

TROLLEY WIRE

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FIFTY YEARS OF MELBOURNE TRAMWAY BUSES

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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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- STEAM TRAM PRESERVATION SOCIETY
- TRAMWAY MUSEUM SOCIETY OF VICTORIA
- BRISBANE TRAMWAY MUSEUM SOCIETY



DECEMBER 1974

New Series Vol. 15 No. 6 Issue No. 155

to all our readers

Merry Christmas

AND BEST WISHES FOR THE NEW YEAR

PRICE INCREASE

Although *TROLLEY WIRE* has seen a pleasing increase in sales over the past three or four years, it is an unfortunate fact that this increase lags quite some distance behind rising costs and at a recent Editorial meeting it was found that once again the magazine would experience a trading loss for 1974. Thus we are forced to announce a further price rise. The face value (recommended retail price) of *TROLLEY WIRE* from February 1975 will be \$1.00 per copy.

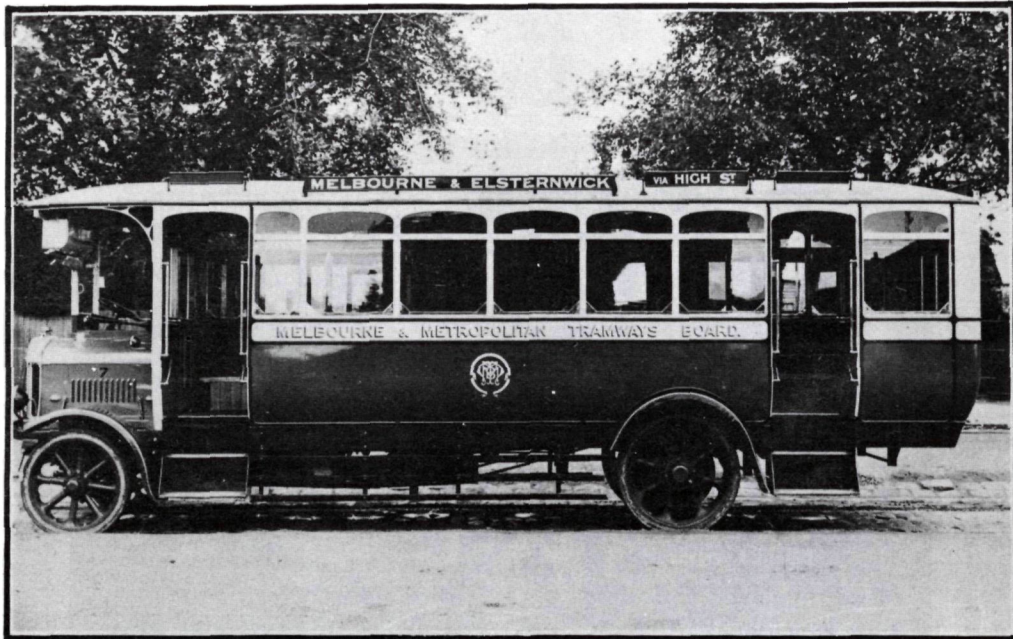
While this may seem an unexpectedly high price, it is necessary to cover the large mark-up on retail sales. In the past, *TROLLEY WIRE* has experienced considerable loss on retail sales and it is felt that the S.P.E.R. Publishing Department should no longer subsidise these sales.

Subscriptions, on the other hand, will not be effected to such a degree since these will be based on wholesale rates plus postage costs. The annual rate for renewal of subscriptions falling due in 1975 or new subscriptions entered from and including the February 1975 issue will be \$4.75 for financial members of enthusiast groups associated in *TROLLEY WIRE* and \$5.00 to non-member subscribers.

To continue to offer best value for money, part of the price increase will go to the provision of a 40 page regular issue from February 1975.

FRONT COVER: A line-up of double deck Tramway buses at the North Fitzroy bus garage in 1940. Built mainly to replace the Bourke Street cable tram service, these buses were later replaced by electric trams.

—M.&M.T.B. Official photo



Melbourne & Metropolitan Tramways Board Tilling Stevens petrol-electric bus No. 7, solid tyres and all.
 —M. & M. T. B. Official photo.

FIFTY YEARS OF TRAMWAY BUSES IN MELBOURNE

by K. S. Kings

Those who have researched transport history, and others who have lived through the 1940's and 1950's, will know that countless newspaper editorials and *Letters to the Editor* have accused the Melbourne and Metropolitan Tramways Board of being anti-bus, and have maligned them accordingly. This attitude has apparently stemmed from their personal preference of vehicles and their observation that the Board operated more trams than buses. They have ignored history. It is little known that the M. & M. T. B. was the first tramway operator in Australia to run motor buses after the end of World War I, and thus becomes the oldest continuous street transport operator of motor buses in Australia. The Board was not the first tramway operator in Australia to run motor buses; they were preceded by Hobart (for six months) in 1905, the Victorian Railways in 1905-06 (five months before they opened their St. Kilda tramway), New South Wales Railways in 1905-06, and the Melbourne Electric Supply Company Limited at their Geelong Tramways from 1912 to 1922. The M. & M. T. B. was closely followed by Adelaide on 25th March 1925, Hobart in October 1925 and Brisbane the following month.

Melbourne's street passenger transport had grown from horse cabs and horse buses, commencing in the middle of last century, to a series of tramway operators by the end of the 1914-18 War. The first large horse bus company had wanted to build horse tramways, but eventually operated the cable tram system (which was built by a group of Municipal Councils). The Victorian Railways opened electric tramways from two suburban termini in 1906 and 1919, while a private company ran electric trams in the Essendon area from 1906. Other local councils created Tramway Trusts to build and operate suburban electric tramways from 1910 in areas beyond or between the cable tram routes. Five horse



A front entrance Ruskin body on Leyland 'Cub' chassis, Bus No. 33, after sale by the M. & M. T. B. in 1952.
 —Keith Kings

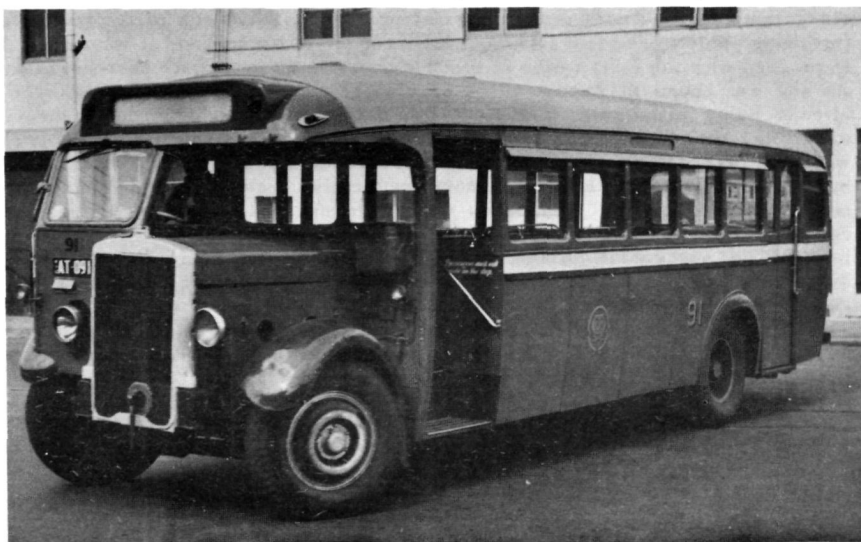
tram lines served limited areas, and private companies pioneered the use of motor buses early this century. This, briefly, was the position after the First World War, into which entered a new factor — the returned serviceman with accumulated pay and knowledge of the developing motor vehicle. Some of these men put their money into a chassis and elementary body and ran along suburban streets, while others pooled their resources, formed companies, and ran into the city using several vehicles. Competition grew and at times became serious between drivers, operators and tram crews. By 1924 both the railways and the tramways were feeling the effects, while officialdom was casting a heavy glance at some of the unruly aspects of the situation.

The Tramways Board considered using motor buses for two purposes: to counter competition from private operators and as an aid to the conversion of its cable trams to electric railways. The Board's powers to run motor buses were laid down in its Act of Parliament, and these were restrictive until eased in December 1923. Mr. Cameron, the Board's first Chairman, returned from an overseas study tour in February 1924, with much useful information, including a quantity on motor buses. These factors caused the Board to call tenders for 45 motor bus chassis and bodies. The contracts were let by the middle of the year and it was hoped to have the buses running about November. The first service commenced on 3rd January 1925, from the City, at La Trobe Street, via Swanston Street, St. Kilda Road, High Street, Brighton Road and Glenhuntly Road to Elsternwick railway station. This service enabled passengers from the Glenhuntly Road electric trams (which originated in the rapidly growing Glenhuntly and Carnegie areas) to continue to the city by Board vehicle instead of changing to a private bus or a train.

The Board applied for three other routes (Camberwell Junction to Hawthorn Bridge; Victoria Bridge to Burke Road; Essendon to Heidelberg), but the Minister felt that they should be run by private operators. The Board's buses

were garaged at the cable tram sheds in Brighton Road and Acland Street, St. Kilda, with a workshop provided at the former. By the end of November, 1925, there were 56 buses in the fleet, and the 1925-26 Annual Report noted that eleven buses had to be given major repairs to frames and bodies due to the bad state of the roads. It also noted that the Board was operating three suburban routes:- Victoria Bridge to Balwyn (after the private operator had failed), Williamstown to Newport railway station, and Williamstown to North Williamstown railway station (by a circular route). The five buses for the former route were housed in a shed at the cable tram depot at Victoria Bridge until that route was converted to electric trams after which they operated from Scotchmer Street, North Fitzroy. Traffic decreased and only two buses were used when the service ceased on 30th April 1931. The Williamstown Council apparently wanted the Tramway Board to run buses in its area sufficiently to provide free garage space. Five buses were needed, and the two routes are believed to have commenced on 16th April 1926. A change in Council reversed the free space offer and contributed to the services terminating on 31st December 1930. Meanwhile, the remainder of the fleet had been used on successive cable tram conversion schemes, as required. A 'de-luxe' bus, seating 25 passengers in cane arm-chairs, was built by the Nicholson Street cable tram repair workshops in 1929, for use on a series of tourist routes around the suburbs. It was the only motor bus operated by the Board during 1932 to 1934, as the other buses were either sold or stored.

