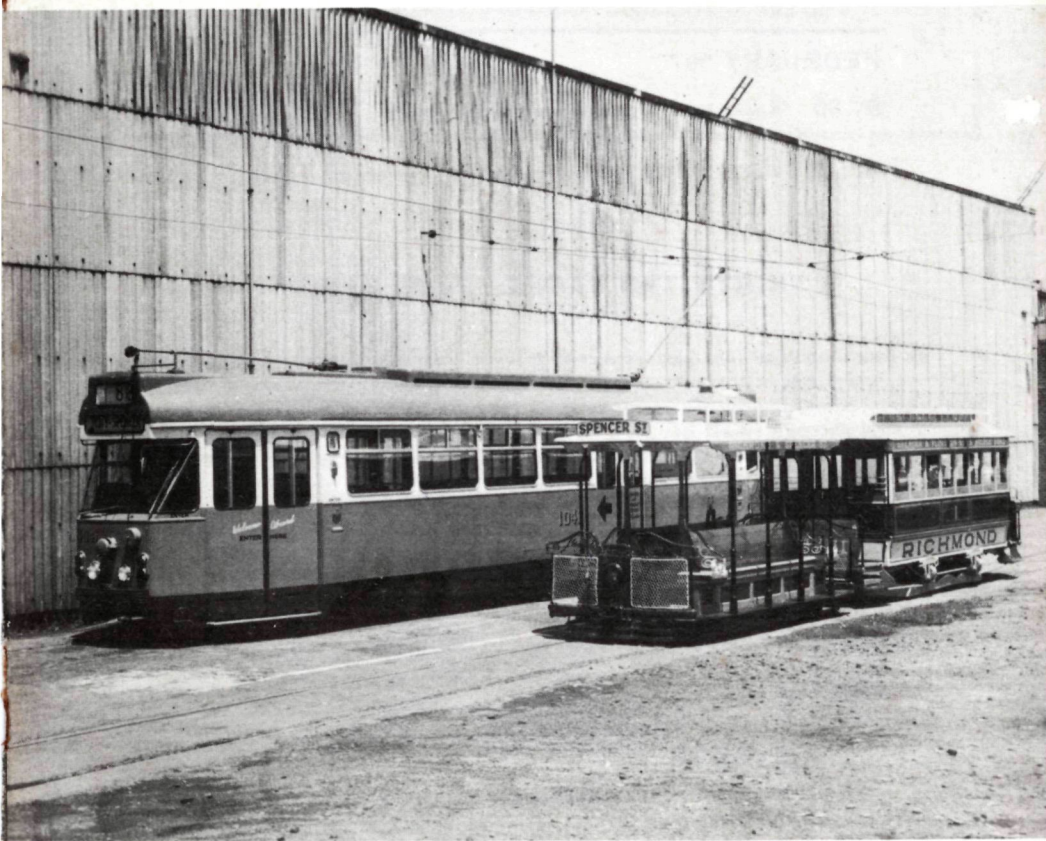


# TROLLEY WIRE

*Journal of*  
**AUSTRALIAN TRANSPORT MUSEUMS**

**NUMBER 156**  
**FEBRUARY 1975**



**NOW 40 PAGES... MORE NEWS... MORE PHOTOS**

*Registered for Posting as a Periodical - Category B*

# TROLLEY WIRE

Journal of

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

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**FEBRUARY 1975**

Vol. 16 No. 1 Issue No. 156

**\$1.00** (*Recommended maximum selling price*)

*MUSEUM DIRECTORY - See page 39 of this issue.....*

## THIRTY TWO PAGES... PLUS EIGHT!

As foreshadowed late last year, the price of *Trolley Wire* has been increased. However, only part of the increase is due to the rapidly rising printing cost of the magazine. Also, part of the increase goes towards reducing the loss sustained on copies sold through retail outlets. A proportion, on the other hand, goes towards the provision of an enlarged regular issue magazine. 40 pages... of news of the various smaller transport museums... of illustrated articles of transport history... of news of the lesser transport undertakings.

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Pleasant reading.....

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### *S.P.E.R. - Notice of Meeting*

The next general meeting of the South Pacific Electric Railway Co-operative Society Limited will be held on Monday 10th March 1975 at the TRANSPORT CLUB, Regent Street, Sydney. Meeting to commence at 7.30 pm. Arrangements are in hand for admission of non-members and juniors to the meeting room ONLY of the club.

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COVER PHOTO: *The newly restored Melbourne cable grip car No. 1 and cable trailer No. 1 outside Preston Workshops posed with the newest Melbourne tram No. 1041. The cable cars will go on permanent display outside the Library/Museum in Russell Street.*

—David Menzies

# THE FAIRFIELD PARK EXPERIMENT

by ROBERT GREEN

20th December 1974 marks the 90th Anniversary of the running of the first tramcar in Victoria. The Fairfield Park horse tramway was the brainchild of Charles Henry James, and its purpose was to encourage people to purchase building allotments which he had subdivided beyond the more densely populated suburbs of Melbourne. His tramway venture was unique in Victoria and was, in all respects, a land boomers gimmick.

The story of C. H. James is one of a millionaire who died penniless. Within a very short space of time he rose from a suburban grocer to a gentleman of great wealth and prosperity. During the early 1880's as the areas close to Melbourne became crowded with rows of terrace houses and cottages. James seized the opportunity to buy at low prices, large tracts of farming land for residential subdivision beyond the existing suburbs. One obituary claimed that James had applied to Melbourne the 'wanton activity in the real estate market' that had been experienced in Adelaide. (1) Another writer noted that James was acknowledged to have been Melbourne's first 'Landboomer'.

One of James' early subdivisions was the Fairfield Park Estate, located on the east part of what is now the City of Northcote. The then gently undulating countryside was renowned for its dairy farming and being close to the main Heidelberg Road had direct access to Melbourne.

In describing the "Leviathan Land Sale at Fairfield Park", *The Times* noted that

'Already handsome houses and fashionable villas are going up and the leaders of Society are removing from the crowded suburbs to this health giving district. It is not 4 miles from the G. P. O.; it has a railway station on the ground; it has the river close by for fishing and boating; and it is surrounded by picturesque scenery which cannot be surpassed in any suburb of Melbourne'. (2).

With the exception of the railway station, the other features enumerated by the *Times* were true. In 1880, Parliament had sanctioned the construction of a railway from Clifton Hill to Alphington via Fairfield Park, and during 1884 approval was given to connect the proposed Outer Circle railway into the Alphington line at Fairfield Park. James saw that the proposed railway giving direct access to Melbourne would be a great incentive to land buyers, and *The Times* subsequently made references to the 'Great Junction Station' to be erected at Fairfield Park.

James contended that 'no man whose business requires him to be daily in Melbourne should live more than five miles from his working spot and even then he should live close to a railway station or a tramway, so that the loss of time in going to and returning from the scene of labour should be reduced to a mini-

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- 1.) *Argus*, 3rd October 1898, p1.
  - 2.) *The Times*, 3rd December 1884, p2.

mum' (3). As the railway through Fairfield Park took many years to reach completion, the enterprising Mr. James decided to provide some token form of public transport service for the intended inhabitants. His tramway appears to be unique in Victoria because it was built on private land where, at the time, the only evidence of public thoroughfares were the surveyors pegs which marked out the land subdivision.

As early as the 1860's, proposals for the building of tramways were put forward, but the lack of municipal power to lease the streets for tramway purposes firmly blocked their construction. The normal procedure set down for the establishment of a street tramway involved Government approvals and Municipal delegation of powers. A prominent leader in the early construction movement was the determined F. B. Clapp, who later became famous for his more successful role in the development of the cable and horse car lines of the Melbourne Tramway & Omnibus Company. Two complete George Francis Train patent tramway vehicles were even imported for a proposed line to Collingwood, but authority ruled that they could not be operated. In the later case of the Fairfield Park tramway, the line ran through land in private ownership and James went ahead and built his tramway, on his own land and in his own way, without the encumbrances of approvals and rigid controls governing construction and operation.

The single track line commenced just north of the site of the proposed Fairfield Park station and followed the centre of the present Station Street alignment in a northerly direction. A contemporary report gave its length as  $1\frac{1}{4}$  miles and this observation was substantiated by Swift in 1928, when he noted that the line extended as far north as Mansfield Street. (4) Suggestions that the line would be extended towards Preston until it reached an ultimate length of 3 miles were made, however, as no extensions were recorded it is likely that the length of the line remained unchanged throughout its existence. The contractor for the permanent way was Mr. J. Swindell who worked under the supervision of Mr. T. B. Muntz, civil engineer. Within five days of the arrival of the rails in the colony, the line was completed. Notwithstanding the speed of the work, *The Age* reported that the line had been substantially laid. (5) The gauge of the line was 4 ft 8½ in as the tramcar came from Adelaide where the use of standard gauge was universal for the tramways in that city. The only known illustration of the tramway indicates that the rails were laid on sleepers and that some filling material was introduced up to rail head level to form an even surface for the horses. At the south end of the line, a small shed was constructed across the track to house the tram when not in use.

The tram was imported from Adelaide and was similar to those then operating in that city. A sketch of the vehicle shows that it was a seven window enclosed saloon with an open top deck. A spiral stair at one end of the car gave access to the upper deck which provided longitudinal knifeboard seating. The exterior was appropriately lettered *Fairfield Tramway* on the saloon



"THE DOMINION BANK."  
THE HON. C. H. JAMES, M.L.C.

side panels and *Fairfield Park* on the letter board above the window. No. 1 was discretely displayed below the sill of the centre saloon window. Whether the car was imported from Adelaide new or second hand is still a matter of conjecture. By 1884 horse trams had been operating in Adelaide for a number of years and it is possible that the Fairfield tram could have been purchased from one of the eleven tramway companies that were then operating.

The first public operation of the Fairfield tram took place on Saturday, 20th December 1884, being planned to coincide with the sale of a group of over 200 allotments of Fairfield Park Extension No.7. A large crowd attended the carnival-like auction and the opening of the tramway, which was described as the event of the year and the marking of a new era. At one count, 96 people were crowded aboard the tram which had a seating capacity of 40. 'About a dozen four-horse coaches and a number of other vehicles, decorated with flags, were laid on by the vendor, and carried to the ground in the course of the afternoon fully 2,000 persons,' reported the *Australasian Sketcher*. 'Arrived at the ground the usual "champagne lunch" was there, but it was a reality in this case. Wine of the best brands was in profusion, and three large tents were provided, wherein the gifts the gods provided could be partaken of ad libitum'. (6)

The tram did not run on a regular basis for there was an insufficient local population to warrant its constant use. The second run of the tram took place on New Years' Day 1885 when it operated free of charge between the hours of 11 am and 5 pm to enable the public to 'arrange picnic parties on the ground and inspect the land'. Due to its spasmodic use it is difficult to establish the exact period during which the tramway was in operation. By August 1885 the one tramcar proved insufficient to accommodate the large crowds attending the sales. Mr. James announced arrangements for the construction of one or more additional tramcars, but there is no evidence to support the delivery of these vehicles. The line was still operating during November, for the *Times* issued an invitation for the people to go out and judge for themselves the superiority of the Fairfield tram over the newly opened Melbourne to Richmond cable tramway.

