Company in May 1924 for the purchase of tramway assets which included 196 tramcars and 42 route miles of track.

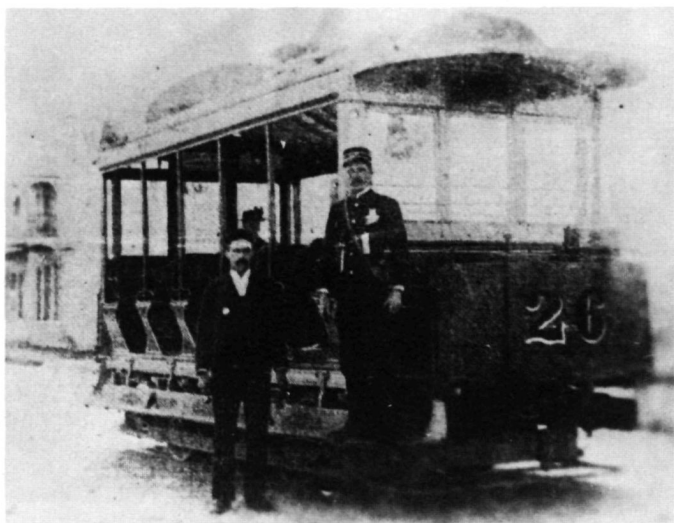
The Tramway Trust, however, was only considered a caretaker regime as the large urban body, the greater *Brisbane City Council*, formed on 30th November 1925 by the amalgamation of several municipalities and shires, took over the tramways from the B.T.T. and continued the programme of route extensions until 1951 (the O'Keefe Street link of 17 chains in 1961 was not constructed for public service) and new car construction until 1964.

Although the Brisbane Tramway Company was formed with British capital the passenger cars reflected the American background of Mr. Badger. The Company's fleet in 1922 were made up with the following types:-

1. Single truck California combination cars — No. 1 rebuilt from a horse car, the rest were built new, possibly using some horse car components.
2. Long, single truck, end loading saloon cars with glass windows — Built by using two saloon horse car bodies in each electric tram.
3. Single truck, 6 bench open cross bench cars, 4 seats tip over — Motorised horse cars.
4. Single truck, 10 bench, ditto — Open cross bench horse cars with extended frames and additional fixed seats.
5. Single truck, 9 bench open cross bench cars, 7 seats tip over — Built new.
6. Bogie 12 bench open cross bench cars, 8 seats tip over — Built new.
7. Bogie 12 bench open cross bench cars, all seats fixed back to back — Built new.
8. Single truck 10 bench, ditto — Built new.
9. Bogie end loading saloon cars with open sides above waist level and side blinds - 'Dreadnoughts' — Built new.
10. Bogie, low, centre entrance, stepless car — Built new.
11. Single truck open ballast motor.
12. Bogie water sprinkler cars.
13. Single truck track cleaning car.
14. Bogie side tip ballast car.

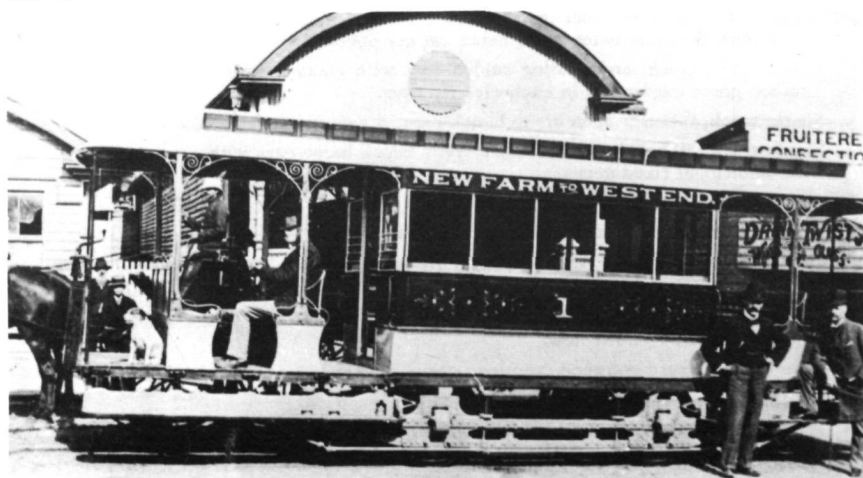
The most unusual Brisbane car was perhaps the bogie 'stepless car'. Built by J. G. Brill of Philadelphia, U.S.A. in 1913, this tram was shipped complete as deck cargo, specially boxed for the long journey. The tram was built to a style designed by Frank Hedley and J. Doyle of the New York (Street) Railways Co. but only won limited popularity in New York, Los Angeles and Vancouver. A second similar tramcar was exported to Australia and this was attached to the Perth, W.A. system. The Brisbane car was unusual as it was of composite steel and timber construction while the American cars were entirely steel framed. The window principle was of the semi-open type, the barrel shaped body enabled the large side windows to be lifted into ceiling pockets on warm days.

The fully enclosed driving cabin was not so well received in Brisbane. En-



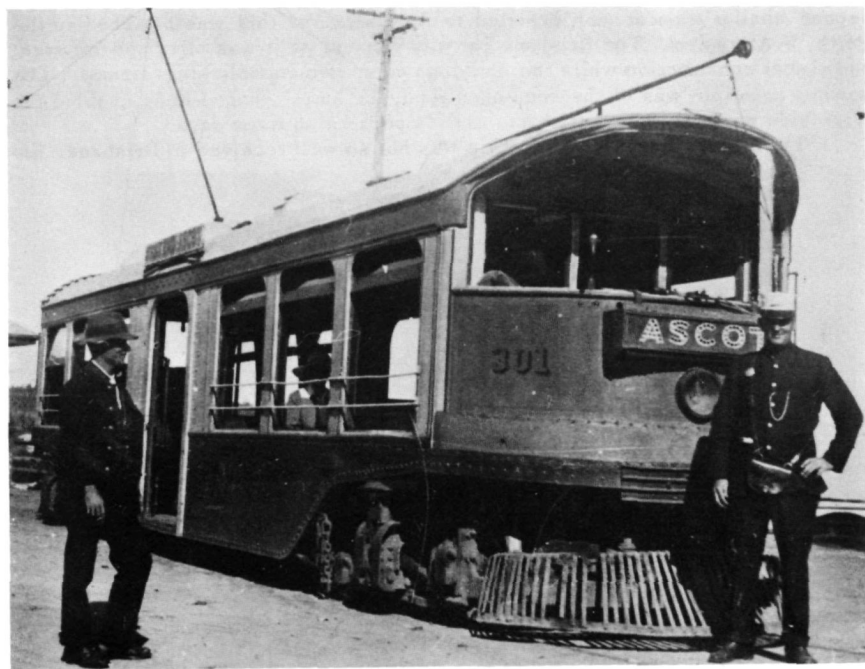
*Electrified horse car No. 26 in Edward Street, Brisbane, circa 1903.*

—late R. Field collection



*Brisbane electric car No. 1 prior to receiving motors and control gear 1897. The saloon portion is the body of a Stephenson five window horse car.*

—Ken Magor collection



*"Stepless car" 301 at West End, Brisbane, circa 1930. This photo shows the tram in its final form with open front driver's cabin.*

—E. Best

try to the driving position could be reached through an outward opening door on the left side. This was removed prior to entering traffic. The Brill 62E special maximum traction trucks were located under the extreme ends of the vehicle, the passenger floor being located in a well which enabled the floor at the centre to be just under 12 in from the tracks. The floor was gently ramped  $\frac{1}{2}$  in to the foot towards the car ends. The overall length was 42 ft 10 in over the anti-climber bumpers, 41 ft 10 in over end aprons and 30 ft 8 in over bogie centres. The extreme width amounted to 7 ft  $4\frac{1}{2}$  in. A total of 56 passengers could be seated on the slatted wooden seats with drilled plywood backs. 40 seats were provided on fixed, back-to-back, transverse 2 x 2 benches, while 8 more adults at each end could be seated on perimeter benches over the bogies.

Although the car was delivered structurally complete, controllers and motors were fitted in Brisbane. The hand brake, intended as a parking brake, was originally actuated through a vertical wheel (with horizontal axis) transmitted by bevel gears and a vertical shaft to the brake chain (as found in Melbourne cars).

With the exception of the water sprinkler tramcars, air brakes did not appear on the Brisbane tramways until the late 1930's, service stops being made by geared hand brakes. The wheel worked hand brake on the 'stepless' car was not tolerated for long.... to enable the usual goose neck brake staff to be fitted to the car the right hand upright corner pillar and driving cabin windows were removed, thus Brisbane's first tramcar with enclosed cabins was soon converted to an open front car! Not until 1928 did enclosed cabins appear again when all new tramcars, as well as dropcentre, dreadnought and some California combination cars delivered prior to that date, were so fitted.

This 'stepless' car was possibly planned as the first of a fleet and as such entered traffic with the number 01, but this was soon prefixed as '301' and spent most of its working career on the West End-Ascot line until withdrawn 20 years later.