As the severe economic depression eased in the early 1930's, the M. & M. T. B. entered the second phase of its motor bus operations. This was stimulated by their decision to continue converting the cable trams and partly by the need to commence new routes which could be best served by buses. The former required buses for interim use while new electric tram tracks were built or to provide permanent service on routes which were not to be converted to electric trams. The Elizabeth Street conversion began on 21st July 1935, when the North and West Melbourne cable trams ceased, with the latter route becoming a permanent bus route. The remainder of the 'original' fleet was used, plus two 'new'



Melbourne Tramways Bus No. 91, a Leyland 'Tiger' TS8 with Cheetham & Borwick body.
—Keith Kings

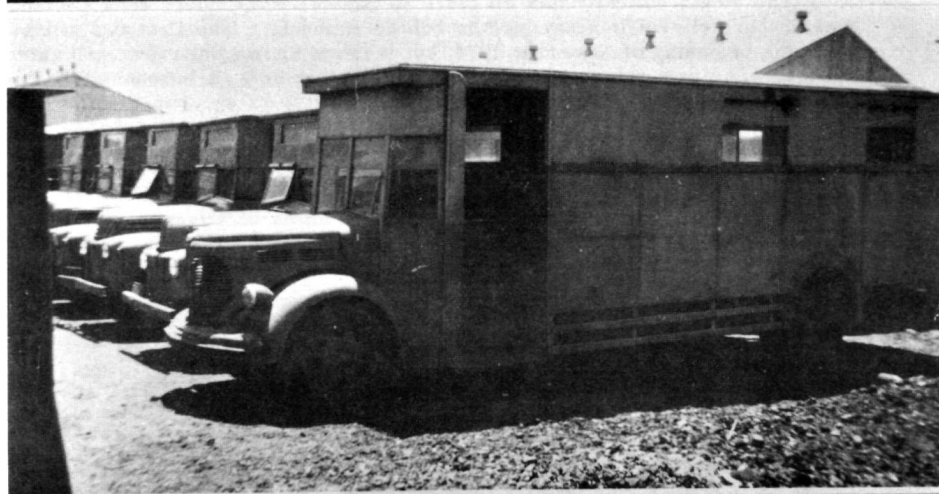
buses – two old bodies on new chassis with diesel engines (previous buses had petrol engines, and twelve were of petrol/electric drive). The following five years or so saw the remaining cable trams run their last, several new bus routes commenced, and some private operators taken over. Bus garages were established at North Fitzroy (eventually absorbing both the cable tram depot and workshops), Footscray (adjacent to the electric tram depot), and Port Melbourne (on purchased land), while a storage yard was built at Collingwood. The Board's initial decision to convert the Bourke Street routes to electric trams was reversed after the Chairman, Mr. H. H. Bell, Snr., returned from his overseas tour in 1938 and recommended that the latest diesel buses be used. Melbourne's last cable tram ran on 26th October 1940, as 45 double deck and 25 single deck rear entrance torque converter buses took over.

Other buses purchased in this period included Leyland *Cub* and *Tiger* types, Federals, Bedfords and one Daimler with fluid flywheel and self changing gear box. Bodies were built by the Board's own workshops at Preston or by contract. Sunday morning service commenced on two routes on 4th October 1936 and a new tourist bus was provided in March 1939. The outbreak of war in Europe soon effected the Board's operations, as staff and materials became difficult to obtain. The petrol shortage was soon felt by the private motorist who patronised the Board's services, while the Board struggled to provide additional normal and special services under difficult circumstances. About 27 buses and coaches were purchased from private operators who ceased running due to the war, while Preston Workshops hurriedly built over 60 'Munitions' type bodies on assorted chassis for use on the change of shift runs to West Maribyrnong and Fishermen's Bend areas. More All-Night buses were run, despite 'Brown-out' conditions of lighting from December 1941 to June 1943. Conductresses were introduced in September 1941. Compressed coal gas was used on some buses, but was not really successful.

The elementary 'Munitions' bodies were superseded by the 'Austerity' body in 1943, and 47 were built at Preston Workshops in the next three years. The Board reviewed the use of buses in Bourke Street in August 1943, and decided that they had not been successful in meeting the needs of the transport travelling public. The four local Councils concerned agreed, and it was decided to proceed with the installation of electric trams as an immediate post-war task. As the war ended in August 1945, special services to munitions areas were already being withdrawn. The fleet was not in good condition due to heavy usage and limited maintenance. The re-equipment programme started in 1947 when the first of 67 chassis ordered in 1941 arrived. By 1954 a total of 232 new buses had transformed the fleet almost completely. Few of the 'old' buses remained after 25th June 1955, when electric trams finally took over in Bourke Street. 'Honesty Boxes' were tried on the double deckers from 7th April 1952, but were not successful. A similar result was apparently found in May and June 1950, when four new buses were used for 'Circulation Loading'. Street collection of fares commenced in June 1951, and was adopted and extended.

The Footscray district buses were brought into the City on 9th November 1952, and a new route to Heidelberg commenced on 8th April 1956. The Board's first 25 underfloor engine buses appeared late in 1956, and helped move competitors and crowds of spectators during the Olympic Games period. The All-Night tram services were replaced by buses on revised routes and schedules on 17th February 1957, but ran only until themselves withdrawn completely on 17th Nov-

OPPOSITE: TOP: In June 1955, after being sold, former M.&M.T.B. double deck bus No. 216, for which a Leyland 'Titan' TD5c chassis carried a Martin & King body; MIDDLE: Bus No. 262, a Reo 20BS chassis and Preston Workshops Munitions type body, awaiting sale in 1952 and, BOTTOM: Bus No. 493 with a Preston wartime Austerity body on Ford chassis. —Keith Kings



ember 1968. Four short tram routes were converted to buses in 1960 (Point Ormond) and 1962 (Footscray), and some lightly patronised tram routes run with one-man buses on Sundays from 1959-60. A desire to extend the East Kew bus to Bulleen led to the purchase of 20 buses and several routes in the Doncaster/Templestowe/Warrandyte area on 2nd July 1961. As the Employees Union will not allow its members to operate large buses one man, forty of the 41 seat buses were shortened to seat 31 passengers during 1961-62, as the demand for smaller buses increased. Subsequently, ten more were converted in 1968-69 and another ten in 1972. The small depot taken over at Doncaster was replaced by a new garage on 8th June 1965, while, on 30th July 1966, declining patronage led to Port Melbourne depot being closed and its operations transferred to North Fitzroy. Various minor alterations to routes and some extensions have been made over the years, mainly in the Doncaster area, as housing areas develop. One hundred more underfloor engine buses entered service during 1964-66, running mainly from Footscray and Doncaster depots. When two privately operated routes in the Box Hill to East Kew area were purchased on 31st December 1967, the acquired buses never ran for the Board but were replaced by transferring the batch of new buses, which were at North Fitzroy, to Doncaster depot.

The Board currently has on order 30 *National* type buses from Leyland Motors, but delivery is many months behind schedule. The first two arrived about the beginning of November 1974, but it is not known when they will enter service. The new vehicles carry the orange colour scheme introduced by the Board's new prototype tram last year. Almost fifty years ago, the Board's first buses carried the new green and cream colour scheme which was subsequently adopted for the trams. The Board presently has 272 buses in its fleet (excluding the two *Nationals*). It operates 276.28 miles of route, including 163.47 miles in the Doncaster area. Due to multiple use of some thoroughfares by various routes, these services actually traverse 144.22 miles of streets. The buses carried 20,993,315 passengers and ran 7,383,154 miles for the year ended 30th June 1973. The increasing unreliability of more than half of the fleet due to its



Sliding door fitted, bus No. 365, with a Leyland OPS1 chassis and body by Preston Workshops, as it appeared in May 1955.

—Keith Kings



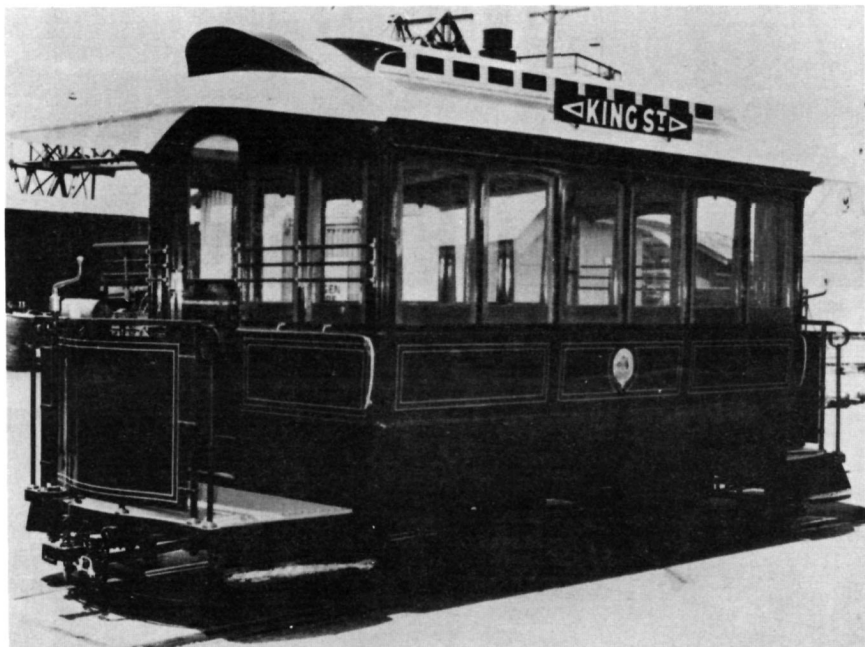
Bus No. 610, showing the stubby appearance of the vehicles shortened to conform with one man requirements, a J. A. Lawton & Son body on an A.E.C. MkVI chassis.
—Keith Kings



Bus No. 711, with a Freighter (Melbourne) body on an A.E.C. MkVI chassis.
—Keith Kings

age has caused concern for some time, and 170 buses require immediate replacement. Whereas bad roads were the major problem in 1925, finance is the critical factor today. As we reflect on the past at this anniversary time, let us record the present and watch the future.

This article has been based on the Author's research from the Annual Reports of the M. & M. T. B., interviews with many past and present employees, selected newspaper items, to whom grateful thanks is acknowledged, as well as his personal records of events over the years.



RESTORED SYDNEY CABLE TRAILER

In 1962 the Museum of Applied Arts and Sciences took possession of an 1894, 16 passenger cable tram trailer car, built by Hudson Bros., Sydney. The Museum had for many years been building up its collection of transport items of all types, but there were many gaps to fill and many fruitless searches had been made for a cable tram trailer, until 1962, when Mr. Norman Chinn, a foundation member of the Tramway Museum at Loftus, reported that he had seen a trailer on a property at Cronulla.