It is likely that the tram saw little use after the end of 1885 because most of the land had been sold and James had turned his attention to subdivisions along the coastal area of Port Phillip Bay. Also, public attention in the district was drawn away from the notion of a short parochial tramway to the more important aspect of the provision of a transport link with the city of Melbourne. While Parliament had approved the construction of the Clifton Hill to Alphington railway during 1880, the construction work was not completed until 1885. Further, a direct link with Melbourne was not achieved until 1888 when the north end of the Outer Circle line connected Clifton Hill with Melbourne. As an interim measure, residents along the Alphington to Clifton Hill section instituted their own passenger carrying service which began running early in 1886. The 'Gas Tram' as it was called, operated between 9 am and 5 pm and consisted of a gas engine fitted to a carriage.

To the new residents of Fairfield the introduction of the gas tram was of greater importance than James' horse tram, which had outlived its purpose. Besides which, as the horse tram could only be operated a relatively short distance out from the station, it was probably equally convenient to walk. With the passage of time the Fairfield horse tramway lost its novelty and soon fell into disuse. The line was subsequently removed by the Heidelberg Council but the fate of the tramcar remains a mystery. The most likely theory is that it was transferred to the bayside horse line of the Beaumaris Tramway Co. which began

- 3.) The Times, 25th March 1885, p1.
- 4.) History of Northcote, by Swift, p48.
- 5.) The Age, 22nd December 1884, p6
- 6.) The Australasian Sketcher, 14th January 1885, p3.



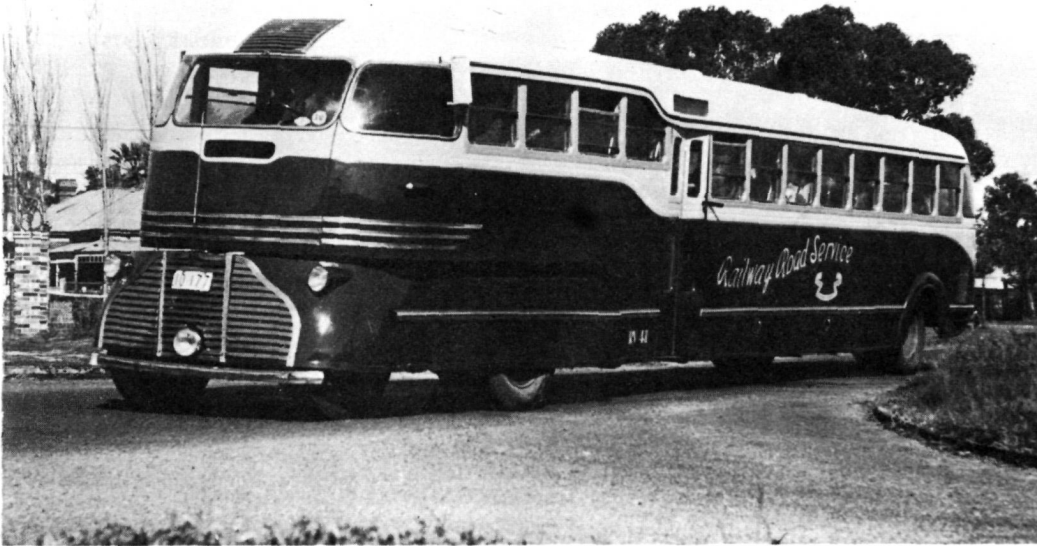
operations in 1888. Largest shareholder and Chairman of the Company was the enterprising Mr. James. Although the Beaumaris line was also built in conjunction with local real estate developments it differed from the Fairfield tramway by being a properly constituted and regularly operated public utility. Although suburban settlement did not take place until decades after the construction of the Beaumaris line, the summer beach traffic kept the line in operation until the beginning of World War I.

The same good fortune did not apply to the Company's ailing Chairman. The collapse of the land boom in the early 1890's also heralded the downfall of Mr. C.H. James. His Dominion Bank was wound up in 1896 and subsequently one of his creditors, who was only owed £13, filed an insolvency motion against him. James decided to leave the scene of his earlier triumphs and secluded himself in the outback of New South Wales. The persistent creditor pressed legal action and a warrant was issued for his arrest. James immediately appealed against imprisonment to the Victorian Full Court on the grounds that he was dying from cirrhosis of the liver. The appeal was granted in February 1898 and on 2nd October 1898, C. H. James was dead.

Determined to avoid bankruptcy, James applied for an unconditional discharge from his debts one week before his death. The judge ruled that the matter stand for a fortnight but James did not last long enough to hear the eventual outcome. His estate finally paid 6½ pence in the £ on debts exceeding £850,000. C.H. James was interred in an unpretentious grave in the Booroondara cemetery, strangely enough, within sight and earshot of the activity of the nearby terminus of the Melbourne Tramway & Omnibus Company's Kew horse tramway. James was, indeed, still very close to the form of outer suburban transport he had demonstrated at Fairfield Park some fourteen years earlier.

#### *Bibliography:-*

The Times; The Age; The Argus; The Australasian Sketcher; History of Northcote - Swift; Melbourne Punch; Victorian Railways to '62 - Harrigan; The Horse Tramways of Adelaide and Its Suburbs, 1875-1907 - Kingsborough; Land Boom and Bust - Cannon; Mind the Curve - Keating; The Australian Dictionary of Biography, Vol. 4.



W.A. Government Railways' *CHEETAH* bus no. RV41.

—W.A.G.R. Official photo

## PERTH SEMI-TRAILER BUSES

by H. C. Cowell

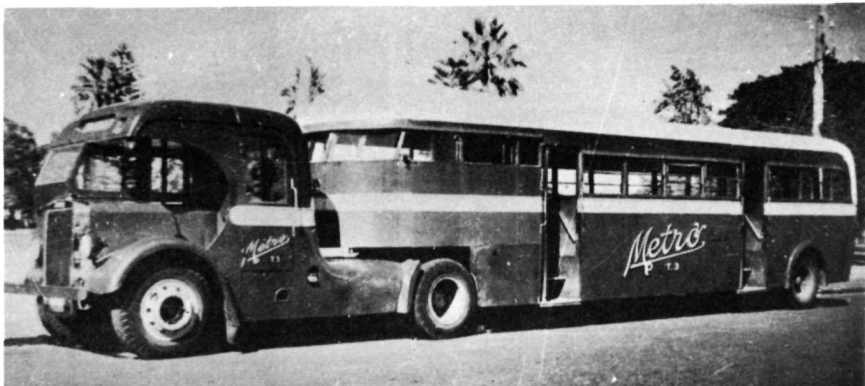
Some twelve years have now elapsed since the phasing out of what was once a familiar sight on the Perth scene — the semi-trailer buses.

Owned both by private operators and the W. A. Government Railways, these monsters of the road vied with the trams and surpassed the trolley buses in their ability to shift large crowds quickly, and yet still retain the advantage of the motor bus with its independence of track or wiring.

The high incidence of overhead power cables and other obstructions made Perth suburbs somewhat unsuitable for double deck bus operation, and only one double decker has operated on public service in recent times (alas, this now is also only a memory but that is another story). Semi-trailers provided high carrying capacity while requiring little more headroom than a normal single deck bus. They offered an exceptionally quiet ride, engine noise being almost inaudible — a virtue scarcely paralleled by even the most modern buses.

The appearance of these vehicles was colourful and varied. Liveries ranged from the bright orange of Beam Transport to the elegant Royal blue of the Scarborough Bus Service and appearance from the distinctive bus look of the Metro prime movers to the haulage truck appearance of the 'driver-behind-engine' Pioneers. Names were adopted by some operators for their trailers. The Scarborough fleet bore such names as *Mammoth*, *Magnificent* and *Monarch*, while Beam used the name *Ajax*.

Initially, difficulty was experienced in obtaining approval to operate the semi-trailers and it was not until the Scarborough company had demonstrated their manouverability to the licensing authority using a trailer and mock-up prime mover that a licence was finally granted. Having proved themselves, pop-



Metro Buses Pty. Ltd. No. T3, a Leyland, Used extensively on the Perth – Armadale route.  
–W.A.T.M. H.Cowell collection



Beam Transport AJAX – White, outside Fremantle railway station. This bus was formerly owned by the W.A.G.R. and subsequently went to Metro Buses Pty Ltd.  
–H.Cowell



North Beach Bus Service No. 11, a Foden, at East Perth immediately after acquisition by the M.T.T.  
–H.Cowell

ularity increased until they reached their prime in the late 1940's and early 1950's, the extent of the fleets then being:-

<i>Operator</i>	<i>No.</i>	<i>Make</i>	<i>Arrgt.</i>	<i>Disposal, etc.</i>
Beam Transport Ltd.	1	White	C.O.E.	Originally W.A.G.R. and later Metro.
Metro Buses Pty. Ltd.	2	Leyland	F.C.	
	2	White	C.B.E.	
North Beach Bus Service	2	Foden	C.O.E.	Both sold to McLarty's Stock Transport
Pioneer Bus Service	3	International	C.B.E.	One later transferred to Inter Suburban Bus Service
Scarborough Bus Service	4	Foden	C.O.E.	Gardner 6LW engines. Two of these prime movers originally Whites White Engines
	2	White	C.O.E.	
W. A. Govt. Railways	4	Foden	C.O.E.	

C.O.E. - cab over engine, full cab; F.C. - forward control, half cab; C.B.E. - cab behind engine.

Primarily, semi-trailers were used on routes offering high traffic density with a minimum of hills and sharp corners, Thus Metro buses flourished on the Perth-Armadale service; Beam operated between Fremantle and Mandurah; North Beach, Scarborough and Pioneer carried large crowds to and from the beaches, while the W.A.G.R., in addition to long haul work, used their fleet for such chores as the handling of heavy race traffic to the Ascot Race Course after the closure of the Belmont branch line. Some private hire work asw also undertaken and in 1952, while on such service, one of the North Beach vehicles collided with a car on a narrow road near Araluen and came to a halt precariously balanced on the verge of a steep drop. Injuries in this case were minor but in other accidents involving two Scarborough buses (a White and a Foden) on the Doubleview Hill in 1950 and a W.A.G.R. bus on a bridge near Cardup, fatalities resulted.