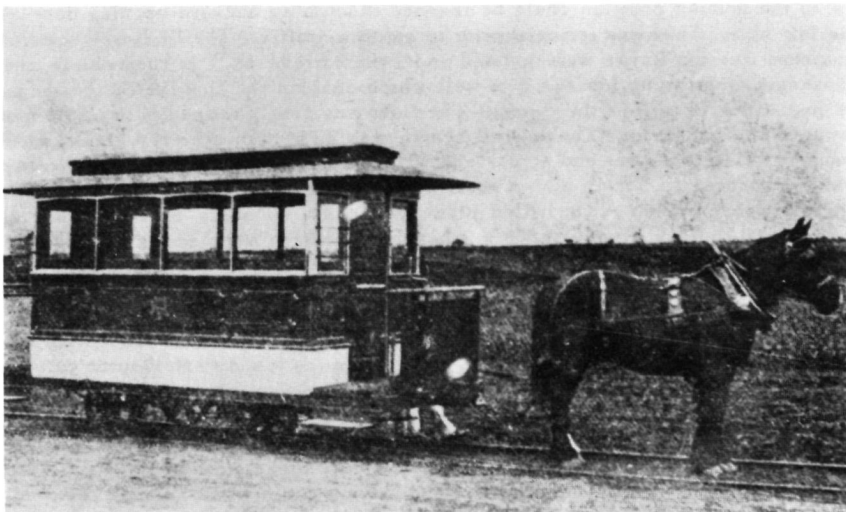
Another interesting tramway development in the Brisbane area was the horse worked line on the Moreton Bay island of St. Helena. This island was established as a penal settlement in May 1867 and replaced the prison hulk *Proserpine* anchored in the mouth of the Brisbane River. From 1866 a quarantine station shared the island with the gaol but this was removed three years later when the island was declared a maximum security prison area. The authorities established workshops on the island and from 1886 a sewer farm functioned there, the night soil of the Brisbane area being delivered in barges and then ploughed into the sandy soil by the prisoners.

A 3 ft 6 in gauge tramway was constructed on the island to cart the sewage in 1886 and records exist in July and November 1888 of the Brisbane Municipal Council purchasing the necessary equipment from the Queensland Railways to make extensions to the line.

The tramway, together with the prison, closed in 1935 and the island was turned over to private lease, the main occupation of the island today being beef cattle grazing.

At present, most of the prison buildings are in ruins, the only exception being the former gaol superintendent's house which is now employed as a dwelling. Even the jetty and causeway, along which the tramway operated, are in an advanced state of decay and access is only possible in calm weather. The Wynnum-Manly Services Club has carried out some restoration in recent years as the island remains a popular picnic spot.

A passenger car was available for service on this horse worked tramway, thus the Brisbane Council was in the tramway business years before the formation of the 1923 Tramway Trust. This tramcar remained in a reasonable state of preservation as late as 1950 but a recent visit revealed the remains of only a



*St. Helena horse tram, Moreton Bay. The cipher ('VR') on the side of the car would suggest that this photo dates from the 1886 to 1901 period.*

—J. Knowles collection



*Baldwin steam motor No. 1 on the Belmont Tramway, Brisbane.*

—late R. Field collection

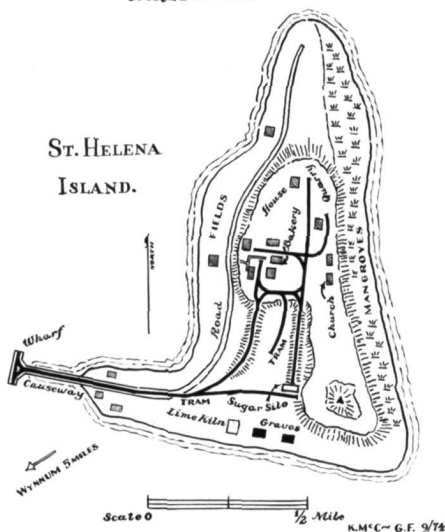
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*OPPOSITE: Brisbane "Stepless car" No. 01 as shipped from the Brill plant in the U.S.A. in 1913.*

*from the Brill Magazine — Ken McCarthy collection*



## MORETON BAY

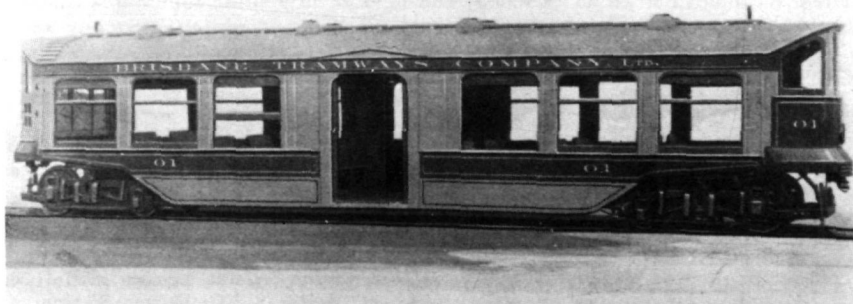


single wheel and axle set with primitive leaf springing. A short length of 3 ft 6 in gauge tram track remains in position, the rest of the 20 lb rail having been lifted long ago for use as fence posts and building girders.

The only other attempt at steam tramway operation in the Brisbane area functioned between May 1912 and 1924 when a 3 ft 6 in gauge branch tramway (or light railway) carried goods and passengers between Norman Park on the South Brisbane to Wynnum railway, to Belmont, a distance of  $4\frac{1}{2}$  miles. The tramway motive power was an 0-4-2 Baldwin steam motor (B/No. 35935 of January 1911) and three passenger trailer cars. Stations, or halts, were located at Seven Hills, Mount Bruce, City View, Mayfield Road, Carina, Baynes siding and at Belmont.

The line was built for, and worked by the Belmont Shire Council during the early period and was later taken over by the Queensland Government Railways. The line ventured beyond the later Belmont electric tramway terminus, but the outer electric tramway 'off-street' track beyond Camp Hill was constructed along the former steam tramway location.

Even though the Brisbane tramways continued to serve the major public transport needs until the tragic Paddington depot fire in September 1962, the considerable track expansion undertaken after the demise of the Company in 1923 followed the basic pattern established by the Brisbane Tramway Company. Thus the operational plans and ideas of Mr. J. Badger were in evidence until the last tram left the streets in April 1969, even though his hand had left the helm 46 years before.



STEPLESS CAR FOR AUSTRALIA. Side doors are manually operated. Car is not arranged for prepayment system

**\* MUSEUM****Notes & News****BALLARAT TRAMS ON THE MOVE**

With the closure of the Ballarat Tramways in 1971, all the tramcar fleet was dispersed throughout Victoria and to South Australia, Western Australia and New South Wales. Some went to established tramway museums, some to groups which had ideas of starting small scale tramways and others to service clubs for static display.

In July and September, two cars have changed hands, being acquired by established tramway museums in Ballarat and Sydney.

*BACK TO BALLARAT**by A. Cook*

After successful negotiations with the Lions Club of Kaniva, the Ballarat Tramway Preservation Society has obtained another tram for eventual operation along the shore of Lake Wendouree. This is single truck car No. 30.

'Operation 30' occurred on the weekend 6th/7th July when 9 members from Melbourne and Ballarat ventured north-west to Kaniva, near the South Australian border. Five pm Saturday saw the last members arrive at Kaniva, this group having towed a trailer and lifting jacks from Melbourne. Saturday night was spent in positioning the jacks. The truck and trailer for transporting the tram arrived early on Sunday morning and lifting of the tram commenced about 8.00 am.

Work was hampered by four lugs protruding from the rails embedded in the concrete plinth on which the tram stood and the rails had to be removed before the trailer could be backed under the tram. It was, however, soon chained to the trailer and after some slipping on the surrounding ground the truck reached the highway, leaving Kaniva at 11.15 am.

At Nhill, patrons in a roadside cafe were startled to see a tram sway past; at Horsham, an equally surprised motorist sought the safety of a gutter as No. 30 hove in sight; at Ararat heavy rain set in.

Despite the bad weather, the tram was placed on old sleepers laid on a bitumen driveway in the Council yard at Alfredton. Lowering took 4½ hours, with considerable trouble extracting the jacks from underneath the car.

'Operation 30' was no easy task; to lift a 12 ton tram, transport it 200 miles and unload it all in 24 hours, and to work in pouring rain, thick mud and frost deserves special thanks to the 9 members involved, while the Society would like to thank the Kaniva Lions Club for making the tram available, the Ballarat City Council for the storage site and Stawell Haulage for handling the transport.