The trailer proved difficult to locate as one end had been built into and under the main roof of a house, with a laundry attached to the other end, and with a trellis surrounding the sides. (See *TROLLEY WIRE* - February 1973, page 17). As it was then the only known cable trailer to exist in New South Wales, the task of "uncoupling" the vehicle began immediately. This involved jacking up the main roof, disconnecting the electricity and water supply, dismantling the laundry, removing about two tons of earth and laying rails under the wheels so that the vehicle could be drawn from the house. After repairs

were made to the house and the debris removed, the trailer was returned to the Museum store pending restoration.

The task of restoring this historically important public transport vehicle was undertaken by first year car and wagon-building apprentices at the Wagon Works of the Clyde Workshops, Rail Division, Public Transport Commission of New South Wales in 1970, and the final result, as seen our photo above, of the restoration reflects great credit on the ability and workmanship of those concerned. They transformed a dilapidated skeleton of a vehicle into a virtually new cable trailer, resplendent in its new paintwork, inside seats, coloured glass, tramway insignias and polished brass fittings

The trailer began its service on the Edgecliff tramway from King Street to Ocean Street in 1894. A 22 passenger cable tram 'dummy' (grip car), which carried the mechanism to grip the cable moving in a slot under the road was coupled to the trailer to propel both the trailer and dummy. Cable haulage ceased on this line in 1905 with the introduction of electric trams.

The acquisition of this 16 passenger cable trailer enabled the Museum to complete its collection of tramcars, thus ensuring the preservation of the actual objects of the history of this type of public transport in New South Wales.

—photo and details courtesy N. Harwood, M. A. A. S.

THE BYRON BAY TRAMWAY

by Ken McCarthy

On 8th August 1974, ex N.S.W.G.T. C car 37 was delivered to the Steam Tram Preservation Society museum at Parramatta Park. This tram had been attached to the Byron Bay jetty line until 1963 when it was brought to Sydney for private preservation by Mr. Brian Mantle who has now lent it to the Parramatta group where it has joined preserved cars 95 C, 74 B and 191 B and tram engine (steam motor) 103 A.

The Byron Bay tramway was operated by the North Coast Steam Navigation Co. Ltd.; its standard gauge route of just over 1 mile linked the N.S.W.G.R. Byron Bay station with the new jetty. Mr. M. Richards revealed the interesting history of this coastal shipping undertaking in his book *The North Coast Run* but ignored completely the tramway operation.

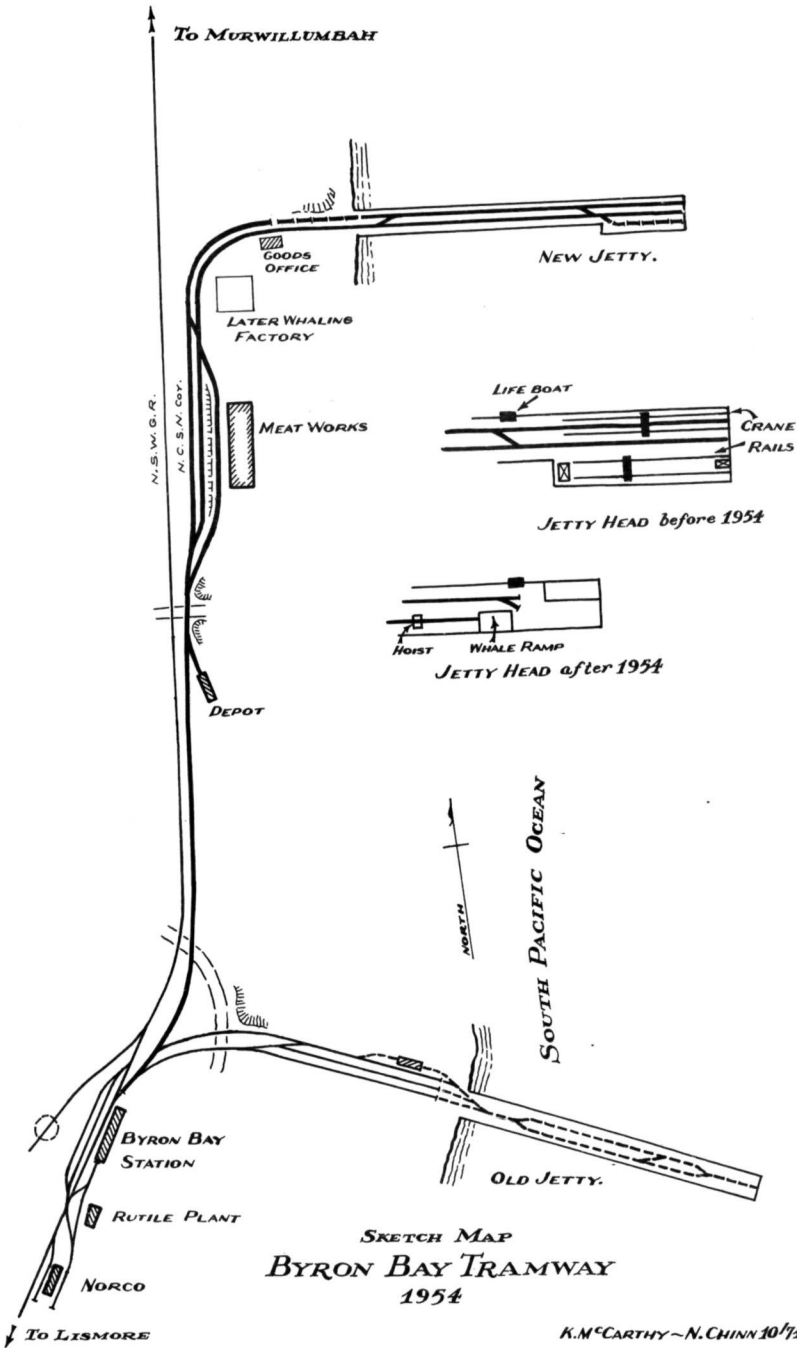
In May 1923 the steamer company placed a four wheel Simplex petrol loco in service on the tramway. This was one of three imported into N.S.W. at this time, the other two being put to work by the N.S.W.G.R. at Clyde and the Maritime Services Board at Coff's Harbour. The main dimensions of the locos were:

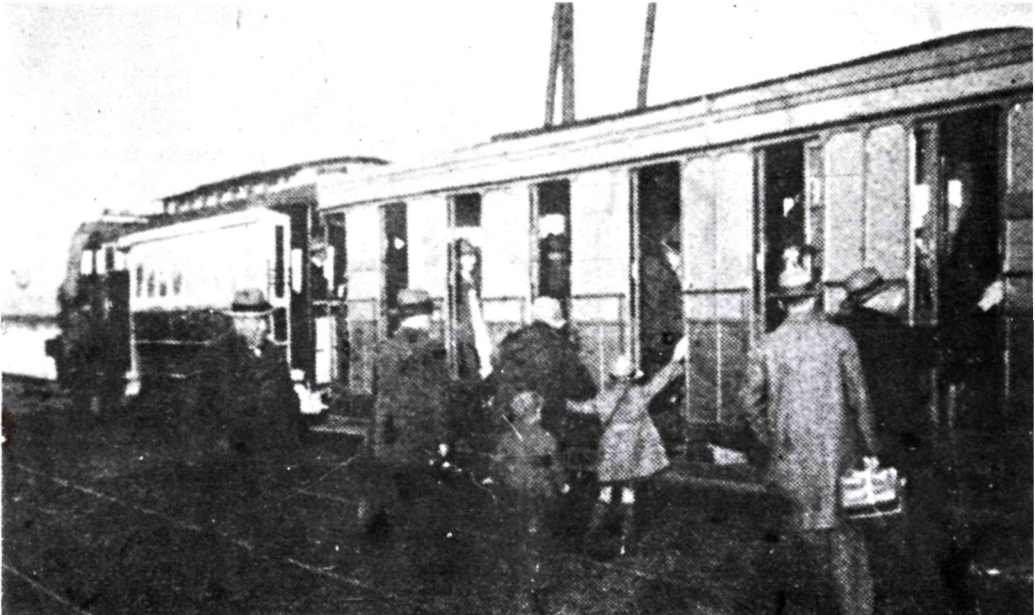
wheel base — 5 ft 6 in; length over headstocks — 10 ft 4 in; length over buffers — 13 ft 4 in
width — 7 ft 7 in; height from rail to floor — 4 ft 0 in; wheel diameter — 3 ft 1 in;
weight — 8 tons.

The units were rated to haul 146 tons on the level or 17 tons up a 1 in 20 grade at 3 mph.

The isolated N.S.W.G.R. North Coast railway was planned to link the Tweed River with the Richmond River, the main port of entry being established at Byron Bay. This railway eventually reached the Clarence River at Grafton while another isolated feeder extended southwards from South Grafton to Glenreagh. With the completion of the Grafton Bridge in 1932 the isolated North Coast railway became an important link in the direct Sydney to Brisbane standard gauge line.

It would seem that prior to 1923 the Byron Bay jetty was located adjacent to the N.S.W.G.R. station but during that year a larger wharf, about 1 mile north of the original structure, was commissioned forcing the N.C.S.N. Co. to obtain rolling stock to transport passengers over the intervening distance.





A poor print of an interesting topic. Steamer passengers joining 37 C and 74 B at Byron Bay pier, circa 1934.
 —Ken Magor collection

Tramcar 37 C was transferred from Sydney in November 1924 followed by steam tram trailer 74 B ex Newcastle in December 1924. The Simplex loco and the tramcars were housed in a long single track shed halfway along the tramway.