As roads became increasingly congested and competition with the private car more intense, it became evident that the days of the semi-trailers were numbered. Their unsuitability for one man operation no doubt weighed heavily against them. The death knock came with the absorption of the independent operators by the Metropolitan (Perth) Passenger Transport Trust. The policy of intense standardisation inevitable with such an undertaking meant that the semi's could not in any case have survived for long and their period of service with the M.T.T. was brief, the last being withdrawn in mid 1962.

Their withdrawal from public service did not however result in their complete disappearance, several being sold to McLarty's Stock Transport for the movement of livestock. Painted white, they gave many more years service locally and interstate and one Foden prime mover was even resold and converted to a water tanker. As such, it is still employed watering a trotting track at Upper Swan.

Although not semi-trailers in the generally accepted sense, mention must be made of the three revolutionary vehicles operated by the W.A.G.R. in the mid 1940's. Powered by two Ford V8 petrol engines, one front and one rear, the front engine was mounted on a four wheel Cheetah truck located directly below the front of the bus, the front of the bus and of the truck being flush. The driver sat up with the passengers and steering was by hydraulic swivelling of the truck assembly. These vehicles were, however, somewhat premature and not entirely



*Pioneer Bus Service International at Cottesloe, 1952*

—H.Cowell

successful; their size and layout being ahead of the road development and engineering progress of the day. Not surprisingly, their life span in their original form was comparatively short and by 1950 all had been converted to conventional style semi-trailers powered by Foden units.

Alas, very little evidence of semi-trailer buses now remains, although the shell of one trailer still lies forlornly in a local wrecker's yard, a rusting monument to an era of travel that for years to come will be cherished in the memories of many West Australians.

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#### SPER INVASION

In October 1975, the Sydney Tramway Museum is planning a long weekend trip to Melbourne and Ballarat. If any reader would like to be included in this popular pastime, please contact Mr. R. S. Jones at Lot 30 Guernsey Avenue, Leumeah, NSW, 2560 in the next few months for advance details of the trip as they come to hand.

**MOVING????** Please let us know, at Box 103, PO, Sutherland, your new address as soon as possible.

*Enquiring about subscriptions?* If so, or if advising of new address, kindly note the number which appears on the top line of your address on the last TW envelope when you write. Saves us time and confusion trying to sort out the address card.

—We Thank You



### Ballarat Tourist Tramway Opened

*Story— Bob Prentice  
Photos— Mal McAulay*

The Ballarat Tramway Preservation Society Ltd. proudly announces that their Tourist Tramway, operating in Wendouree Parade, was officially opened during the afternoon of Saturday 1st February 1975, by the Chairman of the State Electricity Commission of Victoria, Mr. J. C. Trethowan, B. Com., FASA.

The Opening Day planning committee, chaired by Bill Jessup, met on a regular basis for some months prior to the opening, and the success of the day was due to their thorough way of proceeding. During the week preceding the festivities, the general arrangements were spearheaded by Geoff Cargeeg and Peter Rees, and through their diligent efforts (with day to day assistance from others) the official dais, sales department tent, and the trams were ready for the great day.

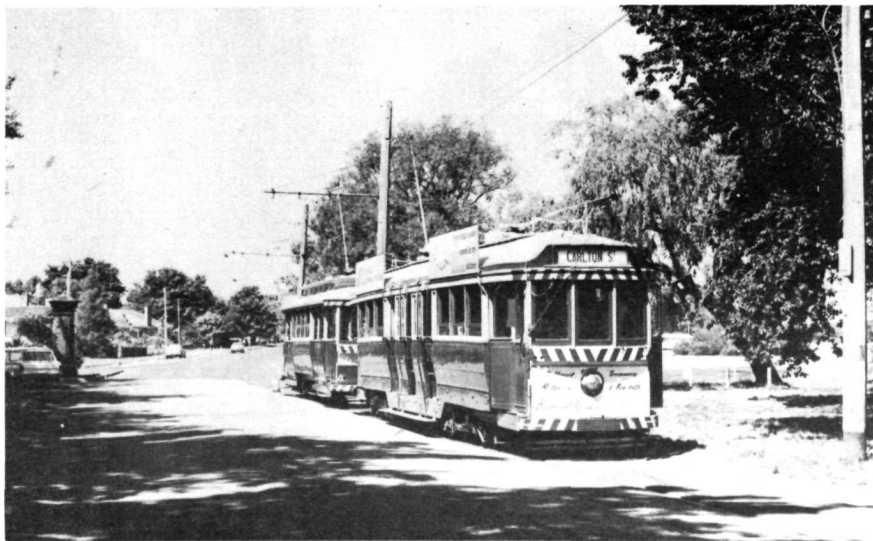
Saturday dawned redolent, and portended the weather conditions for the rest of the day.

As the hours passed, a sense of mounting excitement was evident, as more and more representatives of tramway and railway preservation groups throughout Australia were greeted at the dais and depot precincts. To the Association of Railway Enthusiasts fell the honour of being the first society to charter a special tram (No. 40) from the B.T.P.S.; the A.R.E. members travelled to Wendouree by a special diesel railcar.

During the morning, a film crew from ABV Channel 2 'took footage' for *Weekend Magazine* of "Mr. Fuller teaching Mr. Croft to drive" and of "Mr. Inglis being instructed".

Whilst these incidents were happening, trams 26 and 27 provided a service in Wendouree Parade. At 1.00pm the last round trip left the Gardens Loop, and by 1.20 pm all trams were at the depot being prepared for the opening ceremony. At 1.30 the two bands assembled at the dais and commenced to entertain guests and picnickers with suitable renditions of martial and popular music. By 1.50 pm the last tram arrived at the opening ceremony site; the official trams being Nos. 40 and 14 and the public trams Nos. 26 and 27.

Our Secretary, Clyde Croft, acted as Master of Ceremonies for the day.



He welcomed everybody to the festivities and then introduced the Mayor of Ballarat, Sir Arthur Nicholson, who, during his speech, tendered the Council's congratulations to the Society for the enterprise in having the section of tramway in question, preserved and the re-instatement of services for passenger traffic. Sir Arthur concluded by wishing the Society's project every success.

*Acclamation*

Mr. Croft then introduced Mr. J. C. Trethowan, who referred to certain highlights of S.E.C. ownership of the tramways, and his early association with the Ballarat trams and tramway, being, as he said 'born and raised in Ballarat' and 'began working with the commission as a revenue clerk'. He declared 'the tramway well and truly opened' to the acclamation of the gathered host.

The Society's President, Mr. M. Calnin, JP, responded- he mentioned the activities of the society generally, acknowledged the S.E.C.'s generosity in donating trams to the B.T.P.S., and the Ballarat City Council in assisting with the retention of the tramline along Wendouree Parade in the park reserve.

*Again, acclamation.....*

The official guests were then invited to board Nos. 40 and 14 and these trams moved through a streamer held by the Ballarat Vice-president, Frank Hanrahan, and Melbourne Vice-president, Bill Jessup, and preceded by the pipe band for a short distance down the track to the skirl of the pipes and the beat of drums, set out on the official run. No. 40 was driven by Mr. Trethowan and crewed by Clyde Croft and Richard Gilbert; whilst No. 14 was driven by Sir Arthur Nicholson with Peter Winspur and conductor Geoff Cargeeg.

After running to Carlton Street and returning to the Gardens Loop, the official guests were requested to alight, and as they moved to the Gardens Kiosk, Nos. 40 and 14 entered public service in conjunction with Nos. 26 and 27; the trams operating in pairs.

Inside the kiosk, the guests were invited to be seated, and soon cups of tea or coffee were distributed... sandwiches and cakes consumed; the excellent catering by our good friends Arthur and Mrs. Maxwell, was interspersed by short discourses from Maurie Calnin and Richard Gilbert.

Your writer reflected, as he gazes out of the kiosk, watching swans and

other water-fowl floating past on Lake Wendouree, with a backdrop of yachts sailing further out from the shore — "what a peaceful scene... what a magnificent setting for a tourist tramway.... "

## \* MUSEUM Notes & News \*

### from BALLARAT



#### Ballarat Tramway Preservation Society

##### *Wendouree Parade Track Connection*

By Friday 22nd November 1974, plant and material had been assembled at the work's site in Wendouree Parade. In fact, work had begun on the day with the aid of the Ballarat City Council. With the erection of barricades across the roadway at strategic points north and south of the works area, and due notification of this fact in the local press, the Council closed Wendouree Parade for one week, and proceeded to excavate the roadway to allow the installation of the connecting curve and special work.

Saturday 23rd November saw final excavations of the roadway and the laying of the M.&M.T.B. prepared rails with the aid of a heavy haulage lifting truck. The rails were laid to tramway board mass concrete construction standard. The services of a professional welder completed the connection of the rails to the mainline in Wendouree Parade. Such was the hours of work undertaken that portable lights, strung from the overhead in Board style, were installed and final alignment work continued into the early a.m. of Sunday. During Sunday, 24th, the final adjustments to tiebars, the final mating of the access track with the connecting curve and the laying of the society's main telephone cable across the Parade in the excavation took place.