*A Short History of Car 30*

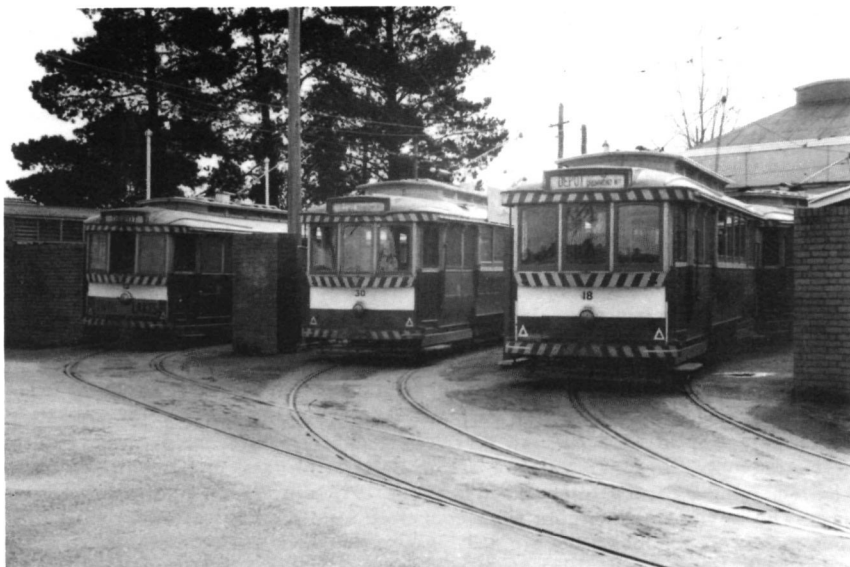
1920 - Built by Duncan & Fraser, Adelaide, for the Footscray Tramway Trust which was taken over the same year by the Melbourne and Metropolitan Tramways Board, classed 'M' and numbered 183.

1935 - Sold to the S.E.C. Ballarat who repainted and converted the car to the standard 'Ballarat pattern' single truck type.

1971 - Car 30 was the last single truck tram to run regular service in Ballarat and upon closure it was stored at Ballarat 'B' Power Station.

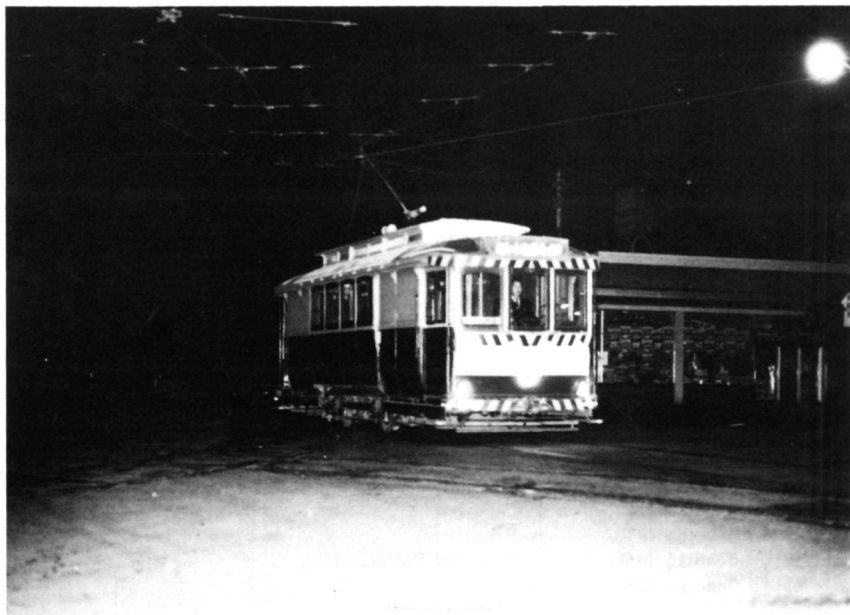
1972 - Transported in February to Kaniva and placed on display next to the Western Highway.

1974 - Transported to Ballarat. Temporary shelter to be erected and restoration to commence.



*Ready for Sunday afternoon run-outs, car 30, with cars 13 and 18 on the depot fan at Ballarat, 25th July 1971.*

—A. Cook



*No. 30 at Hospital corner heading for the depot on the last day of single truck cars in Ballarat, 18th September 1971.*

—A. Cook

*A MEADOWBANK TRAM COMES HOME*

by Laurie Gordon

The Meadowbank Manufacturing Company, situated in the Sydney suburb of that name, was a major producer of tramway and railway rolling stock from the turn of the century until it fell victim of the depression of the 1930's. Whilst most of the company's tramcar production was for Sydney, its products were also in use in Queensland, Victoria and New Zealand.

The Sydney Tramway Museum has 9 Sydney cars in its collection that were built by Meadowbank. These were joined on 16th September 1974 by Ballarat 12, one of 20 cars built by the company for the Prahran & Malvern Tramways Trust in 1915.

The P.&M.T.T. cars were 4 wheel drop end California combinations with longitudinal seating in the saloon and transverse seating in the open ends and were numbered 64 to 83. All the P.&M.T.T. fleet passed to the ownership of the Melbourne & Metropolitan Tramways Board in 1920 and the 20 Meadowbank cars were subsequently classified 'J' but retained their original numbers. The M.&M.T.B. had little use for the cars as 7 had been sold to the Melbourne Electric Supply Co. in 1928 for use at Geelong, while 5 were sold in 1931 to the Electric Supply Co. of Victoria for use in Ballarat (3 cars) and Bendigo (2 cars). The remaining 8 cars were scrapped between 1928 and 1931.

The seven Geelong cars were converted for 1 man operation in 1932. The open ends were enclosed and the seating altered. Four of these cars were transferred to Ballarat during 1935-36 after the State Electricity Commission of Vic. assumed control of the provincial tramways; the 3 remaining cars were scrapped after the closure of the Geelong system in 1956. The three cars sent direct to Ballarat were also converted for 1 man operation. This was done in several stages, finally resulting in the familiar arrangement for loading from both sides as necessitated by the track layout. The 4 cars transferred from Geelong were altered to conform to this design. One of the Ballarat cars was scrapped in 1956 and another transferred to Bendigo (together with an ex-Melbourne M class) in exchange for a bogie car (2nd No. 1, to become Ballarat 2nd No. 37 and now also in Sydney). The remaining 5 cars went out of service when the Ballarat system closed in 1971 and were generously donated by the S.E.C.V., along with the rest of the fleet, to various organisations for preservation.

The 2 Bendigo cars were also converted for 1 man operation, on the Geelong style and remained in service until scrapped in 1951 and 1956 and were thus gone when the ex-Ballarat car arrived in 1960. This latter car was used until the system closed in 1972, and is still at Bendigo.

SUMMARY OF J CLASS TRAMS, Nos. 64 to 83

Scrapped in Melbourne:- 69, 70, 72, 74, 77, 78, 80, 81

Sold:-	64	65	66	67	68	71	73	75	76	79	82	83
GEE LONG No:-	26	28	25	24	30	27	—	29	—	—	—	—
BALLARAT No:-	—	11*	—	—	13*	12*	17*	14*	19*	—	16*	—
BENDIGO No:-	—	—	—	—	—	—	—	—	7#	6*	—	4*
Disposal:-	a	b	a	a	b	b	b	b	c	d	e	f

\* Second car to carry number on this system, # Third car to carry number.

a. Scrapped Geelong 1956.

b. Preserved

c. At Bendigo 1974

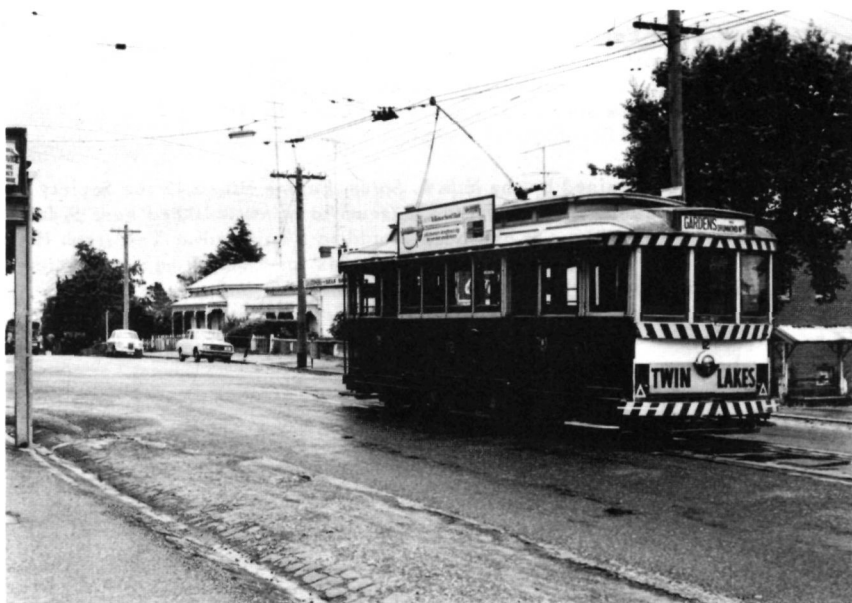
d. Scrapped Bendigo 1956.

e. Scrapped Ballarat 1956

f. Scrapped Bendigo 1951.