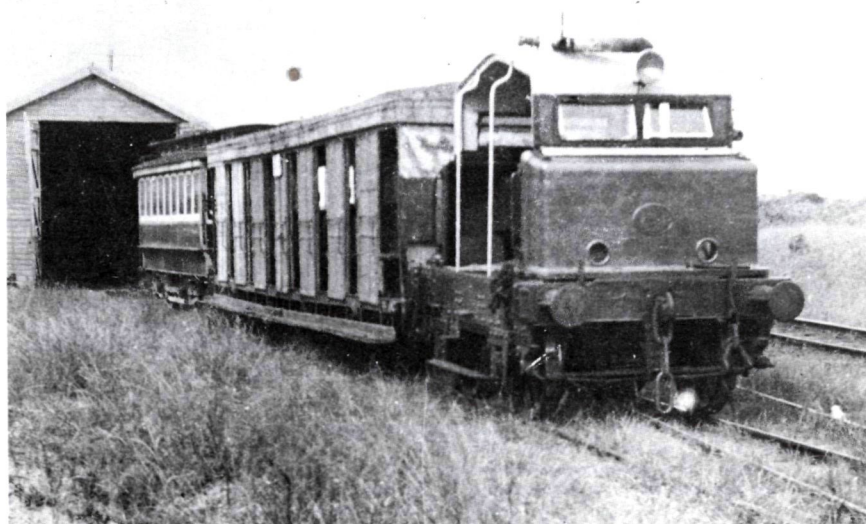
Although reduced by the depression of the early 1930's and the through railway connection with Sydney, passenger services continued on the N.C.S.N. Co. ships and tramway until the close of 1939 when German raider activities, and the commandeering of much of the fleet by the Navy, caused the regular passenger operation to be withdrawn, so for the duration of hostilities the two tramcars stood in the small depot building.

The cargo service continued during World War II and although revived somewhat with the release of the commandeered fleet between 1945 and 1947, railway competition and industrial unrest in the ports caused the N.C.S.N. Co. to enter into voluntary liquidation in 1954 as profitable operation could not be continued with so many factors beyond the company's control.

The jetty tramway and rolling stock passed to the Anderson Meat Company an undertaking which depended on its continued operation as its factory was situated near the jetty. On 20th February 1954, two days after the N.C.S.N. Co. decided to enter into voluntary liquidation, a fierce storm destroyed the end portion of the Byron Bay jetty. Under normal circumstances it is doubtful if the jetty would have been rebuilt but later, during the same year, a whaling station and factory was established at the end of the jetty causing the truncated jetty head to be rebuilt and by September 1954 an average of three whales per day were being treated.

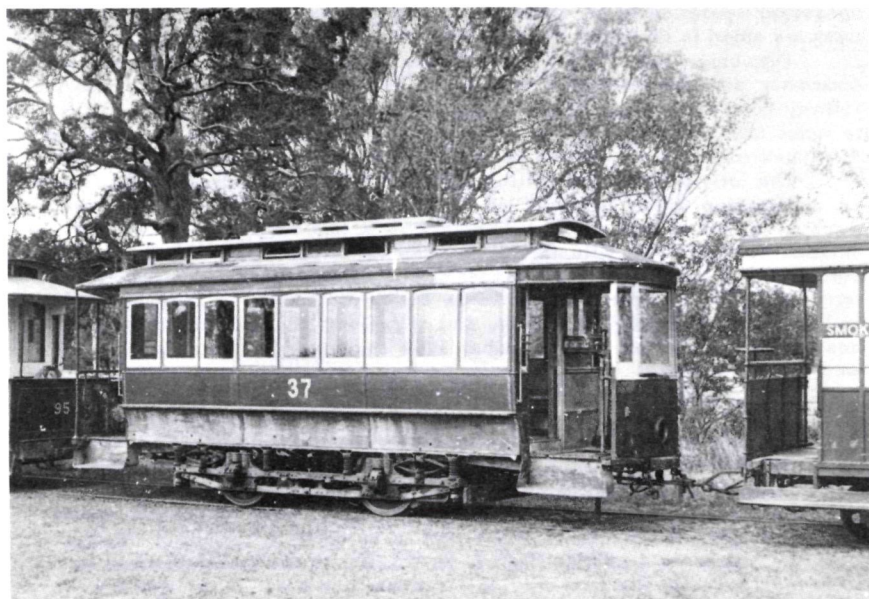
The whales were rated at 1 ton per foot and were as large as 40 ft in length. These were hauled on hired N.S.W.G.R. UME trucks by the Simplex loco in between its regular task of shunting refrigerated vans for the meat works.

By the early 1950's the disused tramcars began to attract the attention of the enthusiasts. On 22nd April 1954 Messrs Bruce Macdonald and Frank Moag of the S.T.P.S. Parramatta Park were given a private trip along the tramway in the passenger cars to enable a trial lift to be made to ascertain whether 74 B could be placed on a railway flat car for transfer to the steam tramway museum. This was possibly the first time the tramcars had been in use since 1940. In May 1955 S.P.E.R. members Norm Chinn and Ron Murray were entertained to a repeat performance along the tramway.



Byron Bay Simplex loco hauling 74 B and 37 C out of the depot, May 1955.

—Norm Chinn



Ex Byron Bay 37 C and 74 B (right) at Parramatta Park, August 1974.

—Ken McCarthy

Former steam tramway trailer 74 B was transported to Sydney in late 1957 and stored in the yard of the Clyde Engineering plant at Granville until 27th February 1959 when it was delivered to Parramatta Park.

What was possibly the last tramcar charter trip in N.S.W. was undertaken on 4th November 1961 when a group of S.P.E.R. members hired 37 C and the Simplex loco for a tour along the Byron Bay tramway. As related above, the C car was taken to Sydney during 1963 leaving the Simplex loco alone to work the occasional shunting trips.

The tramway and the Simplex loco can still be seen at Byron Bay, but the undertaking is only a shadow of its former glory. The whaling industry was transferred to Tangalooma on Moreton Island during the 1960's and the Byron Bay Meat Works have now passed from the Anderson combine. Recently the remaining length of jetty was washed away by storm and sea action so it is possible that the tramway's working life is fast drawing to a close. Readers making the journey between Sydney and Brisbane on the Pacific Highway are advised to make the short detour to Byron Bay to inspect the tramway — the most easterly one ever operated in Australia.

* MUSEUM

Notes & News

from LOFTUS

South Pacific Electric Railway

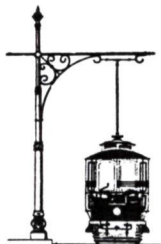
Tramcar Transfer

The three trams stored in the No. 2 roundhouse at Enfield were moved to Loftus on Monday 14th October 1974. The small items stored in or with these cars, together with one of the trolleys, were moved to Loftus by car trailer, by Mal McAulay and Bob Harvey during the preceding week. The compressor from Ballarat 37 proved a bit difficult to handle and was taken by Brian Muston in his utility.

The trams were moved from No. 2 shed down the steep connecting line into No. 1 shed and onto the machine shop line, in readiness for loading, on Friday 11th. An expensive lineup of equipment was assembled on Monday for the move. Two five ton cranes were provided at Enfield and a 15 ton hydraulic slewer at Loftus. The transport was handled by Cronulla Carrying who supplied two 7 ton flat top trucks, one 13 ton, one 37 ft 3-axle and two extendable semi-trailers. The loading went smoothly, if slowly. Much packing was necessary to secure the car bodies on the trays of the semi-trailers. Jinkers, which have generally been used for bogie car movements previously, are not now readily available.

Ballarat 37 was the first away, to be followed by Brisbane 548 and finally Sydney R1 1979. Only four bogies could be carried on the small semi, so the remaining trolley and one spare bogie were left behind and will be moved to Loftus at a later date, together with the Cadillac Railmotor.

The big hydraulic slewing crane made easy work of unloading the trams upon their arrival at Loftus. No. 37 and No. 548 were placed on the mainline at



the Princes Highway terminus, while No. 1979 was placed on the annexe headshunt, across Lady Rawson Avenue. In between handling the trams, the crane moved five spare bogies which have been displaced from storage on the depot tracks and also the Grinder. This had resided in the Bush Fire Tender yard since arriving from Melbourne in September 1971 and had mystified many visitors who were unable to reconcile the sign on the gate with the object inside.

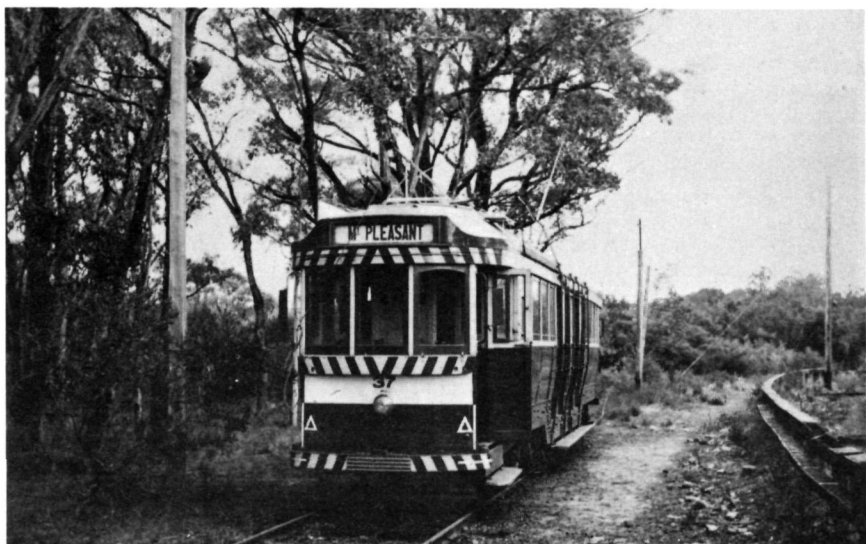
Around the Depot

It had been hoped that it would not be necessary to move any further trams to the existing Loftus depot; but events have dictated otherwise and this latest move has overstrained the capacity of the depot. Extensive rearrangement of the cars was necessary to accommodate the new arrivals, and to allow easier operation of services, E cars 529-530 were stabled at the South terminus on the following Sunday during the day, but the ever active vandals smashed all 16 door glass panels on the railway side in a very short time.

The fence around the enlarged storage yard was pushed to completion and work was commenced on laying a connecting track from the annexe headshunt to the mainline prior to the tramcar move. Sufficient track had been laid to allow O breakdown car 141s to be stabled behind a fence. This necessitated among other things, the laying of a three-way point. In the absence of suitable point components a simple three-way stub point was laid in. This will suffice since the line cannot be used for traffic services due to the very sharp curves. On Saturday 9th November, the special rails for a set of points were gathered from various areas around the site and stacked in the general area of the new turnout required to connect the annexe roads with the mainline. During the day the mainline was broken and three rails removed. By the following weekend sufficient of the points had been laid to enable a test run to be undertaken about 4 pm on Sunday after which Sunday services were once again able to proceed to



Brisbane Phoenix car No. 548 on the Cronulla Carrying Co. semitrailer on the Princes Highway at Sylvania, followed by a truck carrying the bogies during the tram's recent transfer to Loftus.