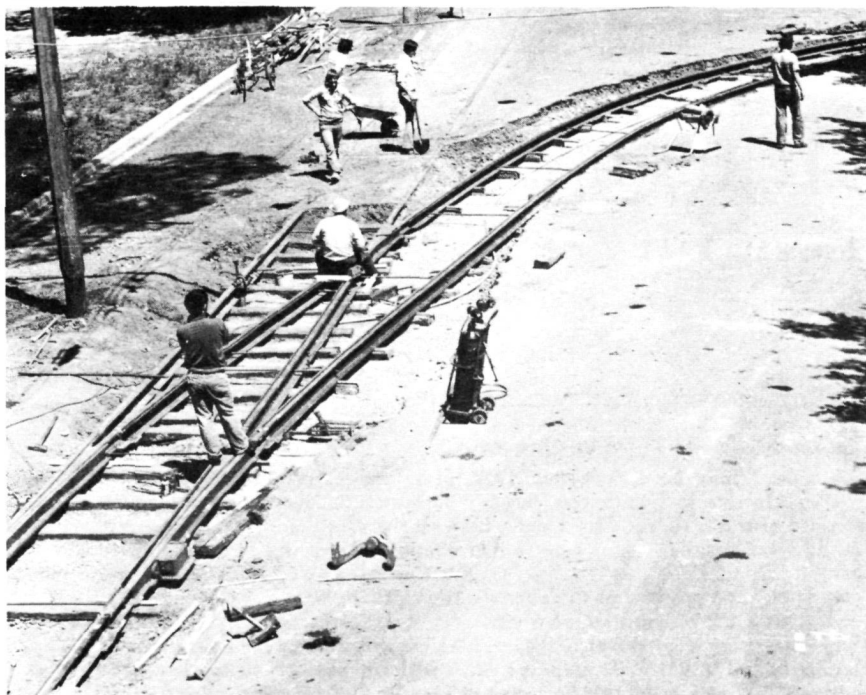
Monday 25th November saw four truck loads of concrete delivered and in a short time, the curve was firmly concreted into place as part of Ballarat's ever-growing tourist potential. As Thursday 28th November was the deadline for the re-opening to road traffic of the closed section of Wendouree Parade, the Council completed work on the road surface in the form of cutting back the crown and sealing the surface.

##### *First Traffic*

On Saturday 7th December 1974 the long awaited moment arrived. Tram No. 27 was driven from the depot access track across Wendouree Parade onto the former Gardens Tramway at 3.44pm to the cheers and acclamation of the many members who had gathered to witness this great event. No. 27 successfully negotiated the curve and special work, and was immediately run back to the depot.

To maximum traction bogie car No. 40 fell the honour of being the first tram to travel the full length of the re-opened tramway. It was an appropriate move, because No. 40 was the last tram into the now demolished car-barn of the S.E.C. when tram services in Ballarat ceased over three years ago, thus it was felt by all concerned with the Tourist Tramway that car 40 should be selected to re-open the "Gardens Tramway".

The entire length was covered without incident, and No. 40 continued to



ABOVE: A bird's eye view of the laying of the pointwork and curve across Wendouree Parade connecting the depot line with the street trackage. BELOW: Three years of hard co-operative work comes to fruition as car No. 27 eases onto the Gardens route tramline, Wendouree Parade on 7th December 1974.

—Bob Prentice



operate with No. 27 in Wendouree Parade until 8.00 pm, thus rewarding members for their continued and loyal support. Test trips were run for time-tabling purposes and for track and overhead inspection; also tram performances were noted.

Secretary Clyde Croft and Board member Peter Winspur were the motormen on this most favourable day.

#### *Ballarat Council Seals Agreement*

On Tuesday 24th December, the Ballarat City Council graciously granted permission for passengers to be carried on a regular basis. First passengers were carried at 6.00 pm on this day, and up to Sunday 5th January, a total of over 3,000 fares have been collected, proving the immediate success of this undertaking. The response by tourists in the gardens area has been such that standing loads have been carried on several journeys.

One can rhapsodise ... "this is truly street operation in its most ultimate form ... there is nothing ersatz here!"

#### *Thanks*

We must pay a tribute to the Society's engineer, Bill Kingsley, for a task well done. Bill had the massive job of — surveying Wendouree Parade for track work; organising, with the help of the M.&M.T.B., the connecting curve and pointwork; consulting with the B.C.C. re the excavating of the roadway in order to lay the rails; supervising the actual laying of the rails and installation of the points, and, the eventual sealing of the Parade.

With regard to the above, mention must be made of the wholehearted co-operation of both the Ballarat City Council and the Melbourne & Metropolitan Tramways Board. Their inspiring efforts helped this Society magnificently.... our most grateful thanks are extended to the various officers of these two corporations.

And finally... the Society wishes to fully acknowledge the efforts of the volunteer workers who plied themselves diligently from early morn to dusk, and in some cases, past midnight. Thank you all!!!

#### *Publicity*

Since the commencement of tramway operation in Wendouree Parade, a number of organisations have expressed interest in publicising us. Mr. Keith Dunstan's column, *A Place in the Sun* on Monday 30th December 1974, gave an excellent description of the Society. Television station Channel 2 has filmed trams operating along the Parade and has screened this film at least twice. Channel 6 (in Ballarat) has also filmed "the action" a few times and has expressed interest in using the trams on their colour test patterns. The Ballarat *Courier* has also published many articles and photographs of our tramway.

#### *Tram Maintenance*

Bob Prentice is co-ordinating the tram maintenance programme and ensuring each tram is safe to run along the Parade. Rolf Jinks is conducting the daily maintenance along with other members, and at present tram No. 27 is having its loose bolts tightened, whilst tram No. 14 is having a defective compressor governor repaired. The two Lodington brothers, John and Stuart, are working on the maintenance of the air braking systems. Where necessary, our handy man, Peter Rees, has been invaluable with his assistance.

#### *Works*

Allan Harnwell is proceeding with installation of the Society's own automatic telephone system which will streamline operations. An auto exchange has been installed at the rear of the depot and negotiations are under way to lay the telephone cable along the length of the tramway.

A team consisting of Peter Rees, Robert Weiss and Clyde Croft are working on re-installation of the former signalling system on the tramway. At present,

the trams cross at the Gardens Loop on a time-table basis, but operation of the Forest City signalling will add another bygone aspect of S.E.C. tramway operation.

#### *Other News*

Andrew Cook has been adding "St. Aidens Dve", "Carlton St" and "Gardens Loop" to the destination blinds as these are terminating points. However, the other destinations on the rolls are shown at times so that photographers can still obtain a 'genuine' photo.

Graeme Jordan has been active in re-painting the somewhat faded stop signs; it is indeed satisfactory to see the gleaming red and white rings on the poles.

Traffic Manager, Richard Gilbert, is currently perusing the attendance book at the depot in order to select members for training as conductors. After a period of time in this grade, and if suitable, these members will then be placed in training for the position of motorman in co-operation with the M.&M.T.B. The selected members will be notified in due course.

## from ALBION PARK



### *Illawarra Light Railway Museum Society*

#### *Progress at Albion Park*

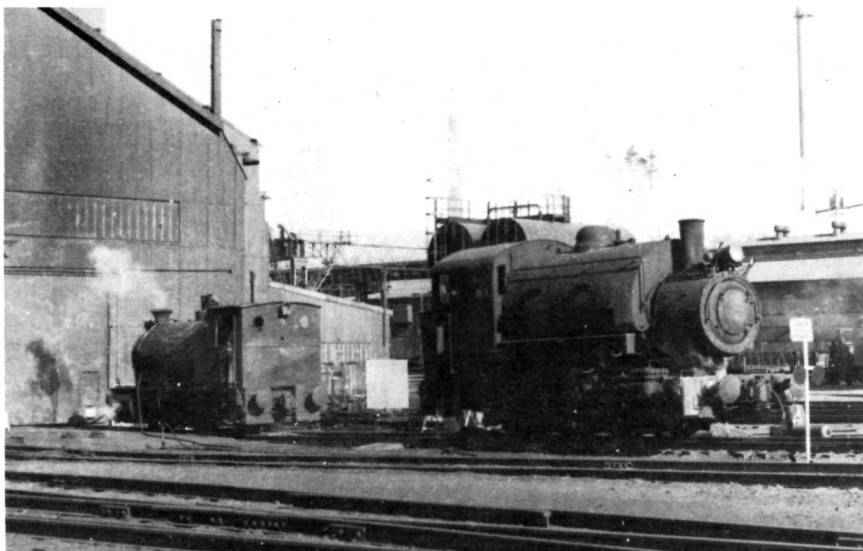
Since the rushed activities of October last, when the second Shay, the South Bulli loco and the Qunaba Fowler arrived at Albion Park, progress at the museum site has been more docile. But more arrivals are expected by the time this report appears in print.

On December 12th, the 2 ft gauge insulated meat wagon from Victoria Mill, Ingham, Q'land arrived at Albion Park. This originally arrived in Sydney on 26th March 1973 and had kindly been accommodated by ILRMS-SPER member Peter Macdonald in the intervening period. Although in need of major restoration, this vehicle now gives a professional appearance to Albion Park work trains bringing up the rear of a string of cars consisting of side tips, open skips, flat cars, all hauled by the ex-S.E.C. Malcolm Moore loco. The meat wagon dates from the days when cane cutters set up camp in the sugar fields and were visited each day by a butcher carrying his wares in this remarkable four wheel vehicle.

The initial track, which will eventually form a shunting siding, has been completed along 150 yards of Old Croome Road, while work is now continuing from a turnout which will bring the 2 ft plant into the proposed engine compound. This chain wire enclosure was originally planned to be about 100 ft x 40 ft but donations of fencing pipe and clamps have enabled an area of 150 ft x 150 ft to be made secure. Work is well ahead on the spreading of donated coal wash as a foundation in this location and post hole drilling is due to commence by late January.

#### *Other Illawarra Museum Group Activities*

The local Illawarra branch of the N.S.W. Rail Transport Museum has been active at the Albion Park-I.L.R.M.S. site. Several items of Illawarra interest will possibly be displayed, (with the A.R.H.S. *South Bulli* loco) and maintained by this group at Albion Park. A load of 80 lb rail and sleepers arrived during November-December and work is well advanced on track construction to take the first R.T.M. exhibit, which will be the ex-A.I.&S. loco *Bronzewing*.



*0-6-0T Porter pattern loco Bandicoot and 0-4-0T engine Wallaby at the A.I. & S. Port Kembla steel works, 8th August 1955. Wallaby has been on display at the Port Kembla Visitors' Centre for some time, while two of the 'Porter' type locos will be preserved.*  
 —Ken McCarthy



*A typical narrow gauge work train at Albion Park. The ex-S.E.C.V. Malcolm Moore loco leads, followed by two ex-Department of Supply flat cars, a Corrimal Colliery pit prop truck, an S.E.C.V. side tip wagon, Newnes skip No. 110 and the Ingham, Q'land, meat wagon, December 1974.*  
 —Ken McCarthy

*Port Kembla Steelworks Locos*

The remaining eight steam locos were retired from Port Kembla Steel Works' service on 21st December 1971, although *Brolga* was withdrawn during August of that year. Officially on standby, these 60 ton, 0-6-0 standard gauge machines did not return to service and since 21st January 1972 have stood abandoned on the coke works siding, although minor maintenance has been undertaken on some of the group. The final order to write off the engines was received on 19th December 1974, *Badger* being the first to the scrap yards on 8th January 1975.