Allocation of Preserved Cars

11 Daylesford & District Historical Society



*No. 12, at the Mount Pleasant terminus in November 1970.*

*—Chris Jacobs*



*Ballarat car No. 12 proved an interesting variation to the more mundane loads normally carried by Stawell Haulage.*

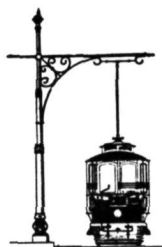
*—Bob Harvey*



- 12 *N.S.W. Steam Engine Preservation Society*
- 13 *Lake Goldsmith Steam Engine Preservation Society*
- 14 *Ballarat Tramway Preservation Society*
- 17 *Tramway Museum Society of Victoria*

No. 12

This car was obtained by the N.S.W. Steam Engine Preservation Society to provide transport through their projected museum to be established near Sydney. Pending finalisation of plans it had been stored in a hayshed at Telegraph Hill, in central Victoria. With the development of plans for a major museum of transport and industry in Sydney, in which the N.S.W.S.E.P.S. and the S.P.E.R. are to be major participants, it was decided to rationalise exhibits and as a result No. 12 was given to the S.P.E.R. It will initially be operated at the Sydney Tramway Museum at Loftus.

**from LOFTUS****SOUTH PACIFIC ELECTRIC RAILWAY**

At 11.15 am on Monday 16th September 1974 the Society's 26th tram, Ballarat No. 12, arrived at Loftus. Much preparation was necessary to move and house this tram. The trackwork to connect the two tracks in the depot annexe was pushed to completion and the 4 trams and 2 bogies here were repositioned. This move, together with the removal of the tower wagon from the annexe, enabled No. 12 to be housed under cover on its arrival.

Preparatory work over the weekend of 7th/8th September saw No. 12 moved out of the hayshed and slewed at an angle to the adjacent road ready for loading. The car was loaded on Saturday 14th, a bitterly cold day, with freezing winds and spasmodic heavy rain and hail. The workshop jacks from Ballarat depot, now in the possession of the B.T.P.S. were used for loading and later, at Loftus, unloading. Due to the bad weather, loading was not completed until 3 pm and when night fell obly Stanhope had been reached and not before floodwaters had to be negotiated. Sunday night was spent a few miles north of Yass and arrival at Loftus was, fortunately, in glorious sunshine.

Use of jacks for unloading makes aligning of wheels with the tracks somewhat difficult and it was mid afternoon before No. 12 was fully on the track. The trolley pole was installed and preparations were made to drive the car into the depot, but to no avail. As the day was wasting it was decided to tow No. 12 and for this Brisbane No. 71 was used. Imagine that, a Brisbane tram towing a Ballarat tram in Sydney! (Also Brisbane 71 towing former Melbourne 71!!) Minor adjustments were made on Tuesday night and the car was ready to go, but not to stop, as the brake rigging was not installed until the following Sunday.

Many people are to be thanked for their efforts to make this move possible. Firstly Mal McAulay who made two trips to Telegraph Hill and Bob Harvey, Mike Giddey and Ian Hansen who helped with the loading and especially two B.T.P.S. members, Geoff Cargeeg and Peter Rees who helped with the preparatory work, then the loading and even came to Sydney to help unload. Invaluable help was

given by Ron Ross, the driver from Stawell Haulage, who moved No. 12 to Loftus and who went out of his way to ensure that everything went smoothly despite adverse conditions for much of the time. Thanks are also due to Jack and Mrs. Kirkpatrick for looking after No. 12 on their property and also for looking after our workers; to the B.T.P.S. for making the jacks available for the move and to the N.S.W.S.E.P.S. for giving No. 12 to the Society.

#### *Depot News*

Brisbane car 295 was moved from the back of depot track No. 1 at the end of September and its place taken by P 1497 which will receive attention to the fibreflass roof covering and fascia repairs.

A start was also made in September on erecting a chain wire fence around the rail and sleeper stacks and across the main line between the depot and the railway platform. Original plans were for a perway yard behind the substation between the tramway main line and the railway. As an interim measure the existing side yard was built. Due to a recent spate of sleeper stealing it was decided to proceed with fencing the area rather than construct the perway yard and move the sleepers and rail.

With the demolition of the roundhouses at Enfield imminent, a start was made to the first week of October to remove all Society property stored there. In addition to the 3 trams and the Cadillac railmotor, there are 3 bogies, 2 trolleys and numerous smaller items that came from Brisbane, Ballarat and Randwick with the trams.



*The late afternoon sun throws camouflage shadows across No. 12 as it stands on the new headshunt track at Loftus.*

—Bob Harvey



*Members of the track gang starting work on the now-completed installation of a checkrail on the curve to the depot area. To the left is an ex-Canberra bomber hydraulic jack used extensively in this work.*

—Tim Atherton



*The depot superstructure at Ferny Grove with the tower wagon in position for for roofing operations. The second depot will be built to the right of the shed in this photo.*

—Tim Atherton

from **BRISBANE***The BRISBANE TRAMWAY MUSEUM SOCIETY*

The decision by the Council of the Society to discontinue *Dreadnought* as the monthly, official publication, and to join other Australian museums in participating in *Trolley Wire* was made after much discussion, from General members to Councillors alike; however it will now mean that the Brisbane Tramway Museum Society will join with other kindred associations in a spirit of co-operation, and sharing of progress and historical news.

The Brisbane Tramway Museum Society welcomes the step, and hopes it will bring the contributing museums into a mutual feeling of companionship, co-operation and well-being. We are proud to be included in *TROLLEY WIRE*, the Journal of Australian Transport Museums.

Although *Dreadnought* has ceased publication, local members of the Society will be kept up-to-date with internal news and arrangements which lack of space naturally excludes from *Trolley Wire*. The news sheet is named *BABY-DREADNOUGHT*, after that small class of tramcar represented in the B.T.M.S. museum fleet by No. 99.

**MUSEUM PROGRESS**

Progress at the site has seen a dramatic increase this year, spurred on by the granting of the lease, and the inclusion of the Society's lease and surrounding parkland into the 'Green Belt' planned to surround the outskirts of the city. The area is rapidly assuming the appearance of a tramway museum.

The first depot superstructure, formerly the front half of Ipswich Road tram depot's roads 4, 5 and 6, is now fully erected. The second depot building, the rear, and newer half of the same depot bay, will follow later. The roofing is proceeding as fast as rust-proof painting of the top of the purlins will allow. At the time of writing almost one fifth of the roofing is completed. Wall cladding used will be colour-bond steel, in a mellow gold colour that compliments the surrounding bush very well. Tracklaying in the shed, and of the depot fan will start in late September. The completion of the first shed will provide covered space for all the cars at present stored in the open.

Tracklaying undertaken has included the remaining two roads into the Workshop from the three-way point, and the track up to the depot building. A Sydney-style check rail of 75 lb section has been installed on the inner rail on the curve leading to the depot area. Straight 80 lb rail has been laid for a distance of 75 yards from this curve, towards the future terminus area.

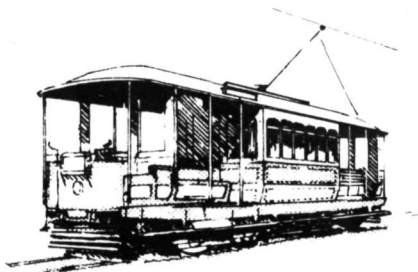
Substation equipment has been undergoing cleaning and restoration work ready for a start on the building of the powerhouse once the concrete floor has been laid. The sand and gravel for the floor has been delivered and work will start soon on this rather large task.

Restoration work on Dropcentre car 341 has reached the stage where sanding of the woodwork in one end saloon has been completed and several coats of pink primer have been applied. The open centre section will receive attention next. Re-chroming of interior grab handles has proved a costly business, but pays for itself in appearance when these are reinstalled. On present indications the immaculate Combination car 47 may have a rival in No. 341!

The petrol-electric generator in scrubber 15 has recently undergone a minor



**IPSWICH ROAD DEPOT:**— The former tram and bus depot is now almost completely demolished, with only the tower and some of the bus sheds at the back still standing. Work has, however, now been halted by the cancellation of the demolition company's contract for alleged failure to pay money owing to the City Council. A shopping centre was believed to have been planned for the site; its future now is uncertain. Meanwhile, what remains of the depot stands amongst a huge pile of rubble to remind passing motorists of a bygone era.



## DESTINATION – CIRCULAR QUAY

In answer to the many requests received for copies of this publication, we would like to advise that *D-CQ* is now out of print. Originally written by SPER members, with the first edition appearing in 1963, the book has been very popular. Rather than approve a further similar edition, the SPER Publishing Department has commissioned a complete re-write, and, as a result of the material to hand since the last edition of *D-CQ* appeared, *NEW SOUTH WALES TRAMCAR HANDBOOK 1861-1961* is now in production. To cover all aspects of N.S.W. tramway rolling stock over this one hundred year span, including horse, steam, cable and electric trams as well as trolley buses will entail the publication of at least two 76 page volumes. The first is proposed for release late 1974 with a subsequent volume as soon as possible thereafter. These books are intended to form a companion index to the detailed *CENTURY OF NEW SOUTH WALES TRAMCARS* series of tramcar histories, production of which has been suspended due to printing problems, but with suitable alternatives now at hand, production of further volumes is proposed from early 1975.



overhaul, and had a new governor installed. It continues to provide invaluable assistance by operating the air compressor to run jackhammers, rail and sleeper drills, and rail grinders (air and electric). It sees occasional use, of course, in running other trams as well. The huge railbender will soon be returned to operating condition by our electrician, John Hudson, to assist the track gang in their work in the terminus area and later up the right of way.