Ballarat car No. 37 stands at the South terminus at Loftus on one of its first trial runs under power. The Hawthorn green and cream toned beautifully with the grey/green of the surrounding bush.

the highway terminus. It is hoped to have the turnout complete prior to Members Day, 14th December.

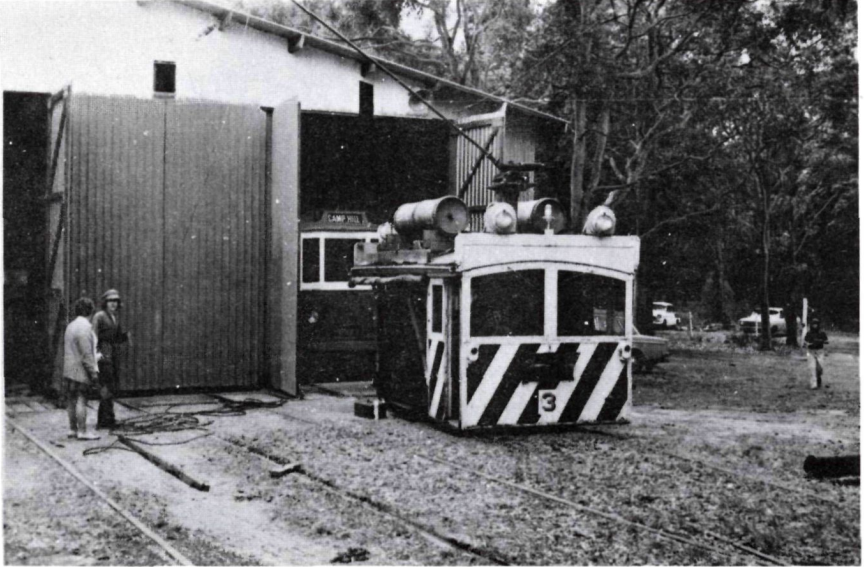
The weekend before the points work was commenced a large rail stack was moved from beside the depot down several hundred feet to an area near the waiting shed. Special thanks must go to the small band of workers who assisted the ballast motor in this arduous task, especially considering the hot weather experienced at the time. Opportunity was also taken at that time to clean up the (enlarged) side yard and a large load of rubbish was taken to the tip by Peter Macdonald in a borrowed truck.

Tramcar News

Despite all the activity, tramcar maintenance and overhaul has continued, mainly on weekdays and nights. P 1497 has received the minor repairs necessary to its roof and fascias, and its place was taken on the back of No. 1 road by R 1740. It had been intended to lift this car for attention to the bogies and to recanvass the roof, but this has now been deferred until another saloon car is available for service. Minor work has been carried out on the roof which also received a coat of navy dressing. Brisbane Dropcentre car 295 has been sprayed silver and the Royal Blue waist band applied and should be ready to return to service in December.

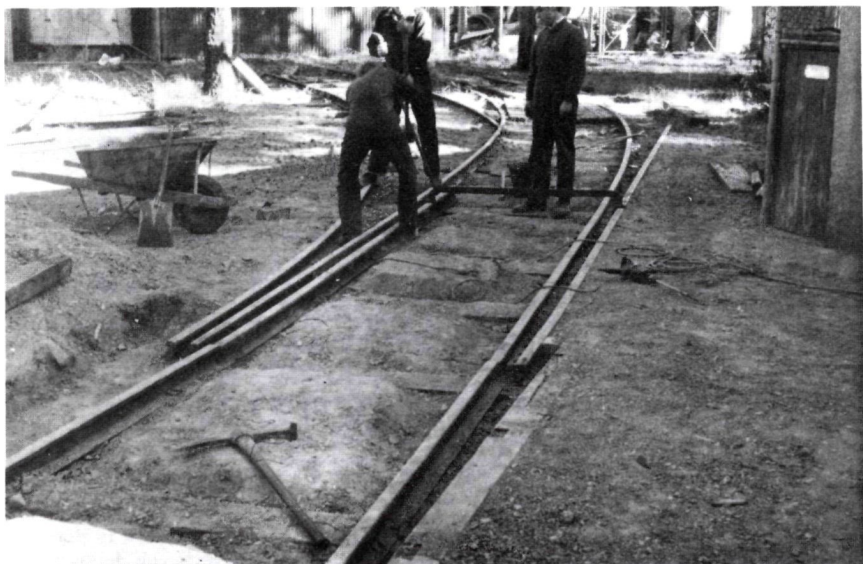
Attention has now turned to the Freight Car, No. 24s. This car will be completely rebuilt. The body has been patched and repatched over the years since it was built in 1903 and the electrical and mechanical equipment have suffered from many years of open storage at Randwick Workshops.

By mid-November, the three new arrivals were all able to operate under power although further work will be necessary before they will be available for regular service. The refitting of the compressor to No. 37 enabled this car to be operated under trial, but it will require a change of drivers' air valve before the car can be placed on standby duty.



With the re-arrangement of the trams at Loftus, space was found on the main system for the rail grinder. The photo above shows how small and low slung the vehicle is. The lower photo shows two of the S.P.E.R. Brisbane car fleet which had met for the first time, 600 miles from their home system!





Two photos of recent trackwork activity at Loftus. ABOVE: Building the unusual 3-way stub points. The two curved tracks connect to A and B roads while the straight road continues southwest to the new yard then turns (BELOW) to meet the main line near the Potts Hill rail stack.

—Dick Hall



We got our bills mixed up!

Ballarat 12 was stored at Stockyard Hill in Victoria and not Telegraph Hill as recorded in the October issue of TROLLEY WIRE.

from BYLANDS



Tramway Museum Society of Victoria

Depot

The cladding of the workshop (southern) end of the depot has been completed and the pressed metal edging fitted to the roof ends, wall edges and around the doors. The latter have yet to be reclad, but meanwhile they are being made lockable. The installation of domestic electrical wiring is now finished and awaits permanent connection to the S.E.C. supply.

Track

The regauging of the old railway mainline for tramway operation is proceeding rapidly. Some 300 metres from the Gang Shed south past the depot to the railway points near Union Lane have been converted to standard gauge. Our track gang are at present dismantling these points and replacing them with suitable rails in order to complete the last 50 metres of track to the Union Lane boundary. Preliminary survey work for the depot pointwork has also been carried out.

Car Restoration

No. 180. As pictured in the last edition of *T.W.*, this car has been rubbed down, filled and primed. The return of Daylight Saving has helped the car to be completely undercoated over the past few weeks on Wednesday nights. The longer hours of daylight have also encouraged extra workers to help at Malvern.

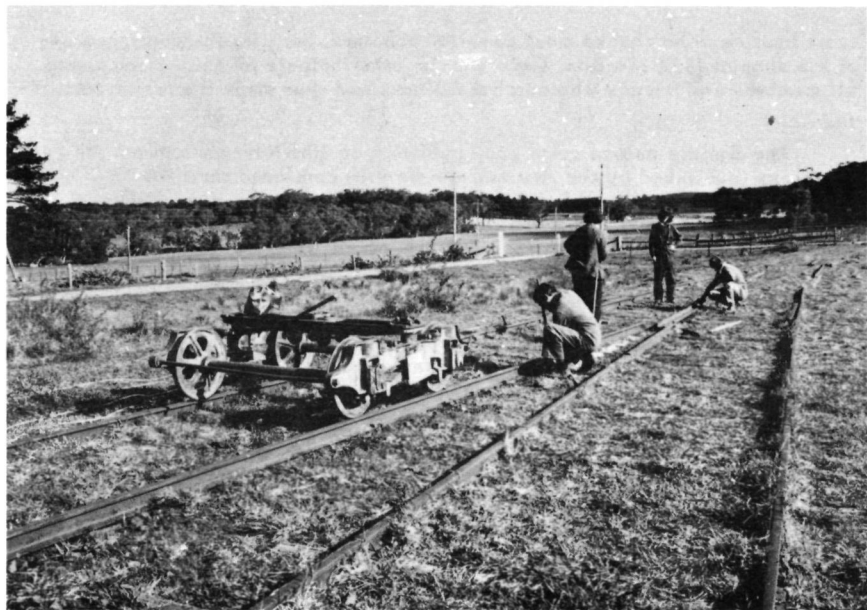
No. 256. Within minutes of this cable car being unloaded at the Museum in September, restoration began with the removal of window cover strips, windows and louvre sashes, together with seat backs, grab rails and window bars. The sides were scraped, sanded and primed and now filling and undercoating are well advanced. The poor end platform roof canopy has been removed so that it can be replaced with a good one obtained a few years ago, while the rest of the roof has been undercoated. Internally, the varnished ceiling is being scraped down and a number of window frames have been revarnished.

Cable Drum Wagon

Through the generosity of the M.&M.T.B. we have been able to obtain another interesting ancillary vehicle. We have been donated a former horse drawn cable drum wagon, which was used to transport reels of trolley wire. It has been unused for many years as it still has iron wheels and is ten feet wide, thus it needed a special permit to travel on the roads. The vehicle, weighing more than 4 tonnes, was moved to the Museum on Monday 23rd September.

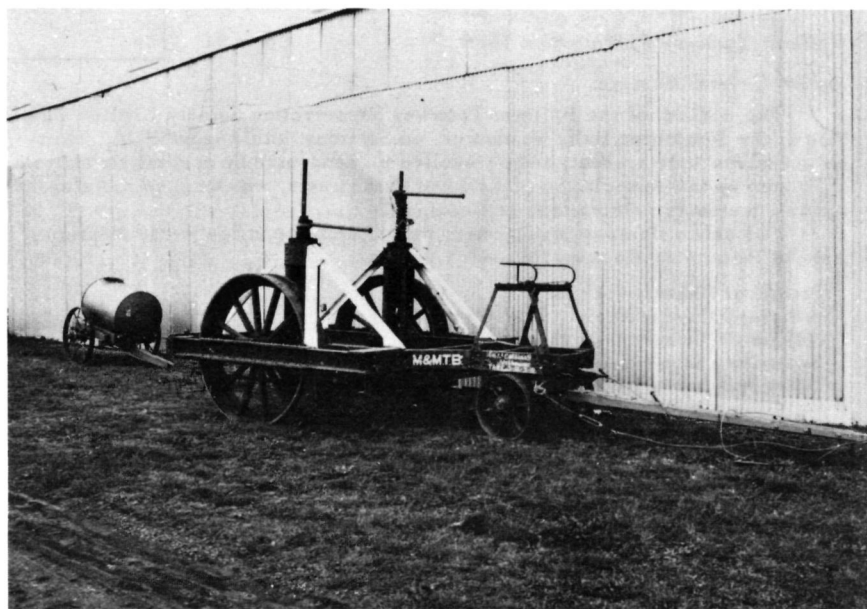
A Record

Many readers will know that our Sales Department has been producing periodical surprises with its monthly results. Every now and then a record is broken, but the figure for October is nothing short of magnificent — a total of \$1,042.20! This is well up on the previous record, and, presumably will take



Some of the track gang working on the south end railway point at Bylands. The Union Lane crossing is at centre right of the photo.