*Brolga*, *Bellbird*, *Bandicoot*, *Burrawa* and *Baradine* will follow *Badger* to the furnaces but *Bantam* (bearing the *Badger* name plates) built at the A.I.&S. works and outshopped on 16th February 1944 may be preserved at the steelworks and *Bronzewing* may go to Albion Park.

*Bronzewing* was built by Clyde Engineering Co. in February 1937 and carries Builder's No. 457. It will be in direct contrast with the small *South Bulli* No. 2 loco in bulk, although it occupies very little more track space. *Bronzewing's* principle dimensions are:- working pressure 180 lbs/per sq. in.; cylinders 18 in diameter x 24 in. With the exception of a 2½ year interval at the B.H.P. plant in Newcastle between June 1952 and January 1955, the loco has been part of the Port Kembla scene for the last 38 years.

We are indebted to Mr. J. Southern for the details of the A.I.&S. locos.

*Tully No. 6*

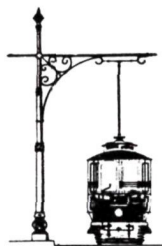
Due to the generosity of several undertakings, the I.L.R.M.S. 2 ft gauge Perry Loco, ex 'Tully 6' will soon be restored. This is due to the donation of swaged and expanded boiler tubes, cab and boiler fittings, steam brake components and injectors. This engine will be transferred to Albion Park from its store location when the loco compound is nearing completion.

*Correction*

Due to a production error in the December 1974 edition of *T.W.* the builder's no. details of *South Bulli Loco* No. 2 loco were confused. The 'South Bulli' loco is No. 297 and the Rockdale tram loco *Pygmy* was No. 296. Both were identical and ordered for the tramway, in fact the Albion Park loco still has the lower tramway coupling socket under the standard railway coupling, but No. 297 was diverted by Saywell from his tramway to his mining interests on arrival from England.

**from LOFTUS***South Pacific Electric Railway**Trackwork*

The new point connecting the mainline to the depot annexe fan was completed on Saturday, 30th November. No time was lost in making use of this connection; O breakdown No. 141S was quickly brought out onto the mainline and coupled to O 1111 and multiple unit operation returned to Sydney. (E 529 and E 530 run as a permanently coupled set and K 1296 and LP 154 have also run coupled at Loftus, but these cars are direct control. The O class is equipped with GE type M master controllers for remote multiple unit operation). All operating sequences were tested and the cars cleared for passenger operation. This





*Brisbane dropcentre No. 295, in trial silver, blue and grey paint scheme in the depot yard at Loftus. The silver paint, although sprayed on, is posing some extreme problems, not the least being that of showing up every slight imperfection in the undersurface.*



*The new points at Loftus. Immediately beyond the E cars on the siding, the track turns sharp (about 45 ft radius sharp!) right past the substation, the 3-way points and continues a further two car lengths to a shunting neck for the depot annexe roads.*

will not be regularly undertaken until No. 141 S is rebuilt to its original all passenger role as O 1030. OP 1089 will also be capable of M.U. operation with the two O cars when it is restored and re-equipped.

Overhead wire was subsequently installed over the new connection and the headshunt over Lady Rawson Avenue. This will be cut back to near the sub station and permanently tied off and thus allow the headshunt to be used for loading and unloading trams as necessary.

#### *Members Day - 1974*

The Annual Open Day was held on Saturday 14th December and once again the Museum was visited by the N.S.W. Division of the Australian Railway Historical Society. As a change from the usual steam train to bring them to Loftus, (Museum Platform), the A.R.H.S. members this time sampled the comforts of a new 4 car stainless steel double deck suburban electric train.

Eight trams were operated during the afternoon, usually in the following pairs: Ballarat Nos. 12 and 37, Brisbane Nos. 180 and 295, Sydney R 1740 and R1 1979 and Sydney O 1111 and 141 S. No. 1979, although operable was not used for passenger carrying, but was run to allow photographs of the two Sydney corridor cars together. Some trips were also run using three cars - Sydney R 1740 accompanied by one Ballarat car and one from Brisbane! The oldest and the newest trams in the fleet, Sydney C 290 and Brisbane No. 548 were on display in front of the sub station, while the grinder attracted considerable attention as it stood on the depot siding.

The highlight of the day came at 2.40 pm when the first official passenger carrying trip of coupled O class cars was started from the depot platform. The trip was driven by member Kevin Martin who had purchased No. 141 S for the Society. After conversion from O 1030, No. 141 S still retained its seating in the two end compartments, allowing a carrying capacity of half its passenger capacity!

Mac's Carnival Organ once more made a welcome appearance to provide suitable background music. We note that the Chimphony Orchestra has gained a third member.

The dinner, held for the first time at the Astron Lounge at Gympie and the films that followed were voted the best yet by the 96 members and friends who were in attendance.

#### *O 1111 - T.V. Star!*

The Museum has once again been the scene for TV filming. On Tuesday 14th January at 6.30 pm, a large contingent of A.B.C. personnel arrived to film a sequence for an episode of the series *Behind the Legend*.

The setting was the Manly to Narrabeen tramline between the wars, so naturally O 1111 was used, being, as it is, a genuine survivor from the Manly system. The two stars and supporting actors were provided by the A.B.C. but the Society provided the tram crew. Ken McCarthy drove the tram and Wayne Armitage was the conductor. Norm Chinn was in charge of the tramway side of the operation. An all night session saw the filming completed and the tram put away at 5.30 am. Produced in colour, each episode of the series runs for 30 minutes. The total viewing time of the sequence taken at Loftus will be approximately 5 minutes.

---

#### *TEN YEARS OF ELECTRIC SERVICES AT LOFTUS.....*

...to be celebrated with a special operations day on Saturday 15th March 1975. A day on which most regular service passenger cars will be joined by other trams not normally in use or operated. All enthusiasts, friends, families and other interested people are invited to attend. Saturday... 15th March at Loftus.

## from PARRAMATTA



### Steam Tram Preservation Society

On New Years Day this Society was impressed with the assistance offered by the S.P.E.R. to the Darwin Appeal by a special operating day. Our Board of Directors decided that we should use our regular steaming day in January for a similar appeal.

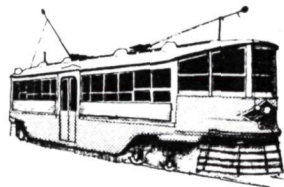
An approach was made to the *Sun-Herald* for assistance and we are indebted to John Fairfax & Sons Ltd. for kindly noting our intentions in the *Sun-Herald* on the Sunday prior to the operating day.

About 7.30 am on Sunday 19th January, motor 103 A and loco No. 1022 were being fed a diet of coal and water mixed with doses of fire so that by 10.30 am No. 1022 was outside the shed with safety valve blowing off, and 103 A stood in the shed doing likewise.

The crowds began gathering at 11 am, much earlier than expected, so operation with cars 37 C and 74 B began with the motor and 1022 alternating as motive power. With larger crowds arriving, lunch was virtually forsaken by drivers, conductors and sales staff alike. By 2.15 pm it was necessary to review operations and accordingly our B class car undergoing overhaul was requisitioned. No. 191 B was cleared of the odds and ends that accumulate with overhauls, the floor swept clear of wood shavings, scraped off paint and the like and coupled behind 37 C and 74 B, with 103 A nuzzling the rear coupling.

This was our first revenue earning three car tram and the first consist carried a complement of 330 passengers, of which only about 192 could be seated. Shades of crush loading in 'days gone by.' Three trips were operated in this manner, each carrying a similar number of passengers. By the end of the day a record number of 1383 passengers were carried and the Sydney Morning Herald Darwin Appeal benefitted with the proceeds of \$177.45. Unfortunately for our archives, all members present were so busy handling the waves of visitors that no time was available to take proper photo records of the day, so if readers have any they would care to donate we would be most appreciative. Our new postal address is to be found on page 39 of this issue.

## from WANNEROO



### Western Australian Transport Museum

Readers could be forgiven for thinking that perhaps Western Australia had finally seceded from the Commonwealth but, unfortunately, a communication barrier has existed between east and west for some time. Your editors are partly to blame, being too busy otherwise to chase up news items, while the W.A. boys have been very busy with running their bus service at Wanneroo and, we hear, moving closer towards their ultimate goal of organising the return of electric traction to the western state.

In November last it was reported that the W.A.T.M. and the Veteran Car Club had been involved in discussions about using a site at Forrestfield. The



*Restored Metro Bus Co. half cab Leyland bus No. 81 as it appears now in service with the Western Australian Transport Museum.*



*M.T.T. 'half cab' bus towing unit with W.A.T.M. ex-M.T.T. Sunbeam trolley bus No. 884 after the trolley bus had been delivered to Ric Francis' home for restoration.*

—Marilyn Harris

land in question has been leased by the V.C.C. from the Kalamunda Shire and if negotiations can be successfully concluded could lead to an operating museum in which the W.A.T.M. could develop a 'town' scene.

### *Activities*

Each weekend continues to see the operation of Leyland half cab bus, ex-Metro Bus Co. No.81, at the Lion Park. This provides the W.A.T.M. with a good opportunity to advertise its existence and aims to the public.

### *Buses*

The London Transport double deck Leyland bus RTL 547 operated for the first time recently at Castledare since coming under the control of the W.A.T.M.

Trolley bus ex-M.T.T. 844 was towed late last year from storage to Ric Francis' home at Girrawheen where restoration is being undertaken. The bus was moved by a tow wagon kindly loaned by the M.T.T. whose Chairman is Patron of the W.A.T.M. The towing wagon, itself, is of considerable interest. Originally in service as a half cab vehicle with the Melbourne Tramways, it was sold to the M.T.T. (Perth) and when retired from passenger carrying duties in that city had the rear section of the body work removed and towing equipment installed.

### *Headings*

As readers will have noticed, we have completed the preparation of the "new" headings for the various sections of Museum Notes and News. The tram featured for the W.A.T.M. is the Stepless Car No.63. The drawing is adapted from the Museum letterhead. The tram (body only) is preserved by this group.