### ACQUISITIONS

The Society was donated a mobile (?) newsagents stall which had been a part of the Upper Edward Street scene for nearly 50 years, and on the weekend of 17th/18th August it was transported, with some difficulty prior to the removal, to the museum. After structural repairs and restoration the stall will see use in the museum area as a mobile book shop.

### EXHIBITIONS

The Society has recently manned a photographic display of tramway interest at the local Ferny Hills State School and will carry out a similar display at the Brisbane City Hall late in August. In mid-October, the Society's horse car replica, No.41, will again see post-closure operation on a section of the former system's trackage in reservation at Belmont. The B.T.M.S. will be running the car in conjunction with the Y.M.C.A. It is anticipated that this event will generate the same benefits and interest as did the running of the car at Chermiside in August 1970. (See *T.W. - Dec. 1970*)

### VISITORS

Although not yet open to the general public, the Society extends an invitation to all members of any museum society in Australia, to visit the museum site at McGinn Road, Ferny Grove during weekends and holidays, without prior notice being necessary. Mid-week visits can possibly be arranged by writing or telephoning the Secretary. All visitors will be shown over the museum, and we will try to help you in any way we can. Visitors who wish to see items of tramway or transport interest in Brisbane, and who haven't a clue how to find their way around (not hard in Brisbane) should contact the Secretary, and we will try to arrange a member to drive you around and show you what there is to see.

### BAR-B-QUE

*Finally....* for B.T.M.S. members, and interstate visitors in Brisbane at the time, please note that there will be a Bar-B-Que at the Museum on 2nd November 1974. We hope you will all come along and meet your fellow members and their friends. This is a social night with a chance to meet in a casual atmosphere your fellow members, and, we hope, members of other museums. Watch *Trolley Wire* and the News Sheet for details.

### LATE NEWS

Further to the Bar-B-Que news item above we have received word that during the afternoon of the 2nd November, commencing at 2pm trams will be operated over a length of track now being finished and fitted with overhead wiring. At 2.30 car 554 will be officially driven into the new depot building to open it, while No. 231 will be available later for a special visit by the Retired Tramwaymen's Club and a night run after the evening eats. Visitors may obtain a meal ticket ( steak, salad and roll, tea or coffee) by sending \$1 per head to the Secretary, B.T.M.S.

Postal Address for the Brisbane Tramway Museum Society is:-  
B.T.M.S., McGinn Road, Ferny Grove, Queensland.

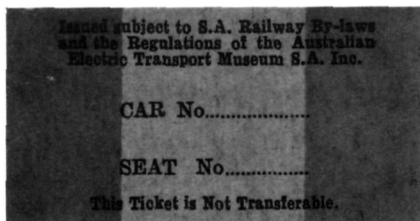
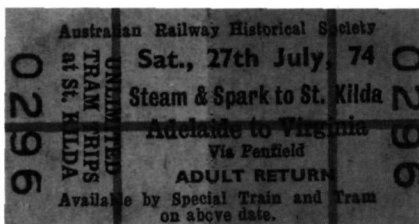
## from ST. KILDA



### AUSTRALIAN ELECTRIC TRANSPORT MUSEUM

#### SPECIAL HIRING

The Museum's largest special hiring so far took place on Saturday 27th July 1974 when the Australian Railway Historical Society operated a special tour to St. Kilda. An Rx type locomotive drew the special train to Virginia, from where a fleet of buses took the passengers to the Museum. The Museum's six operating tramcars provided a continuous service throughout the afternoon from the depot to St. Kilda Beach and return, the passengers being granted unlimited riding facilities on the trams. Special tickets valid on both the train and the trams were printed by the South Australian Railways. The front of the adult ticket and the reverse side of the child ticket are shown here. The adult ticket is yellow white and green, while the child ticket is yellow and white with overprinted blue stripes.



While on the subject of tickets, we also reproduce below the range of tickets normally issued on the St. Kilda Tramway. Measuring approximately  $3\frac{1}{4}$  in by  $1\frac{1}{2}$  in they are all printed with black on a colour background with type, issue and number in red. The tickets are, from left to right:- Adult — admission to the museum and one tram ride (on pink colour background); Adult ticket for tram ride only (on yellow); Concession — admission and tram ride (on white) and Concession ticket for extra tram ride (on blue).

#### DEPOT NEWS

During August, erection of permanent overhead on depot road 1 was completed, and more recent work has centred on minor improvements to the main line overhead, including additional pull-offs on Lines Road and near the loop. Cast iron pole bases have been fitted to span poles in Lines Road and the St. Kilda Road tree reserve.

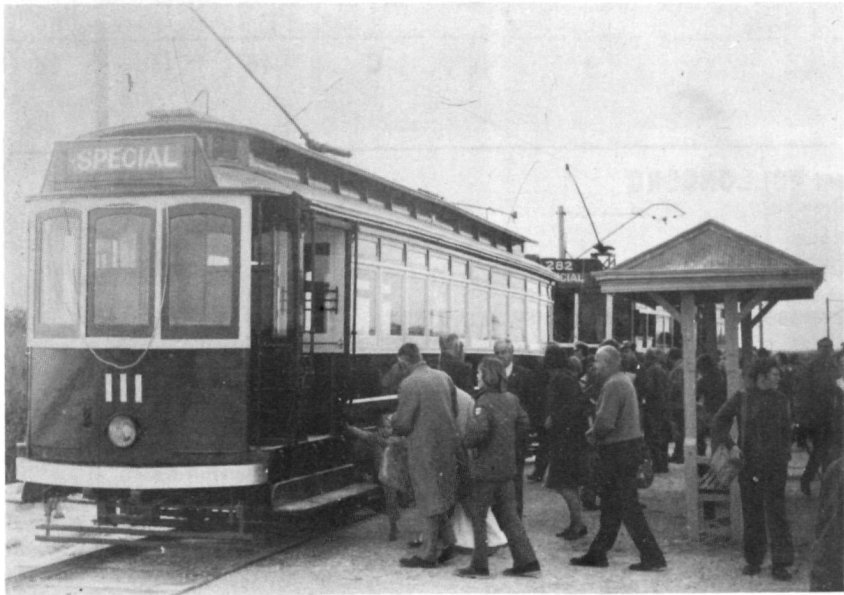
Following pouring of additional concrete flooring, attractive new timber panelling and display boards have been installed in the entrance building. New fencing has been constructed in the car park.

#### CAR NEWS

A 100 gallon capacity track spraying unit has been constructed on one of the truck shop dollies for use in weed control on the main line. New destination blinds have been added to car 381. In addition to the standard Museum signs,

*On 27th July 1974, a special train and a procession of buses ran to St. Kilda. Our photos show (Top) the tram fleet standing ready, (Centre) the buses arriving and (Bottom) visitors changing cars at the St. Kilda Beach terminus.*

—John Radcliffe



the greater destination sign display area on this car has allowed the fitting of two new signs, which are 'via Shell St.' and 'Last Tram'. The latter sign is used when car 381 is rostered to make the final run for the day.

A change in operating procedures now allows the trailing of cars through switches on the Mangrove Loop. Previously, switches were changed manually before passing through in either direction.

#### OTHER NEWS

On 14th August 1974, future developments at St. Kilda were the subject of discussions between the S.A. Director of Tourism, Recreation and Sport (Mr. W. F. Isbell), the Mayor of Salisbury (Mr. H. F. Bowey), the Town Clerk (Mr. J. Bormann) and the Deputy Town Clerk (Mr. D. J. Williams). An inspection of the township was made in car 282.

The Museum recently entered the field of facsimile reproduction of historical texts by reprinting 'The Tramways of Adelaide', a 50 page book originally issued for the opening of Adelaide's tramway system on 9th March 1909. This new publication sells for \$3.00.

Australian Electric Transport Museum (S.A.) Inc. St. Kilda				Australian Electric Transport Museum (S.A.) Inc. St. Kilda				Australian Electric Transport Museum (S.A.) Inc. St. Kilda				Australian Electric Transport Museum (S.A.) Inc. St. Kilda			
ADULT				ADULT				CONCESSION				CONCESSION			
MUSEUM	MAOQ	ISSUED SUBJECT TO MUSEUM REGULATIONS	MUSEUM	MUSEUM	MAOQ	ISSUED SUBJECT TO MUSEUM REGULATIONS	MUSEUM	MUSEUM	MAOQ	ISSUED SUBJECT TO MUSEUM REGULATIONS	MUSEUM	MUSEUM	MAOQ	ISSUED SUBJECT TO MUSEUM REGULATIONS	MUSEUM
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HOTEL - MANGROVE STREET	<b>A R RIDE</b>		HOTEL - MANGROVE STREET	HOTEL - MANGROVE STREET	<b>R RIDE</b>		HOTEL - MANGROVE STREET	HOTEL - MANGROVE STREET	<b>A R RIDE</b>		HOTEL - MANGROVE STREET	HOTEL - MANGROVE STREET	<b>R RIDE</b>		HOTEL - MANGROVE STREET
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## from WOLLONGONG



#### ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY

The last three months have been a time of rush as urgent situations have confronted the museum, causing planned activities for the work day to be cancelled so that the matter of urgency could be settled.