—Keith Kings



Horse drawn cable drum wagon at Bylands, with Furphy water cart at rear.

—Keith Kings

some beating. Our thanks must go to Mr. Scholten, Snr., for the continued use of his shop at '332', to Ron, Dave and the other helpers for their efforts, and to all members and friends who purchased items and thus made the result possible.

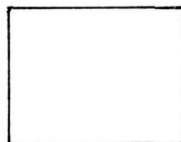
Publicity

The Society gained some good publicity on 10th November, when the Sunday press (published by the *Age* and the *Herald*) continued their *GO SEE VICTORIA* series. They included Kilmore in a segment on the Hume Highway towns, and our society was asked - at short notice - to produce text and photographs. We were also asked to take out an advertisement - cost from \$60 to \$175 and more! We took the former (two columns wide by 12 cm deep)! They also propose using the material in brochures to be handed out at tourist bureaux, etc. This is another milestone in our progress, our first real commercial advertising. The editorial material we supplied was fairly well handled, although the re-write room managed to have us manufacturing 'a vast quantity of spare parts'. One half of a page was devoted to details of the Society's objects and the Bylands project, and was illustrated by three photographs.

Submission

Subsequent to a newspaper advertisement on 19th October, a few hectic days work and plenty of co-operation by some members produced another Submission to the Australian Government by the end of that month. This one was addressed to the Department of Urban and Regional Development and was subsequent to the Inquiry into the National Estate.

from BALLARAT



Ballarat Tramway Preservation Society

Annual General Meeting

The A. G. M. of the Ballarat Tramway Preservation Society Limited was held at the Wendouree Hall, Wendouree, on Saturday 10th August 1974. Thirty-five members were present; some travelled to Wendouree by special steam train organised by the Association of Railway Enthusiasts, who were en route to the railway centenary celebrations at Beaufort.

The entire Board of Management was returned to office at the election and the Board comprises the following persons:

President - Maurie Calnin

Ballarat Vice-President - Frank Hanrahan

Melbourne Vice-President - Bill Jessup

Secretary - Clyde Croft

Treasurer - Allan Harnwell

Board Members - Geoff Cargeeg, Richard Gilbert, Graeme Inglis,

Bill Kingsley, Barry McCandlish Peter Winspur

The immediate Past President - Hal Cain retired.

The Annual Report was distributed to those present, and the meeting raised little out of the ordinary business. A reporter from the local press was present to cover the meeting; a lengthy article and a photograph were featured in the Monday edition of the paper.

After the meeting had concluded, members were invited to the Society's tram depot to inspect the works' progress, and to partake of light refreshments as well; the house at Bungaree was open for inspection too. Members were able to see the trams with lights on and compressors operating, although, at that time, not moving. The display of museum photographs, tickets, maps and tramway artifacts in tram No. 26 generated a great deal of interest.



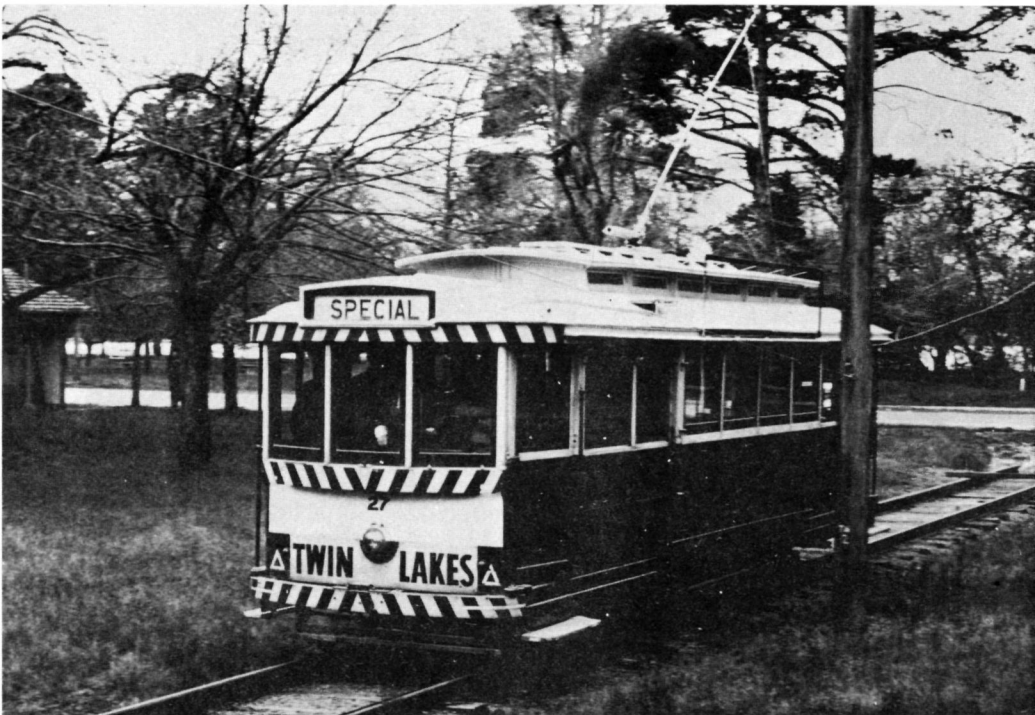
Bill Jessup, at the controls, prepares to "swing the handle against the brass"; thus re-inaugurating No. 27 into Traffic.

—Bob Prentice



A track survey party pegging Wendouree Parade in preparation for the installation of a set of points; soon, the roadway will be opened and rail laid, thus connecting the depot access road (seen in R.H. side of the photo) with track in Wendouree Parade.

—R. Gilbert



After a successful maiden run, No. 27, at the Wendouree Parade end of the access track, is ready for the return trip to the depot.
 —R. Gilbert

Traffic Operations Begin

The most notable event in the society's history occurred when the first car, No. 27 (the million miler) moved under power on Saturday, 12th October at 1.43 pm. This happening culminated three years of hard work by society members, since the closure of the S. E. C. undertaking on the 19th September 1971.

In order to mark the occasion, a colourful interlace of streamers was strung across the access to the depot's No. 2 road.

The ceremony was preceded by official short speeches by the Society's President, Mr. M. Calnin, JP; General Manager, Richard Gilbert and Melbourne Vice-President, Bill Jessup. Bill Jessup, suitably attired in a former S. E. C. uniform (now B. T. P. S. official dress), officiated by driving No. 27 through the streamers, thus again inaugurating electric tramway operation in Ballarat; and so, upon Bill cutting the first notch, the tram burst through the ribbons to the acclamation of the viewing public.

The rest of the day was spent with the tram operating successfully along the access track, so rewarding society members for their three years of loyal support by providing transport between Wendouree Parade and the depot.

The tramway is operated at weekends when qualified staff is present.

It is anticipated that the points and track to connect the depot access line to the former S. E. C. tramway in Wendouree Parade will be installed during December 1974; and traffic operations should commence very soon after this event!

Meetings

Readers, and members of kindred societies, are issued a warm invitation to be present at entertainment meetings; these are held the last Tuesday evening of every odd numbered month — next meetings: January 1975, then March, May, &c. Visitors to Melbourne, wishing to make telephone enquiries about Society activities are invited to check the Melbourne telephone directory entry:

BALLARAT TRAMWAY PRES. SOC for 'phone numbers of some of the society officers to whom enquiries should be directed.

Tower Truck

Now that tramway operations have begun, the society's tower truck has been gainfully employed in adjusting trolley overhead.

Substation

The S. E. C.' pole mounted transformer was connected by underground cable to the society's substation and switchboard. This equipment has been proved very satisfactory; it incorporates switch boards and certain electrical gear from the S. E. C.'s former sub station.

OBITUARY

It is with deep regret that we record the sudden passing of the Reverend Leon Marshall-Wood on 10th November 1974. Leon was an early member of the T.W.S.V. and one of the "oldest" tramway enthusiasts in this country. He joined with three colleagues in 1943 to found the group which later became the Australian Electric Traction Association, which sponsored the T.M.S.V. in 1963. He was a metallurgist for several years during the 1940's before becoming a Minister in the Church of England.

His main transport interest was the 'Railway Trams' of Elwood and Sandringham. His research and files on these two lines were considerable, and culminated in the book, *The Brighton Electric Line*.

Despite indifferent health at times and a serious illness several years ago, his jovial nature and tremendous zest for living never flagged. Although no longer amongst us, his many writings in transport periodicals, and to those who knew him, his wonderful fellowship, will not allow him to be easily forgotten.