## **from ST. KILDA**

### Australian Electric Transport Museum



### *Another Operating Tramcar*

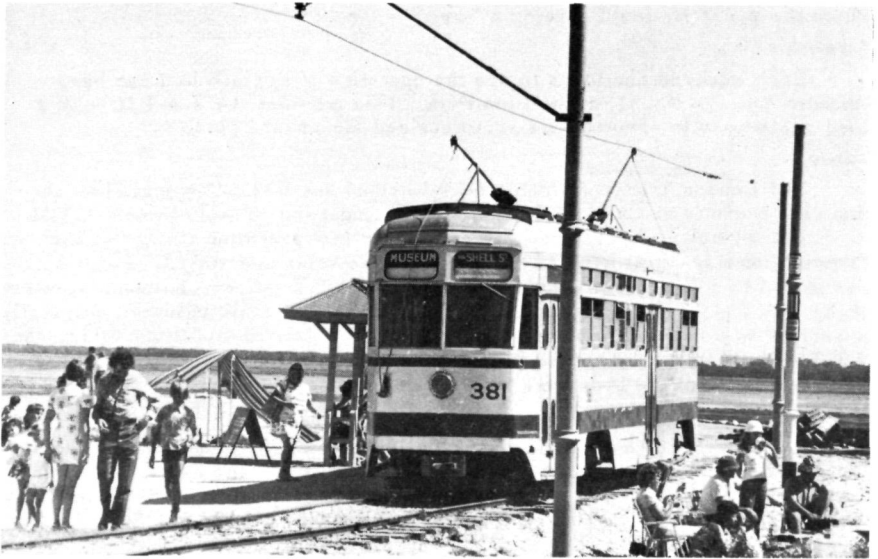
D type car No. 192 recently became the seventh car to be returned to operating condition at St. Kilda when it ran for the first time under its own power on Sunday 5th January 1975. The first notch was ceremonially cut by Chris Andrews, who, as a former Melbourne resident, has made an especially significant contribution to the restoration of this one-time Melbourne car. As power was applied, the car moved gracefully off — *backwards!* Subsequently, a first trial trip was made from the Workshops to Mangrove Loop and return. At this stage, the car has only been fitted with a controller at the No. 2 end. A new timber bearer is being fitted to the No. 1 end before the controller is reinstalled at that end. The car is being completely rewired and repiped, and initially only handbraking will be provided.

Although considerable work remains to be done before the car is available for traffic, significant progress has been made in the No. 1 end saloon where most of the sliding doors have been refinished, the majority of seats revarnished and the ceiling replaced.

### *Other Depot News*

To streamline activities in the workshop, the tower wagon has been transferred to road 2 which is unwired. Previously, it had been locked in the workshop to prevent visitors climbing it and swinging on the trolley wire.

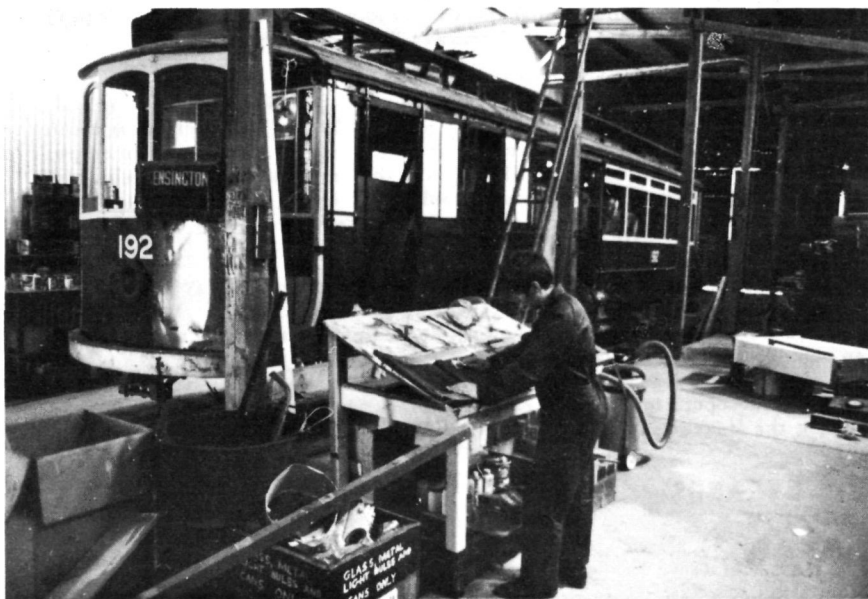
During the summer the exterior of car 282 has been completely varnished. It is anticipated that this will afford considerable protection to the tuscan red



SUNDAY AFTERNOON AT ST. KILDA

*In the early afternoon, picnickers are finishing their lunch while tram passengers set off to explore the seafront. H1 car 381 is about to return to the Museum to bring down a fresh load of visitors (top left). By late afternoon, weary beach-combers are glad to make the return trip to their cars parked at the Museum.*





Here, (below left) Conductor Jim Burke punches the tickets of passengers in F1 car 282. Meanwhile, largely unnoticed by Museum visitors, projects continue in the workshop. Chris Andrews (top right) rubs down stripped woodwork on a sliding door from D car 192, then continues varnishing the bulkhead seat (bottom right), surrounded by completed parts awaiting reinstallation.

—John Radcliffe



enamel which is particularly susceptible to fading, an effect already very evident on several of the Municipal Tramways Trust's refurbished H class cars.

#### *Welding/Truck Shop Fitted Out*

Following the completion of a heavy steel workbench, the welding and truck shop, which is located east of the main workshop, has been brought into full operation. One of the most recent constructions is a small mobile spray trailer for use around Museum buildings and the car park. The unit, which has been built from parts secured locally, makes use of the tank, pump and motor which can be transferred from the trackspraying unit previously constructed.

#### *Traffic*

Pleasant sunny weather during the January school holiday period has meant that good crowds have patronised the St. Kilda tramway. Many interstate visitors were also observed, and crews have reported numerous repeat visits as popularity of the tramway continues.

Additional glass cabinets have been obtained for the display of overseas books in the operations building. A wide range of transport texts are now available at the Museum, including many not available elsewhere in South Australia.

## from BYLANDS



#### Tramway Museum Society of Victoria

#### *Car Restoration*

After a great team effort, the external repainting of No. 180 was completed in time for the *Golden Sunset* tour on Boxing Day. This ex-M. & M.T.B single truck car was brought out into the sunshine for the first time in six years by special arrangement with the Board. During December two coats of green were applied together with two coats of cream around the windows. The Radiax truck was degreased and painted black. To complete the exterior of the tram, new numbers were applied to the sides and aprons. Internally, No. 180 has been cleaned out, work benches removed and all stores taken to Bylands or temporarily placed in No. 164. Although some internal work is still required, the car is a credit to the work put in by Dave Menzies and his team.

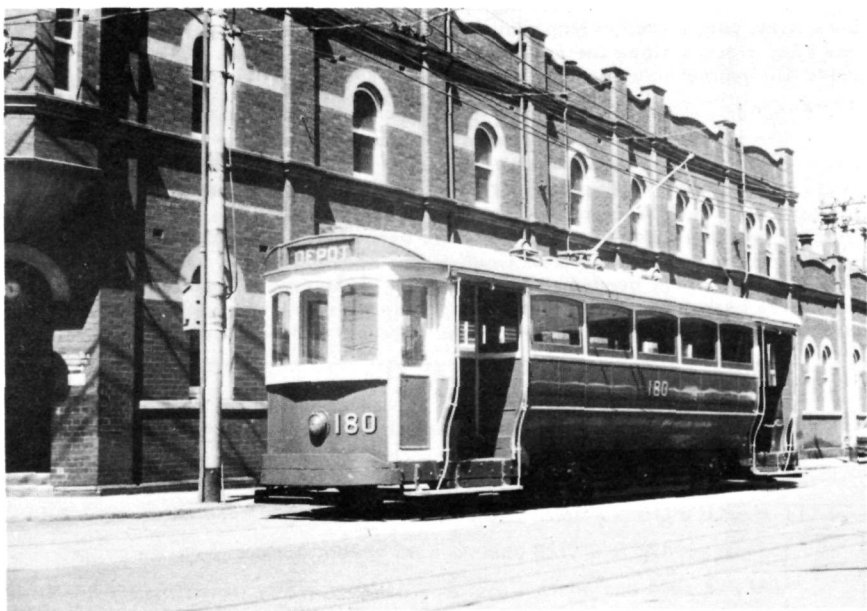
It has been decided to utilise cable tram trailer car No. 256 as a horse tram. This will enable us to commence operating a tram at Bylands relatively quickly and cheaply. There is a precedent for this type of horse car operation. Two of Melbourne's standard four wheel, eight window saloon, cable tram trailers served for many years as horse trams on the Zoo line. Unfortunately, they were destroyed by fire in November 1923, together with the two open toast rack trams and the depot. We have also arranged to run this car for two days during the Moomba Festival, on Sunday and Monday, 9th & 10th March, on the loop siding at the South Melbourne Football Ground — again our thanks to the M. & M.T.B. for granting permission for the use of their trackage.

The 'motive power' has already been arranged (complete with harness) and will be received during February. Work on the car is proceeding steadily. One end canopy has been removed and replaced by one from our stock of spares, to save time repairing it, while the whole of the roof and both canopies have been given their first coat of white undercoat. Both end platforms have been dismantled to enable the stringers and headstocks to be repaired or replaced and the opportunity will be taken to fit new floorboards and steps. The Melbourne firm of James Moore and Sons Pty. Ltd., who built many of Melbourne's



*A perfect condition end canopy is bolted onto the saloon bulkhead to replace a weathered one in the workshop at Bylands depot.*

—Keith Kings



*Restored T.M.S.V. car No. 180 outside Malvern depot.*

—David Menzies

early electric trams, have kindly donated the timber necessary for this work. It was decided to replace both aprons with new metal on the existing frames while they were off the car, and handbrake staffs from our spare stock will be fitted before the aprons are replaced. Filling and sanding of the sides and bulkheads has been completed and the missing rub-rail replaced by new timber. The interior of the roof boards and the roof ribs have been scraped and revarnished, resulting in an admirable finish. Virtually all the brake rigging was missing from under the car, but we have been most fortunate in obtaining an almost complete set from Bruce MacDonald of the Marsden Museum, Goulburn, N.S.W. (Some four years ago Bruce obtained a Melbourne cable trailer for use on his narrow gauge steam tramway. He removed the undergear and fitted two small bogies. The brake rigging was set aside.) It arrived at Bylands early in January, and fitting was quickly undertaken.

#### *Acquisitions*

After some intense negotiations, we have been donated another important exhibit. The vehicle, ex-Brunswick route bogie cable trailer, No. 192, became available as a result of demolition associated with the construction of the *Whitehorse Plaza Shopping Centre* in the Melbourne suburb of Box Hill. No. 192 differs from our other bogie cable trailer, No. 35, in that it was built by splicing two horse trams together (after cutting one end platform off each). By coincidence No. 192 is made up from Nos. 35 and 38 — so our other bogie trailer took the number of one of these horse trams! No. 192 was retired from service in 1935 when the Elizabeth Street routes were closed for conversion to electric trams. It was removed by lowloader on Saturday 23rd November; spent a week at the carrier's yard, and arrived at Bylands the following Saturday, together with the cable tram track and electric tram 4' 8½"/5' 3" crossing (ex St. Kilda) from Wantirna South.