By late September the park rail fence enclosing the initial 6 acre lease was completed and work is now proceeding on gate construction which will allow the Council tractor and lawn mower to pass through the museum area to reach the adjacent aerodrome fire breaks. During August, the gutters along the abandoned part of Croome Road, which passes through the museum, were cleared of scrub allowing surface water to now quickly flow off the site and the water table to lower.



*The former S.E.C.V. Malcolm Moore petrol 2ft gauge loco at Albion Park on 24th August 1974.*

—Ken McCarthy



*The Malcolm Moore loco takes a break from manual work to haul a load of visitors in former Newnes skip No. 101 at Albion Park.*

—Ken McCarthy

At 10.22 am on Saturday July 20th, the ex S.E.C.V. 2ft gauge Malcolm Moore loco came to life, being the first item to operate under power on the Albion Park tracks. The loco was put through its paces hauling a long train of side tip wagons and since that date has been used on occasions to propel wagons along the line during ballasting operations. By late August almost 100 yards of 2ft gauge track had been laid at the museum.

During September most efforts were directed at vacating the temporary store location at Balgownie. This was made available in 1972 for the museum to stack sleepers, vehicles and rail while the search for a site progressed. During March and April a start was made on gradually transferring material from Balgownie, but little could be done until the passing of the wet weather. The job was completed during September with some haste as building construction has commenced on the store area.

A start was made during August on track lifting at the northern end of the former Corrimall Coal Company 2ft gauge railway. At this time last year, the I.L.R.M.S. lifted the track from the southern portion of the line and recently about 300ft of track has been retrieved from the extreme northern end. A work party had to partially rebuild the 'A' frame bridge on 3rd August before track lifting and transportation could commence. Vandals had removed bolts from the structure, but it is now restored ready for use. Honorary Rangers are now patrolling the Australian Iron and Steel Co. Corrimall bush area so we anticipate little further trouble of this nature.

Several interesting items are expected at the museum in the next few months, news about which will appear in future issues of *T.W.* This expansion is causing some problems in museum planning as the multitude of gauges covered by the exhibits are:- 2ft; 2ft 6in; 3ft; 3ft 6in and 4ft 8½in!

#### *Late News*

Many New South Wales readers perhaps regret that the railway preservation movement was launched too late to retain the Shay locos at Newnes. The I.L.R.M.S. is unable to turn back the clock to rescue the Wolgan locos but they have been able to get A-type Shays Nos. 906 of 1904 and 2097 of 1908 and the Society is hoping to reconstruct one static Shay from these parts with the possibility of the loco working, in the future. The delivery costs amounted to over \$1,000 of which \$600 has been promised. The Society would like the project to be self-contained, but donations from Shay fans would be welcomed by the Treasurer, I.L.R.M.S., PO Box 1036, Wollongong, 2500.

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## from PARRAMATTA PARK

### STEAM TRAM PRESERVATION SOCIETY

On 8th August 1974, the Society took delivery at Parramatta of another major exhibit — former Sydney C class tram No. 37. The tram had for many year been used on the Byron Bay wharf line, in company with steam trailer 74B, also at Parramatta. No. 37 was first used on 18th August, and re-appeared on the following Sunday when trams were specially steamed for visitors from New Zealand. The C car joins another of this class, No. 95, on the tramway and came to Parramatta by courtesy of an enthusiast who had retrieved it some years ago from its resting place up north.



*Steam motor No. 103A hauling cars 74B, 37C, 95C and 191B at Parramatta Park on 25th August 1974.*

—Ken McCarthy

## from BYLANDS



### TRAMWAY MUSEUM SOCIETY of VICTORIA

The introductory sentence to our Late News items in the August *Trolley Wire* seems to have been a remarkably accurate forecast, ('It never rains but it pours'). A few hours before our cartage contractor was due to lift the piles of rail from the Wantirna orchard, Melbourne's relatively dry spell broke. Consequently all the heavy items are still there waiting for the ground to dry out, although we managed to get a light truck in (and out!) to remove all the lighter and portable material.

#### *Depot*

Work parties in July saw the completion of two outstanding jobs associated with the depot. All of the short sheets of iron have been fitted to the east wall and, finally, when the wintry conditions eased temporarily, the remainder of the roof vents and ridging were fitted. Depot work is now concentrated on completing the rear wall. The timber framework in the gable has now been finished and the fibreglass and iron sheeting should be erected by late September. This end will then be weatherproof and completion will be achieved by fitting a few lengths of pressed sheet iron on corners, door edges and along the gable edges. Wiring for internal lighting has continued and lamps hung from the centre of each truss.



A switchboard is being installed at the rear of the shed to allow a permanent power supply to be connected.

#### *Track*

As depot construction work tapers off, some of our volunteer workers are now starting the next phase of museum development - regauging the old main line track. Work commenced on 1st September, and 15 lengths of rail have been despiked and about 70 sleepers drilled to enable the western rail to be moved in to standard gauge. Mike Duncan has produced a very respectable drilling jig to speed the work. Our initial target is from Union Lane to just north of the Gang Shed. This will leave the rest of the line still 5' 3" gauge and available for use by the 'Sheffield' motor trolley.

#### *Road Roller*

When the Ballarat tramways closed, the S.E.C. donated their Jelbart Road Roller to the museum. This machine had been used by the track gangs since about 1935. It was subsequently stored near Ballarat on private property until transported by low loader to Bylands on 29th July. It is now stored in the south end of the shed on No. 2 road.

#### *Visitors*

We have recently played host to two special groups at the museum. On Friday 30th August, we were visited by 65 children and teachers from the Collingwood Community Centre. These children, who come from an underprivileged inner suburb of Melbourne, appeared to enjoy our exhibits, and over-stayed the scheduled departure time. Our caretaker's new lambs got quite a deal of attention while the 'Lakes District' was explored for tadpoles! We also welcomed six members of the Tramway Historical Society from Christchurch, New Zealand, on the following Sunday. Quite interesting conversations took place, and some of the visitors are already thinking of another visit next year.

#### *Invitation Received*

The Society has been asked to participate in the Melbourne Historical Tourist Centre which is planned for the Police Paddocks area at Rowville, north of Dandenong. The project is being promoted by the City of Knox. The invitation extends from merely contributing a small, static display to full participation as a major contributor to the project. Our Museum Board has held discussions with the project's Executive Committee and areas of mutual interest are now being investigated.

#### *Cable Car*

A keen-eyed member recently noticed a cable tram advertised for sale and enquiries indicated it to be some 160 miles from Melbourne. We never cease to be amazed at the distances from Melbourne that people transported cable trams to their properties. This trailer car was owned by a local service club which had decided not to proceed with a project to restore it and place it in a local park. Subsequent negotiations resulted in the Society purchasing the car. It is in fair overall condition, but will need some body repairs and, naturally, a complete repaint and revarnish. Transport to Bylands should take place about the end of the year.

#### *Exhibition*

The Tramway Staff Ball was held at the Royale Ballroom, Exhibition Buildings, on 14th September, and the Society was invited to contribute a display. Two double sided boards portrayed our activities and objects, while a small selection of relics were on view in a display case. Several of Tony Cooke's large model tramcars showed the evolution of Melbourne's vehicles together with three



*Cable trailer No. 256 emerges from its 48 years hibernation!* —Keith Kings

contributed by the M.&M.T.B. We were allowed to run a small Sales table at which many post cards, Christmas cards and other items were sold.

#### *Another Cable Tram*

We were told about a cable tram trailer at the bayside resort of Rosebud, early in August. Three members made contact with the owner and inspected the car later that month, not knowing that a discussion would soon take place resulting in a decision that would create a flurry of activity – and which would land said cable tram in Bylands depot on Monday 23rd September! The complete story of the discussions, decision, plan, revisions, etc. (almost ad infinitum) that were needed to co-ordinate personnel, trucks, and the like would fill a book. Suffice to say that-trailer No. 256, withdrawn from the Prahran line in 1926, ended some 48 years 'on the beach' (well, almost), on 22nd September. It is in quite good condition, except for the 'bay' end, which is naturally weathered, and some broken glass and louvre sashes. It had sheltered under a well-built gable roof with wide eaves. Undergear is complete except for brake rigging. A complete cleaning and washdown will be undertaken immediately, followed by external stripping and repainting. It is hoped to have the car externally complete before the end of the year. Our sincere thanks are expressed to our benefactors for donating the car.

#### *Museum Inquiry Submission*

The Australian Government earlier this year appointed a Committee of Inquiry on Museums and National Collections, and invited those interested to make written submissions. The terms of reference suggested basically an exploratory and advisory approach to the matter, with action to come from Government level at a later date. Our Society produced a multi-page illustrated report detailing our achievements to date, overall long-range plan, and immediate aims.