— K. S. K

from ST. KILDA



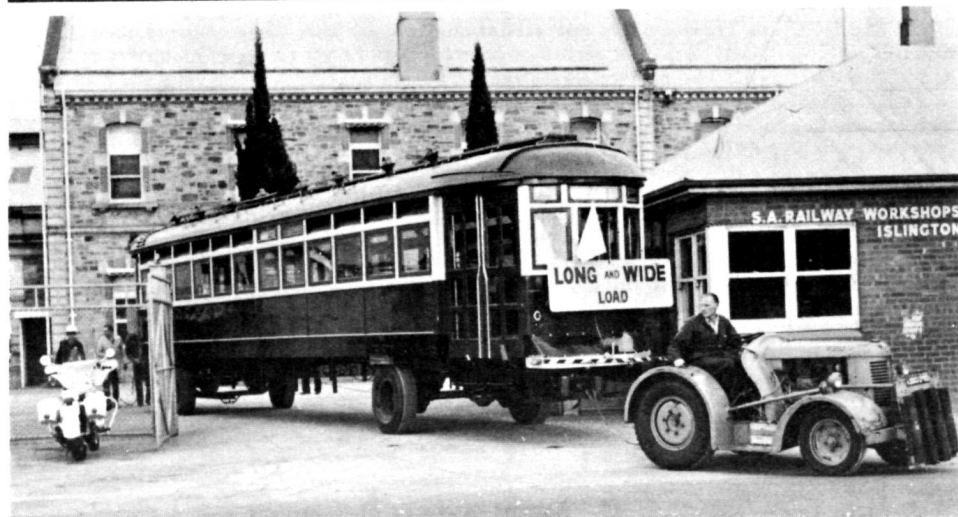
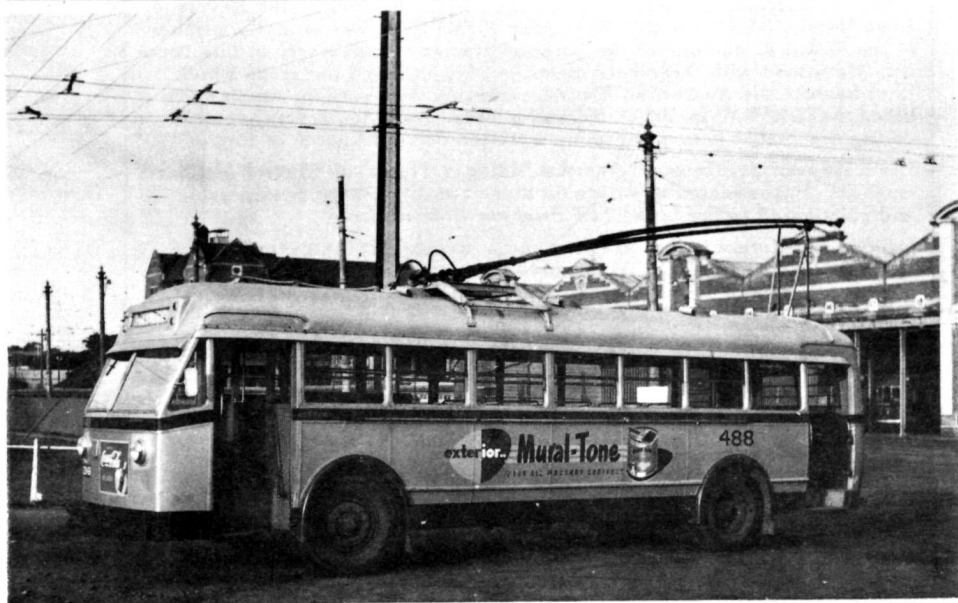
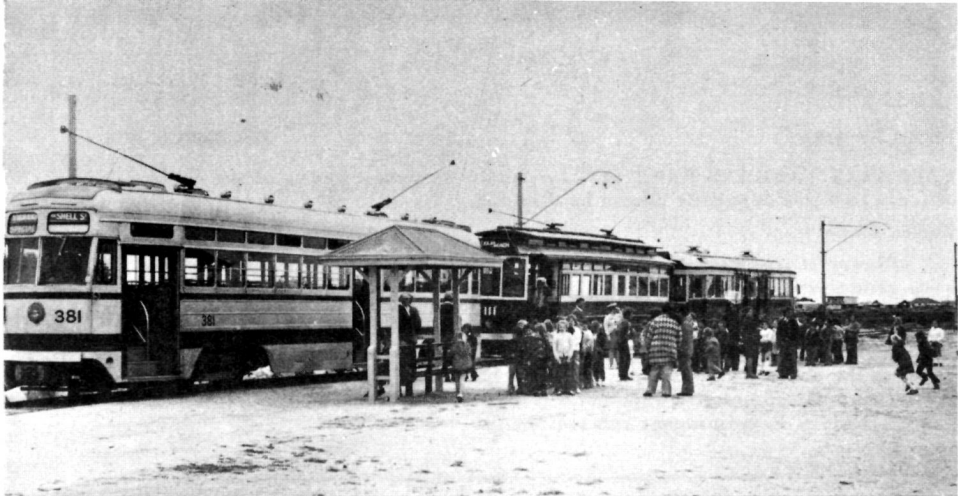
Australian Electric Transport Association

Weekday Operations

The St. Kilda Tramway was operated throughout the last week of September to cater for a specially arranged series of charters for elderly citizens groups and school children. The project was arranged in conjunction with private and M. T. T. subsidiary bus companies. The Museum gained valuable experience in meeting the needs of different community groups and also obtained an insight into the expertise of the various charter bus companies.

Additional Trolleybus

The Museum has recently been offered the donation of former Adelaide Leyland Canton trolleybus No. 488, which is presently at Arcoona Station, off the Andamooka Road north of Woomera. On inspection, the bus was found to be in very good condition due to the dry environment and its donation has been accepted. However, abnormally wet weather has kept outback roads impassable for some months and it has not yet been possible to bring the bus back to Adelaide. Temporary covered storage has been arranged. Negotiations are proceeding towards obtaining a motor for the vehicle, and some other equipment remains on it.



Track Improvements

The depot fan has now been completed except for the crossing for road 2. As this road contains no operating cars, currently housing car No. 42, Sunbeam trolleybus No. 526 and Stephenson horsecar No. 18, there is no immediate need for the installation of the crossing. Similarly, erection of overhead on road 2 has been deferred. All other depot roads are functional apart from the narrow gauge line on road 6 which contained the B.H.P. Iron Knob locomotive No. 1. Checkrails have now been installed on crossings throughout the fan.

Following an initial 'running-in' period, a section of the lakeside track has been repacked. This track was constructed on a bank which had very little time to settle after filling and compaction prior to laying of the rails. Further work on this section of track is planned.

Car Reconstruction

Restoration of the interior bulkheads in the No. 1 end of car 192 has been completed, including the installation of a new M. T. T. leadlight window to match the existing H. T. T. window. Revarnishing of the sliding doors has been completed and several seats reinstalled. New ceiling veneers are being gold lined to the original pattern. Following the recovering of the clerestory roof, the bows and trolleyplanking have been repainted and reinstalled and the car is being completely rewired. Much of the air equipment has been overhauled and the tank is away for static testing. It is intended to restore the car to operating order as soon as possible in order that it may be driven from the workshop when required as in its present location it restricts the use of the pit.

The restoration of the Municipal Tramways Trust's H type cars is also continuing. Nos. 358 and 368 have been completed at Islington and No. 371 at Hackney and all have returned to City Depot. The Islington cars are generally considered to be even better than those recently refinished at Hackney, although the cost is understood to be higher. Two further cars, Nos. 357 and 367 have now gone to Islington, and their completion will mean that 11 of the 26 remaining H type cars will have been restored to the tuscan red colour scheme, the last seven having been repanelled in fibreglass.

from WOLLONGONG*Illawarra Light Railway Museum Society*

During October two planned projects were completed at Albion Park in addition to a surprise arrival!

The first project completed was the conclusion of the Shay retrieval programme. The two Shay locos were products of the 'Lima Locomotive and Machine Company' of Lima, Ohio U.S.A., builders numbers 906 of 1904 and 2097 of 1908, and worked on A. & D. Munro's 2 ft 6 in gauge timber tramway between Hampton and Perseverance in Queensland through a forest area bounded by Toowoomba in the south west and Esk to the east. The tramway closed in 1935

Schoolchildren assemble at St. Kilda terminus to learn about tramcar operation during recent mid-week working of the tramway (Top); Canton trolleybus No. 488, outside Hackney depot some 15 years ago before entering evening peak hour service (Middle); and the body of H type car 368 towed out of the railway workshops. Numbers and monogram were painted on at City depot.

—J. C. Radcliffe, H. D. Ellerton, R. G. Magnussen.

and the two Shay locos were abandoned to the elements and cast iron thieves in the mill yard at Palm Tree.

Over the intervening 40 years the two units were tipped on their sides and much of the cast iron work blasted off, possibly for re-use in local foundries during World War II.

A visit to these relics by I.L.R.M.S. member Peter Neve, just over twelve months ago, revealed that most of the vital parts were still at the mill site and no firm proposal had ever been put to the present owners of the property with regards to possible retrieval and preservation. Negotiations on behalf of the I.L.R.M.S. were successful and on 25th July the boiler, frame, bunker, one bogie frame and various odd parts of No. 2 (2097) arrived at Albion Park Museum area.

During late August two I.L.R.M.S. members made the journey to Brisbane and met three others at Brisbane airport who had been given free air fares by Ansett Airlines of Australia to facilitate the project. From there the party made the trip to Palm Tree by camper van. On 30th August much effort was expended in excavating parts at the mill site, collecting railway items from adjacent farms and winching wheels, bogies and transmission pieces from the nearby creek gully. A total of 96 parts were numbered, catalogued and stacked for collection by our carrier.

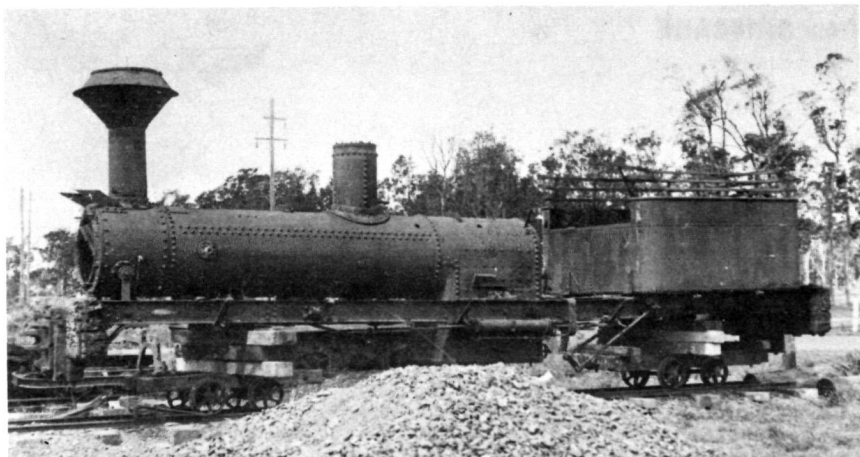
This second load of 12½ tons, which included the frame and boiler of No. 1 (906), as well as the wheel and bogie sets from derelict timber wagons, was unloaded and stacked at Albion Park on Monday 7th October.

The boiler, frame and bunker of No. 2 is now sitting on 2ft gauge shop trucks while the rest of the parts are laid out in store, perhaps resembling an organised disaster! The I.L.R.M.S. plans to restore one of these two 'A' class Shays to static condition with the possibility of it eventually being brought to operating condition on 2ft gauge wheels in the very distant future. The scrap thieves blew a hole in the boiler, near the fire box, on No. 2 when removing the cylinders but the barrel of No. 1's boiler appears sound.