#### *Workshops*

Although this area is seeing intensive use as No. 256 is converted for horse tram use, some development work has taken place. A permanent bench has been erected along the east wall and a large vice fitted, while a large First Aid cabinet has been installed nearby.

#### *Trackwork*

The regauging of the section of track from Union Lane to the Gang Shed has been completed, including the removal of the old goods loop points at the south end and their replacement by rails. Scalpings have been spread between the rails to provide an even surface for the horse to walk on. With these tasks finished, attention has been turned to the depot fan, and minor earthworks have been carried out in this regard. Grading has been completed and a layer of gravel spread where needed to form the base of the lead. Some sleepers and rails have been laid out. A basic design has been evolved, and detailed work is now being undertaken to select suitable points and crossings.

### TRAMWAY BYWAYS - NORTH SYDNEY

56 pages, 9" x 6", 66 illustrations, 3 line blocks, card covers.

(add 25¢ pack and post).....\$2.00

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112 pages, 5¼" x 8", 128 photos, card covers, colour photo on cover

(add 25¢ pack and post).....\$3.00

from the S.P.E.R. PO Box 103, Sutherland NSW 2232



*Bogie cable trailer No. 192 is swung over the high sliding gate onto a low-loader at Box Hill.*  
—Keith Kings



*Seen on the Hume Highway some 35 or so miles north of Melbourne on Sundays.*

#### BACK ISSUES OF *Running Journal*

The following back issues of this magazine are available from:-

T.M.S.V. Sales, 237 Wattletree Road, Malvern, Vic. 3144

August 1968 – Tasmanian Trolley Bus Tour, TMSV W2 Tour	30¢
February 1970 – Orange Empire Museum	30¢
June 1970 – Prahran & Malvern Tramways Trust	30¢
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## HERE and THERE



*The Ruston rail-tractor and tram No. 146 awaiting passengers at Sandhurst Town platform.*  
—Graeme Inglis

### THE SANDHURST TOWN TO GOLD WASH GULLY TRAM (Sandhurst Town Express)

*by Bob Prentice*

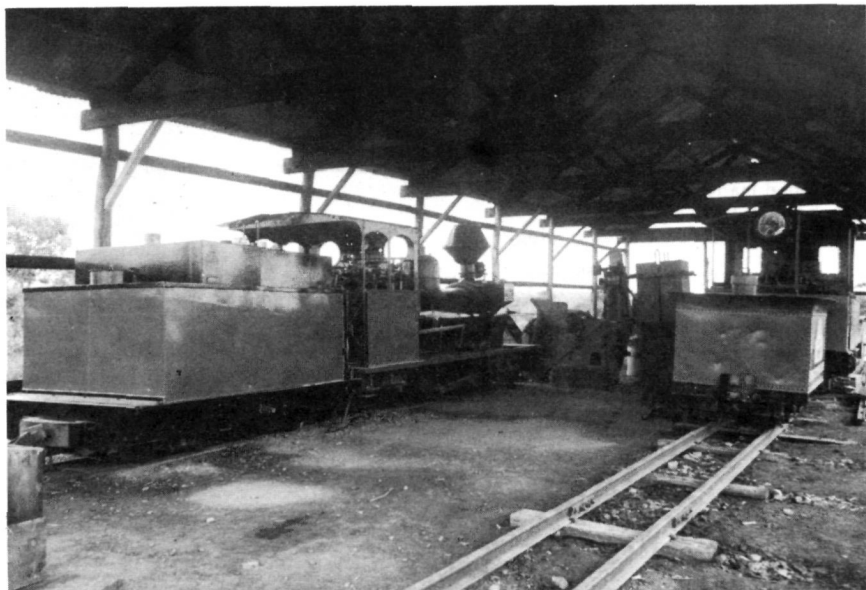
Just over one year ago, some hard working Bendigonians established, in virgin Whipstick country near Myers Flat, the nucleus of a small town street representing a typical shopping thoroughfare of *circa* 'Turn-of-the-Century' and, as it is located close to Bendigo, it was only natural that it should be named.... Sandhurst Town.

One of the major attractions is a 2 ft gauge tramway; whilst rails have been laid between Sandhurst Town and Gold Wash Gully for the time being, it is planned, eventually, to operate a large circular tramway calling at future points of interest.

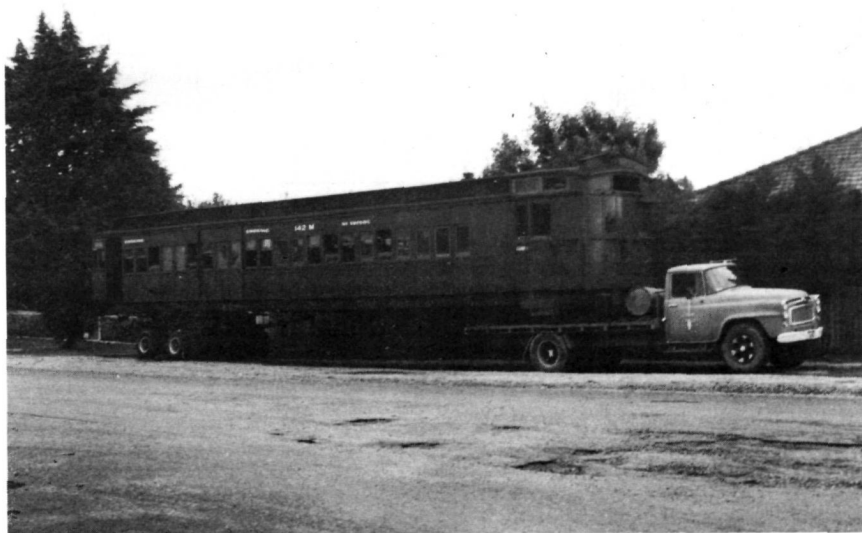
The Tram (Express) consists of an 0-4-0 Ruston rail tractor (purchased from a Queensland sugar mill), and the body of Brisbane Dreadnought car No. 146 which is mounted on 2 ft gauge bogies. The ride between the two stations is slow, but satisfying. No. 146 was obtained from Moore's Amusement Park, Yatala Brisbane, and transported to Sandhurst Town where its exterior was painted red and white, and the interior re-varnished.

Sandhurst Town have acquired three steam locos as well; one is a Perry-former MacNade Mill No. 7 (B/no. 7967-50-3) - and is just about ready for service. The second is a Hudswell Clarke (no builder's plate visible) and the third was on display in a park at Innisfail, North Queensland, before acquisition.

Whilst at Gold Wash Gully, visitors are shown a typical gold mining town of about 110 about ago; this display comprises canvas tents, Gold Commissioner's Office, sentry stand, a general store, recreation centre, a mine shaft and demonstrations of how gold was washed from (hopefully) fruitful soil. Sandhurst Town is a new and exciting concept in family entertainment. Visitors find that, unlike anywhere else they have been, they get 'involved', whether it is dodging the



*Two of the 2 ft gauge steam locomotives. The Perry is on the right.*  
 —Bob Prentice



*One of the five scrapped suburban swing-door motor coaches bought by Sandhurst Town Management Pty. Ltd., photographed in a Bendigo street prior to delivery to the purchasers.*  
 —Colin Withington

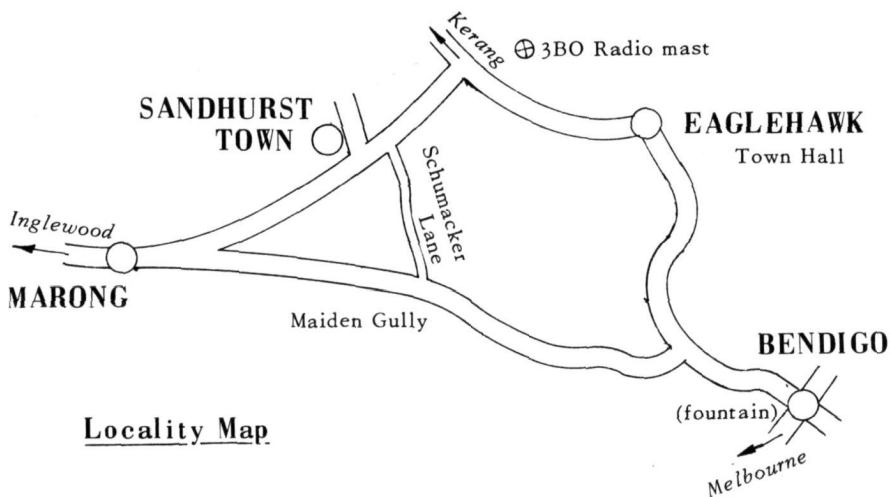
Cobb & Co. coach as it passes through town or catching the Sandhurst Town Express.

Other features are:-

- \* Arts and Crafts stores
- \* Working steam displays
- \* Historical displays
- \* Mr. Leslie's Lolly Shop – where freshly made sweets can be purchased
- \* Home made Devonshire Teas
- \* Eucalyptus Distillery
- \* Magnificent bushland setting

Five scrapped Melbourne suburban swing-door "doggie" carriages have been purchased from the Victorian Railways, and placed at selected points around the property.

Sandhurst Town hosts – Geoff and Ian Green – deserve full marks for planning such a marvellous display of the *Good Old Times*.



Locality Map

#### DUNEDIN MUSEUM OF TRANSPORT

A newcomer to the New Zealand museum scene, this group is hoping to build an operating tramway and has a number of trams on offer, including Dunedin No. 52, a 'Sydney Bogie', built by the Meadowbank Manufacturing Co. The M.&M.T.B. has also indicated that it will make a tram available.