## HISTORY REPEATS ITSELF

MOST READERS are aware that Sydney's first tramway, the horse worked Pitt St. line of 1861, closed in 1866 and a further thirteen years were to pass before tramways again appeared in Sydney in the form of the Elizabeth St. steam undertaking in 1879. Recent events seem to indicate that history may repeat itself. The Sydney tramways again closed in 1961 and *thirteen years later*, in 1974, positive planning was initiated with a view to their reintroduction for a third time!

During May 1974 representatives of the Melbourne and Metropolitan Tramways Board inspected the possible routes for the reintroduction of trams between the Railway and the Quay and the results of this study were released on 26th September. The study revealed that the reintroduction would be a favourable move for the inner city area of Sydney. Two possibilities have been investigated. One envisages a circular route, between Eddy Avenue and Circular Quay with the northbound track along Castlereagh St. and the southbound one along Pitt St., the route followed previously by the cross city lines. The alternative plan considered calls for two tracks along Pitt St., in both cases considerable areas of road space would be closed to all but tram and pedestrian traffic.

The trams would be housed in the 12 road Ultimo depot, opened in 1899 and still complete, with some tracks, some overhead wires, depot yard track and two trams, one an O car (No. 805), the other an R tram (No. 1738), stored at that location for the Museum of Applied Arts and Sciences, the present owners of the site. A major tram-bus-train interchange would be established either in Eddy Avenue or on the upper level on the former tramway colonnade.

Costs and preparation tasks seem to prefer the old Pitt-Castlereagh Streets circular route as no major rerouting of underground facilities such as sewers, water mains, and cables would be required as the old tramway alignments would be followed. In fact, the entire track and overhead construction costs would be in the vicinity of \$1 million which makes the undertaking a very cheap public works project.

The Minister for Transport has mentioned that several old toastrack type cars would be attached to the system for tourist service, but the major traffic would be carried in mod-

ern European articulated units. The fleet of trams would amount to approximately \$10 million, and if a 10¢ fare is charged, this figure would be slightly increased to cover the installation of ticket issuing machines. The annual running costs would amount to just over \$1 million while a 10¢ fare charged for a possible daily loading of 110,000 passengers would yield about \$1.23 million p.a. The authorities are also investigating the possibility of making this facility free, which would cause the daily average to be increased to 140,000 passengers, and operating costs to fall to \$730,000 per annum.

The Sydney press has made favourable comment on the proposals. The *Sydney Morning Herald* has even expressed such kind phrases as the expected 'rumble of modern electric trams'. This is a great change from the editorials of the 1950's when the words 'clatter', 'rattle' and 'bump' were always mentioned when referring to the tramways of the city. Also in that issue of the *Herald* of 27th September the topical 'Column 8' suggested that a 'Tramway Lottery' could be established to finance the scheme. The readers of this magazine would perhaps support a better scheme! Each Sydney newspaper which wrote an editorial recommending the scrapping of Sydney's tramway assets in the 1951-61 decade, should contribute \$50,000 per editorial towards this new scheme. Thus the media which helped shape public opinion against the tramcar at that period could in some small way compensate the people of Sydney for the inconvenience caused over the intervening thirteen year period.

The Sydney tramway report now goes before the Australian Government to see if it is eligible for the urban transport grants being distributed by that body to revitalise public transport and to return inner city areas 'to the people'.

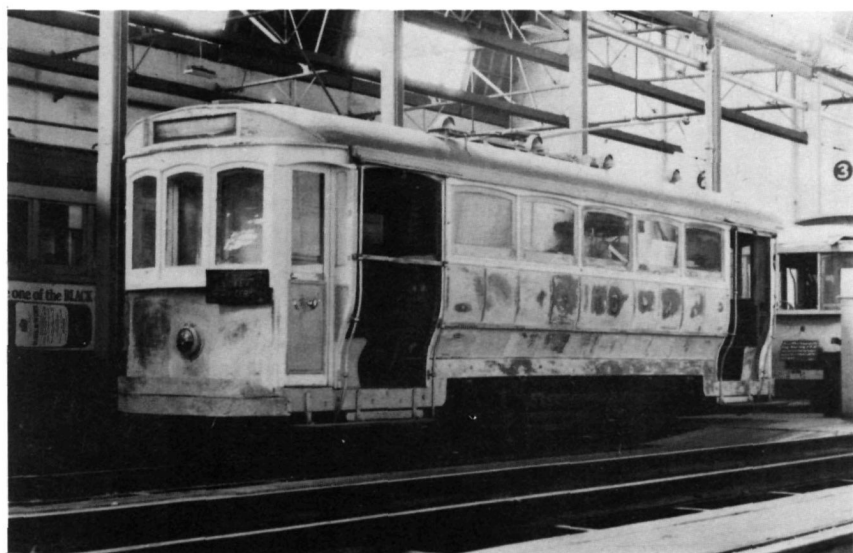
—Ken McCarthy

### Re: BIRNEY CAR IN AUSTRALIA — 50 YEARS

A correspondent, Mr. T. Wilson has made available a photo of Birney 303 in service on the Port Adelaide lines at Semaphore terminus. This photo shows quite clearly that the car, at that stage, carried only one trolley pole. The square tower on which the trolley base is mounted shows no obvious signs that it had been reduced in length from that size needed to carry two poles, so perhaps the cars *did* enter service with only one pole each.

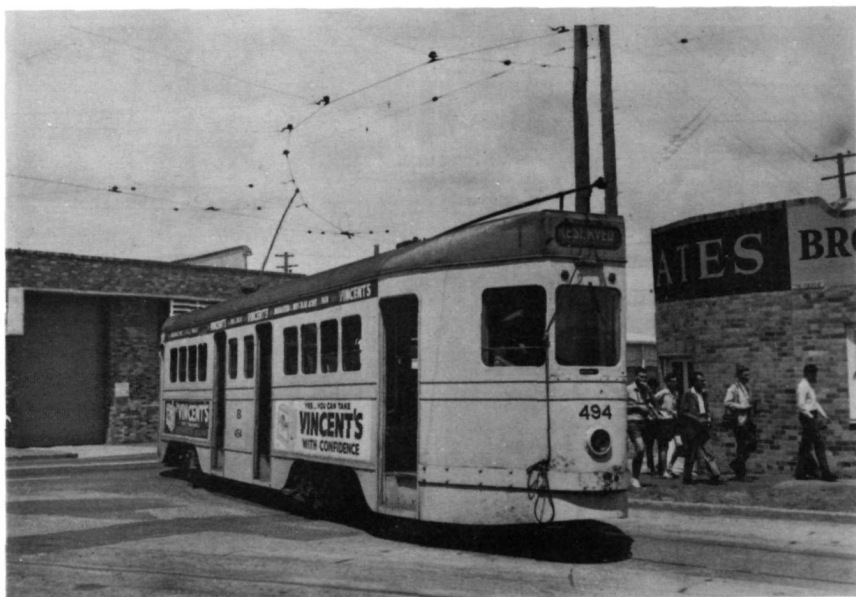


*Interior of Bylands depot from south end doorway on 25th August 1974.*  
—Keith Kings

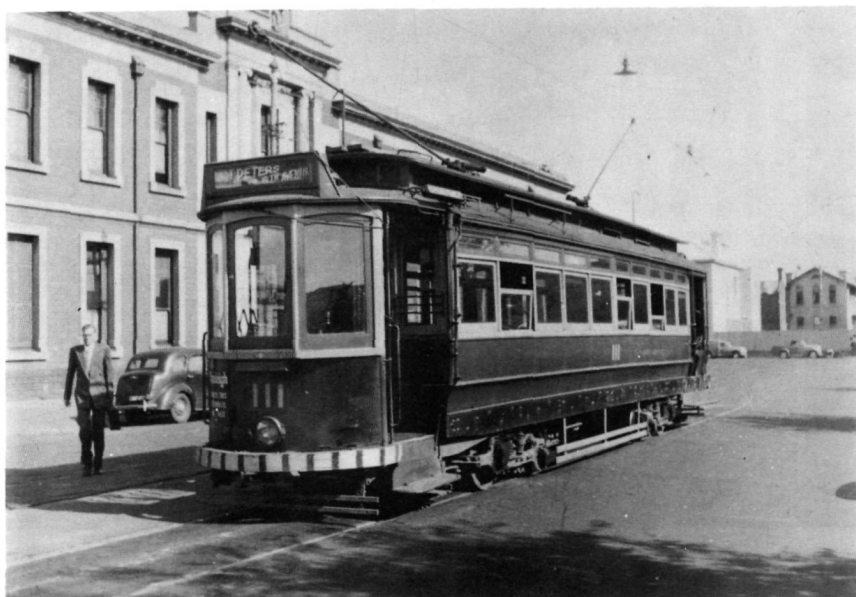


*No. 180 in Malvern depot; not in wartime camouflage, but merely being rubbed down and primed before receiving an undercoat.*  
—G. Davey

**PRESERVED TRAMCARS IN AUSTRALASIA**



*Brisbane "Four Motor" car 494 at Wolloongabba sidings, October 1968.*



*Adelaide E1 class car 111 in Victoria loop, Victoria Square. —H. D. Ellerton*

Part 2 of a series of notes listing the preserved trams, trolley buses and electric railway vehicles.