Our thanks go out to Messrs Groves (father and son) for donating the relics to the Society and for arranging loading at the Queensland end, to Ansett Airlines



A.R.H.S. 0-6-0 Hudswell Clarke standard gauge loco (297 of 1888) ex South Bulli No. 2 arriving at Albion Park, 15th October 1974. —Ken McCarthy



Boiler, frame and bunker of Hampton Shay No. 2 (Lima 2097 of 1908) on shop trucks at Albion Park, 15th October 1974.

—Ken McCarthy

for free air fares, to Robinson's Illawarra Transport for cartage at cost rates, to Albion Park Builders Supplies and Wards for crane hire at short notice and concession rates, to Don Estell for his services with the camper van and to Peter Neve for conducting successful negotiations.

The second project was the arrival of the standard gauge 'Hudswell Clarke' loco *South Bulli No. 2* at Albion Park on 15th October. This loco was donated to the Australian Railway Historical Society by the South Bulli Colliery in 1965 and was handed over to that group on 12th March 1966 and taken to Sydney, eventually appearing at the Enfield display of the N.S.W. Rail Transport Museum.

The loco carries builders number 297 of 1888 and was one of two units built for Thomas Saywell. No. 297 worked on the Rockdale Tramway from 1888 until 1900 as *Pygmy* and later appeared on the Toronto Tramway. *South Bulli No. 2* was delivered to Saywell's Ringwood Colliery at Bundanoon, N.S.W. but when this enterprise failed to live up to expectations the loco was transferred to Bellambi where it worked on the South Bulli Colliery line for almost 80 years.

With the transfer of the R.T.M. to Thirlmere near Picton in N.S.W., the A.R.H.S. approached the I.L.R.M.S. to ascertain if the loco could be transferred to Albion Park on loan as the Historical Society felt that such a relic would have more interest value if it returned to the Illawarra area where it worked for so long. The necessary formalities were settled and the loco has now 'returned home'. The engine is in remarkably good order and a start is expected to be made on an external repaint during 1975.

The third project was completely unexpected! On Friday 18th October, an urgent phone call was received from Sydney that a load of 2 ft gauge loco parts had arrived in Sydney and were unable to reach their destinations! The provisional approval for receipt of these at Albion Park was given and the relics arrived later that day. These proved to be a spare Perry boiler, originally from Fairymead Mill in Queensland, and the vital parts of 0-4-2T Fowler (B/No. 20284) from Qunaba Mill near Bundaberg. This loco was stripped in 1969 for overhaul and never reassembled as the Qunaba Mill were able to purchase two Fairymead Perry locos.

from **BRISBANE**



Brisbane Tramway Museum Society

Depot Progress

Work on the provision of three tracks, each 160 feet in length in the depot began in earnest on the 8th September, when the shed was measured up, and the position of the rails marked out with pegs. Next, the tractor's ripper attachment was used to break up the solid clay and rock floor into a series of trenches, where the rails were to be laid. It was planned to position the rails in the shed on a series of concrete blocks, with the gauge being kept by steel sleepers at regular intervals. The rails were then bolted to concrete blocks (or 'buns'), and then the track levelled to the railhead. This method was made possible because of the excellent foundation the underlying rock and clay, on which the depot stands, makes.

Once the tractor had worked its way down the shed ripping a trench about 1½ feet wide and 7–8 inches deep, members then followed, trimming the trench ready for the rails. The tractor once again came into good use dragging the rails up from the stack and positioning them in the trenches. Beginning with road No. 1, the rails were fishplated and bolted, and string lines and spirit levels used to position the rails parallel with the walls and with rail head at shed column base level. This work had been finished by the end of the second week in September, and the final stages were commenced. This consisted of securing the rails to sleepers and packing the sleepers. The rail lengths were then packed, and the trenches filled in. Holes approximately one foot deep and at 6 foot intervals were then dug beneath each rail, concrete mixed and poured into these holes and bolts set into the concrete. Once the concrete had set, the bolts were tightened and the work was complete.

Much to the credit of the many members who participated in this work, 480 feet of 4 ft 8½ in gauge track was laid in only five working week-ends.

John Hudson and his band of electrical men worked flat out with the track gang installing overhead wire troughing and wire above road three in the depot during September and October. This was by no means an easy task as each length of troughing had to be modified to fit the depot superstructure, and then hoisted into position and secured and joined 15 feet above ground. Work progressed steadily until the middle of October, when troughing was completed and by the date of the barbeque, wire both permanently in the troughing, and temporarily outside the shed for about 100 yards, was ready for the operation of Drop Centre car No. 231.

Roofing has continued steadily, and it is hoped that the shed will be covered by the end of the year. Brisbane's summer heat has now meant that work parties on the roof have to be held in the early morning and late afternoon and this will tend to slow progress somewhat. Quotes have been obtained for *Colorbond* wall cladding and the supply of this is expected early in the new year. A maintenance pit, approximately 50 ft x 8 ft x 4 ft is planned for the front of road No. 2, to allow underfloor electrical and brake maintenance.

Horse Car 41

Over the week-end, 19th/20th October, our replica horse tram, No. 41, was run by the Society in conjunction with the Queensland branch of the Y.M.C.A.

over some 200 yards of abandoned track at the former Belmont tram terminus.

On the morning of the 19th, hordes of B.T.M.S. and Y.M.C.A. members were on hand to unload the tram and set up terminus facilities. After the late arrival of the horses, the tram was driven the full length of the reserved track (about ½ mile) to pick up the Lord Mayor of Brisbane, Alderman Clem Jones, his wife, and an official party, for the first run. Ald. Jones was greeted enthusiastically by the large crowd assembled at the terminus. After an official photo tram running began in earnest. Over the two days the tram and a bookstore, set up at the terminus, did brisk business; every run the tram made was packed, and hundreds of the Society's new publication *The Trams of Brisbane* were sold. Subject to the track being further available, No. 41 will reappear at some future date.

Open Day and Barbeque

Still happy with the success of the horse tram week-end, we were absolutely overwhelmed by the response by members, and their families and friends to the Open Day and Barbeque, on 2nd November.

The afternoon began at about 2.45 pm when, after a short speech by our President, Bill Daniells, Drop-centre 231 was driven into the shed by Phil Smith, our member/caretaker, to be the first car into the shed under its own power. On board were the members who had worked so hard on the track, electrical, and roof work to make the occasion possible. The sound of 231 rumbling in on the shed track, with the trolley wheel clashing on the wire in the troughing was pure music to our ears.

Soon afterwards, the members of the Retired Tramwaymen's Association arrived and they were given several rides on 231 with reminiscence of old times. The trammies were then grouped and given a guided tour of the Museum by Counsellors, showing them the trams that they all spent most or all of their working lives on. Following this, the barbeque began, and the large crowd lined up for juicy steaks with a great selection of salads and other delights. A keg was tapped, the billy boiled and we all settled down for an enjoyable night chatting and getting to know each other better, which was, after all, the object of the night. After the meal, No. 231 was run several times, giving that unique experience of a night ride on a tram once again. It is interesting to note that some of the children present at the function were seeing a tram for the first time in their lives, and all enjoyed the experience.

No one can doubt that this night was by far the most enjoyable and successful (with 150 to 180 people attending) Society function ever held. It is certainly intended to stage similar evenings more frequently in future.

IN THE NEXT ISSUE OF TROLLEY WIRE.....

The Fairfield Park Tramway Experiment

Perth's Trailer Buses plus.....

Enlarged Museum Notes and News section, and other regular features.

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 of this issue.

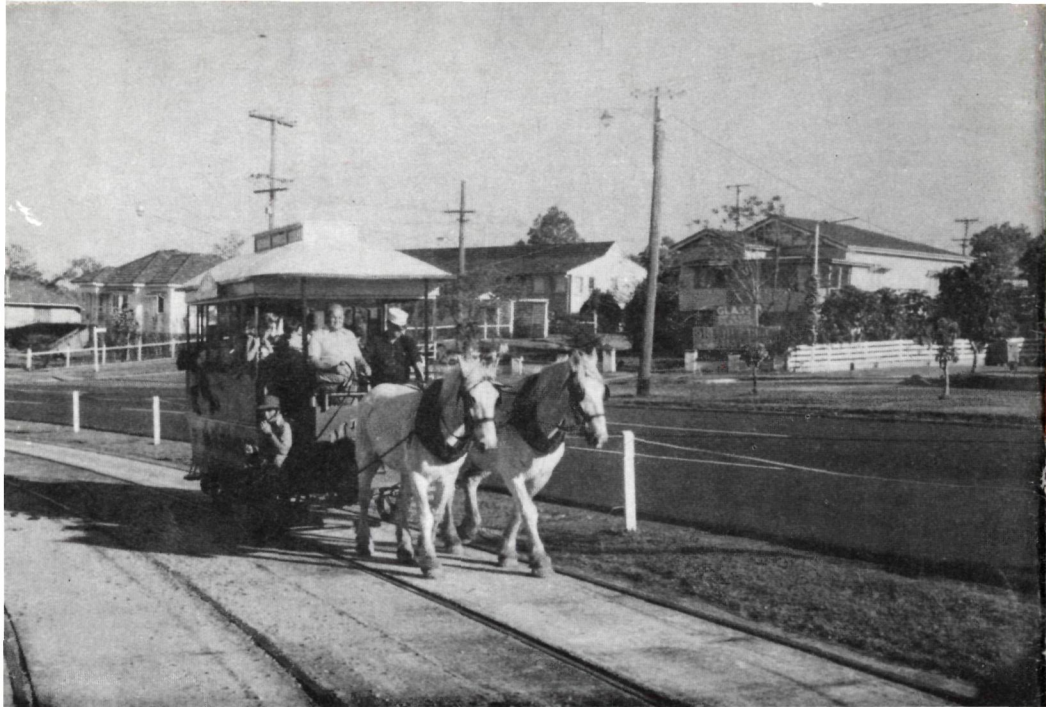
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Brisbane Trams Run Again.... The top photo shows replica horse car No. 41 with a typical load as it rounds the reserved track from the terminus on 20th October 1974. Period tramway uniform was worn by many of the Society members on roster. The bottom photo shows D.C. car No. 231 as it rumbles through the depot area on Open Day 2nd November. Visible are the recently completed overhead troughing and trackwork. In the background is the scrubber car No. 15, in service as a mobile power station to supply traction current to move No. 231. Work continues on roofing the shed.

—Photos: Tim Atherton