### Queensland

#### BRISBANE TRAMWAY MUSEUM SOCIETY

*This group has collected a large representative fleet of trams and trolley buses once operated by the Brisbane City Council Transport Department. All exhibits are ex-B.C.C.*

TRAMS: 14, 15, 41, 47, 65, 99, 128, 136, 140, 231, 277, 300, 386, 400, 429, 480, 494, 519, 554.

TROLLEY BUSES: 1, 34.

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### South Australia

#### AUSTRALIAN ELECTRIC TRANSPORT MUSEUM

*Preserving examples of Adelaide's street transport system. Depot at St. Kilda, north of Adelaide, tram rides Sunday afternoon.*

TRAMS:	1 A - MTT	21 - SEC(Ball)	29 - SEC(Ben)
	34 - SEC(Ball)	42 A2 - MTT	111 E1 - MTT
	173 C - MTT	192 D - MTT	282 F1 - MTT
	381 H1 - MTT	Horse box - MTT	

TROLLEY BUSES: 216 - MTT, 417 - MTT, 526 - MTT

ELECTRIC LOCOMOTIVE: 1 - BHP

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#### NATIONAL TRUST OF SOUTH AUSTRALIA

*Has one restored horse car - on loan to A.E.T.M.*

TRAM: 18 - Adelaide & Suburban Tramway Co.

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### **PRESERVED TRAMCARS and the Bendigo Trust**

A number of correspondents have expressed concern that we listed certain preserved tramcars as 'belonging' to the Bendigo Trust in the June issue of this magazine. It was not our intention to do more than indicate that these tramcars were being 'held' by this group pending an official Victorian Government decision on their future.

We would point out that the Trust were only given permission and money by the Government to enable four trams to be made serviceable, and that at no stage were any trams actually handed over to the Trust. The Bendigo Trust, on the other hand, have acted as though they own the trams. Until the Victorian State Government officially disposes of the fleet, the trams still belong to the S.E.C. The Bendigo Trust only own the body of old No. 8.

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### **HERE and THERE**

#### WALHALLA & THOMPSON RIVER STEAM TRAMWAY

Walhalla, Vic. 2ft 6in gauge steam. (last report - TW Oct 1973)

Information received from Mr. R. Kain, the organiser of this interesting undertaking, reveals that the rebuilt 2-4-2 loco (former 0-4-0 Couillet 861 of 1886) made its first run on 3rd February 1974 hauling three ex VR NQ open bogie trucks

and a louvre van up the heavily graded 1 in 30 track with the power and fury perhaps only possible on a diet of South Maitland black coal.

Although much work still has to be undertaken to complete the rebuilding and restoration of this interesting loco, visitors wishing to visit the undertaking to make a static inspection are requested to phone Walhalla 3, before making the 30 miles journey off the highway from Moe.

### HUNTER RIVER RAILWAY COMPANY

Newcastle, N.S.W. 4 ft 8½ in gauge steam.

This group, as yet in its initial stages, was formed in 1973 by a number of Newcastle enthusiasts to retain, and later operate, some of the small but interesting standard gauge industrial steam locos which were an everyday scene in that district until recently. To date, this private group has spent in excess of \$7,000 to obtain three locos from J & A Brown (Coal and Allied) and car set number 8 (5 cars) from the P.T.C. of N.S.W. (NSWGR).

The following locos were recently purchased:-

- |                                    |  |
|------------------------------------|--|
| 1. Avonside 0-6-0T No.1916 of 1922 | ex No.2 of Abermain Colliery   |
| 2. Kitson 0-6-0T No.2236 of 1878   | ex No.3 of J & A Brown   |
| 3. Avonside 0-4-0T No.1415 of 1900 | ex East Greta Coal Co. No.2 and later J & A Brown No.27. Used at Catherine Hill Bay between 1957 and 1965. |

Coal and Allied called tenders for the purchase of most of their locos in June 1973 and by December, No.2 and 3 (above) were in temporary store on the Toll-Chadwick sidings at Sandgate, N.S.W. while No.27 was located in store at the yard of Hexham Engineering Co. Pty. Ltd.

Two other locos of similar size to the above are believed to be 'spoken for' by this group, but details have not been officially released. The next step confronting this group is to obtain a lease of a suitable stretch of former colliery railway right-of-way on which a working museum can eventually be established. The Newcastle-Maitland area abounds in operating and abandoned railway locations so the museum site factor should not be too difficult to overcome.

### VAN DIEMEN LIGHT RAILWAY SOCIETY

The former Tasmanian Public Works loco, Fowler 0-6-0T (mentioned on p 30 of *TROLLEY WIRE* for April 1974) preserved by the VDLR ex Tasmanian Transport Commission, bears builder's number 5268 of 1889. This machine was imported by the Kiama Council in N.S.W. to work the original, abortive, gravel tramway constructed in 1885-6 linking the quarry with the wharf in Robertson Basin.

The tramway was doomed to failure from the start. Built for horse traction to the 3 ft 6 in gauge, the down and up tracks were set too close together to allow the passing of trains, while one batch of hopper wagons were supplied to the 3 ft 3 in gauge!

In 1887 the Kiama Council was enabled to increase borrowing and purchase the V.D.L.R. loco, but in August 1889 the decision was reached to abandon the operation. The rails were lifted in 12 days and the rolling stock sold.

Not until 1912 was construction commenced on the better known 2 ft gauge line which worked along Kiama streets until 1939-40.

From W.A. Bayley. Further accounts of the two Kiama railway undertakings are available in the book *BLUE HAVEN* by W.A. Bayley. This 192 page book is possibly still available from the Kiama Council Chambers for \$1.80, plus postage.

Since the last TW report the tramway items in the collection have grown to four items. All the trams are of 3 ft 6 in gauge. As mentioned in the previous re-



port, the Society received an 0-4-0 Thomas Green & Sons (of Leeds) steam tram motor. This last saw service as a petrol powered loco on the Kaurie Timber Co. (Tas) Pty. Ltd. timber tramway. This unit was obtained at the turn of the century from a steam tramway near Manchester, so could have originated from either the Wigan lines or the extensive Manchester, Bury, Rochdale and Oldham Steam Tramways Company. The Society is confident that this relic can eventually be restored to near original condition.

The other tramway items are former electric trams. Two former Hobart tram bodies are now in the V.D.L.R. collection and these are believed to be former bogie saloon cars.

Launceston California car 5 was mentioned as an acquisition in the previous report. Built by J. & T. Gunn of Launceston, this vehicle was one of the six cars used in the opening ceremony in Brisbane St., Launceston on 17th August 1911. The body of this car was the property of V.D.L.R. member Ian Hall, and it seemed that its restoration would not be undertaken for some time. The builders of the car, however, are still active in the industry and are celebrating their centenary this year. To mark this event the firm has offered to restore the tram to its original condition!

A similar tramcar, Launceston No. 4, was retained, complete, in the rear portion of the depot for six years after the last tramway closed in 1952, but its disposal in 1958 seemed to indicate that it was most unlikely that a Launceston tram would be preserved. So 16 years later, a most unexpected preservation event will be accomplished.

#### FRASER ISLAND TRAMWAY?

F.I.D.O.\* is drawing up a development plan for Fraser Island tourism, including rebuilding of historic tramlines which traverse the island (in the environmentally least damaging way) through rain forest, lakeside, coloured sand and other beauty spots. Steam trains would recapture history and be irresistible to day-tripping tourists. About \$1.2 million immediate expenditure and employment for 200 men for 12 months (and others later) would offset the impending closure of nearby Walker's shipyards in Maryborough. The investment would be quickly recouped.

—*The Australian Conservation Foundation Newsletter - May 1974*

\* Fraser Island Defence Organisation. (The Queensland Government is not, we hear, very enthusiastic about the idea.)

A Melbourne tram enthusiast would be willing to exchange photos, news clippings (7000) etc. for similar of N.S.W.G.T. with any S.P.E.R. member or other interested person. Please contact — Mr. R. Jackson, 16 Kia Ora Avenue, Upwey, Vic, 3158 — direct.

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

**TROLLEY WIRE** — published bi-monthly on behalf of the enthusiast transport museums listed on page 2.

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TROLLEY WIRE  
OCTOBER 1974

### CABLE TRAMS ON THE MOVE

On Sunday 8th September 1974  
Melbourne's cable grip car No. 1  
and cable trailer No. 1 were re-  
moved from temporary storage at



the Library/Museum building and  
transferred to Preston Workshops.

The cars, built by Stephenson  
of New York in 1885 had reposed  
at the museum for 34 years, and  
their presence had been variously  
confirmed and denied over the  
years. Upon receipt of an over-  
haul and repaint, the cars will be  
placed in a special glass display



case at the corner of Russell and  
Little Lonsdale Streets.

Our photos, by Dave MacCart-  
ney show *top* the trailer being  
lifted from store, *middle* grip and  
trailer on their way to the work-  
shops and *bottom* the grip car at  
Preston Workshops.