—Tramway Topics

## ODDS and ENDS

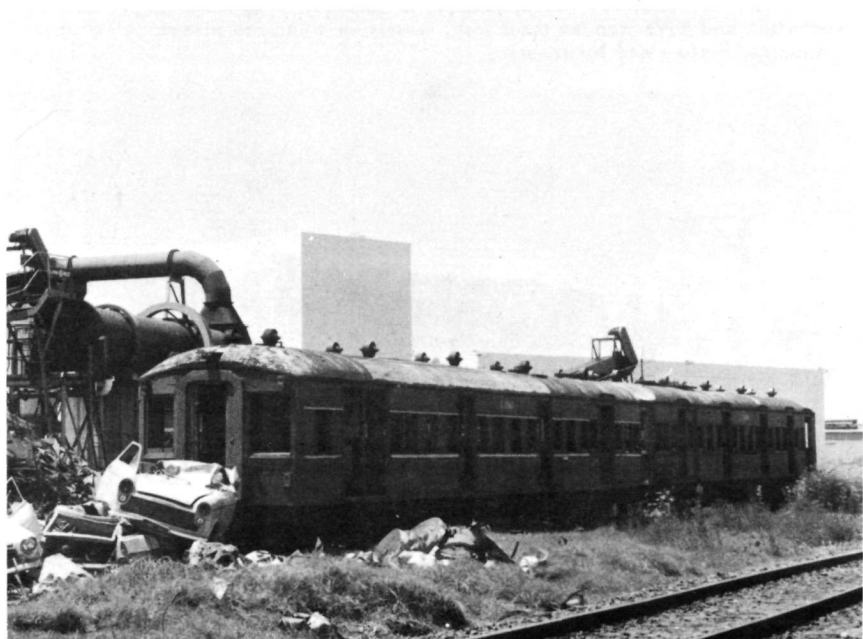
#### *Sydney Yard Shunters Off Overseas*

A well known sight in Sydney Yard (Central Railway Station) for many years, the two 79 class diesel-electric shunting locomotives, Nos. 7920 and 7923, were sold late in 1974 for use in phosphate mining on Christmas Island in the Indian Ocean. Both locos were hauled on transporter bogies to Fremantle for shipping.

Four of these GE 44 ton type locomotives were obtained under lend-lease during World War II for use at the St. Mary's (N.S.W.) Munitions Factory. To-



*Former N.S.W.G.T. 79 class diesel electric shunter No. 7923 at Eveleigh.*



*Two written off suburban electric motor cars Nos. C 3062 and C 3006 stand on the scrap dealer's siding awaiting the cutter's oxy torch.*

wards the end of the war the four locos were in use in Sydney Yard. Nos. 7921 and 7922 were subsequently taken for use at Woomera, S.A. by the Australian Government and have passed into the hands of the Commonwealth Railways and have been renumbered DE 90 and DE 91. The remaining two were taken into stock by the N.S.W.G.R. but retained their original numbers.

### *More Suburban Cars Scrapped*

Scrapping has recommenced of the 1921 type wooden motor cars of the Sydney suburban electric railway system.

Large scale scrapping of these cars commenced in December 1972. (See TW, 4/73). Initially this was done at the Port Kembla Steelworks then at Simsmetal at Mascot. This ceased early in 1974 when only a small number of the 101 cars of this type remained. Notable among the recent arrivals at Mascot was No. 3001, which, it was believed, was to be kept for the 50th anniversary of the electrics in 1976.

### *Exodus From Enfield*

As mentioned in *Trolley Wire* (October 1974) the three roundhouses at Enfield are to be demolished. The three trams stored in No. 2 shed were moved to Loftus during October, as detailed in TW (12/74).

Enfield was the home of the New South Wales Rail Transport Museum which is being relocated at Thirlmere, on the Picton-Mittagong loop railway line, south of Sydney. Besides the museum locomotives and rolling stock, many other steam locos have been stored in and around the buildings, awaiting disposal. For most of these there will only be one more journey – to the scrapyard and this has already begun. The last few months have seen a number of locos end their days at Simsmetal (scrapdealers) at Mascot. Others have been sold for preservation and have wended their way, mostly in steam, to places as far apart as Canberra, Forbes and Newcastle.



*Locos 6042, 3327 and 3126 en route to the Lachlan Valley Pioneer Village at Forbes, on the down relief line at Auburn on 22nd October 1974. The front and rear locos are in steam, with the centre unit being hauled dead.*

—Bill Miller



*R1 1979 at Enfield No. 1 roundhouse on 11th October 1974, probably the last tram on a turntable in New South Wales (certainly the last at Enfield!).*



*The remains of Enfield Loco No. 2 Roundhouse, for some years home to a number of preserved railway rolling stock items and three of the S.P.E.R. tramcar fleet.*



### THE LUGARNO CAR FERRY CLOSED

The vehicular ferry on the Georges River between Lugarno and Illawong, on the southern outskirts of Sydney ceased operation on 12th December 1974. The first crossing of the Georges River, the ferry was started in 1831 and was hand operated until 1938. The ferry has now been replaced by a bridge further upstream. Opened earlier in 1974 the bridge does not really serve the areas that the ferry connected. The punt was kept in service until the end of the school year for school children who crossed on the ferry and caught buses on the northern bank. Alternative arrangements are being made for their transport in 1975.

The vessel in service at the cessation of operation was the V.F. Lugarno. It is diesel powered and was built at the Carrington Slipway, in Newcastle, in 1961. It has a carrying capacity of 15 cars and a safe load of 90 tons. After overhaul at the D.M.R. slipway at Mortlake (adjacent to the still operating Mortlake—Putney ferry) it will go into service across Berowra Creek, a tributary of the Hawkesbury River, north of Sydney.

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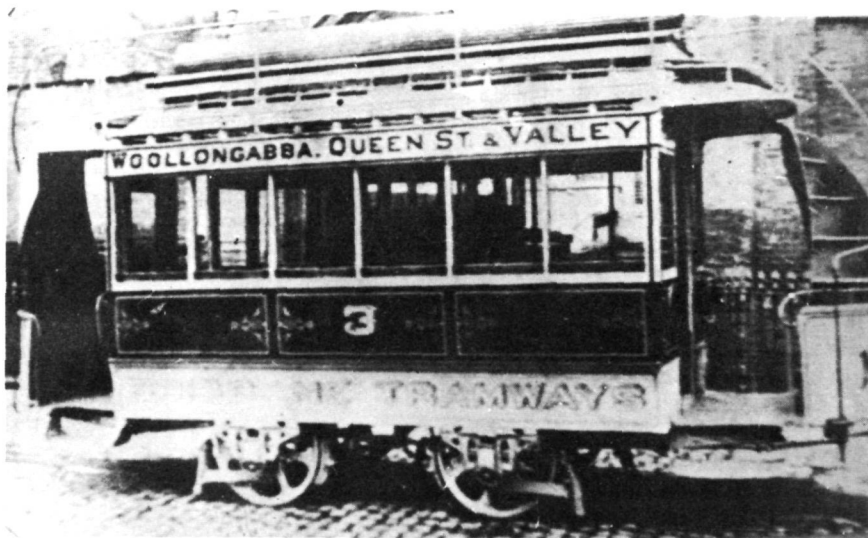
### MARSDEN MUSEUM OF HISTORIC ENGINES

*We have reported activities at this museum located at the Goulburn, N.S.W. water pumping station. However, from 31st December 1974 this museum has closed. Reasons are not clear at this stage, but it is understood that the Goulburn Council were unable to continue to supply the necessary finance to allow the museum to continue. It is also understood that the Museum of Applied Arts & Sciences in Sydney will act to assure the future of the Appleby beam pumping engine around which the museum was formed. Future of the other exhibits is not known at present to Trolley Wire.*



*Two photos from the recent Ingleburn Steam Rally. Top: Clayton & Shuttleworth engine and Buffalo-Pitts engine play tug-of-war with an old motor car while, Below, C & W tramway steam roller leads former Sydney buses AEC 1792 and Albion 1615 on display.*





Oh!!!!

Mr. Alan Miles has gently chided us for apparent errors in the Brisbane Tramways article in the October issue of *TW*. Brisbane people overcome the spelling difficulty by referring to this once great tramway junction as *the 'Gabba*. We print above a photo showing a tram destination board with a variation of the presently accepted spelling (this was shown in the list on page 8 but not explained), while the spelling shown on page 7 and on the map was taken from documents related to the time, but henceforth we shall instruct the typing section that the spelling to be used shall be *Woolloongabba*.



SPECIAL NOTE.....

The episode of *Behind the Legend* in which Sydney O class tram 1111 has a minor supporting role is that one dealing with Christopher Brennan and will be screened by Sydney A.B.C. television station on Wednesday 19th March 1975 at 9.20 pm.

## **- MUSEUM DIRECTORY -**

**SYDNEY TRAMWAY MUSEUM**, Princes Highway, Loftus.

(South Pacific Electric Railway Co-operative Society Limited)

Tram Rides: Sundays and most Public Holidays - 10.30 am to 5.00 pm.

Correspondence to:- The Secretary,  
Box 103, G.P.O., Sydney, NSW 2001

**AUSTRALIAN ELECTRIC TRANSPORT MUSEUM (SA) INC.**

St. Kilda, South Australia.

Tram rides; static display of trams, trolley buses, perway equipment, photos, etc. 2.00 pm to 5.00 pm Sundays and Public Holidays (Good Friday and Christmas Day excepted).

Correspondence to:- The Secretary,  
Box 2012, G.P.O., Adelaide, SA 5001

**WESTERN AUSTRALIAN TRANSPORT MUSEUM (INC)**

Bullens Lion Park, Wanneroo, W.A.

Correspondence to:- The Secretary  
P.O. Box 33, Maylands, WA 6060

**BALLARAT TOURIST TRAMWAY**, Ballarat Botanic Gardens,

Wendouree Parade, Ballarat, Victoria

Tramway Museum:- Saturdays, Sundays and Public Holidays - 12.00 noon to 4.00 pm.

Correspondence to:- The Secretary  
P.O. Box 632, Ballarat, Victoria, 3350

**ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY**, Albion Park

Inspection of exhibits by arrangement (phone Wollongong 71 3707)

Correspondence to:- The Honorary Secretary,  
P.O. Box 1036, Wollongong, NSW 2500

**STEAM TRAM PRESERVATION SOCIETY**, Parramatta Park

Tram Rides:- Third Sunday of each month - 1.30 pm to 4.45 pm.

Correspondence to:- The Secretary,  
P.O. Box 108, Kogarah, NSW 2217

**VICTORIA'S TRAMWAY MUSEUM**, Union Lane, Bylands, Victoria

(Tramway Museum Society of Victoria Limited)

Museum site; trams, exhibits, photo displays, etc. 11.00 am to 5.00 pm Sundays and most Public Holidays

Correspondence to:- The Secretary,  
Box 4916, Mail Exchange, Melbourne, Victoria 3001

**BRISBANE TRAMWAY MUSEUM SOCIETY**, McGinn Road, Ferny Grove, Qld.

Correspondence to:- The Secretary,  
B.T.M.S., McGinn Road, Ferny Grove, Q'land 4055

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

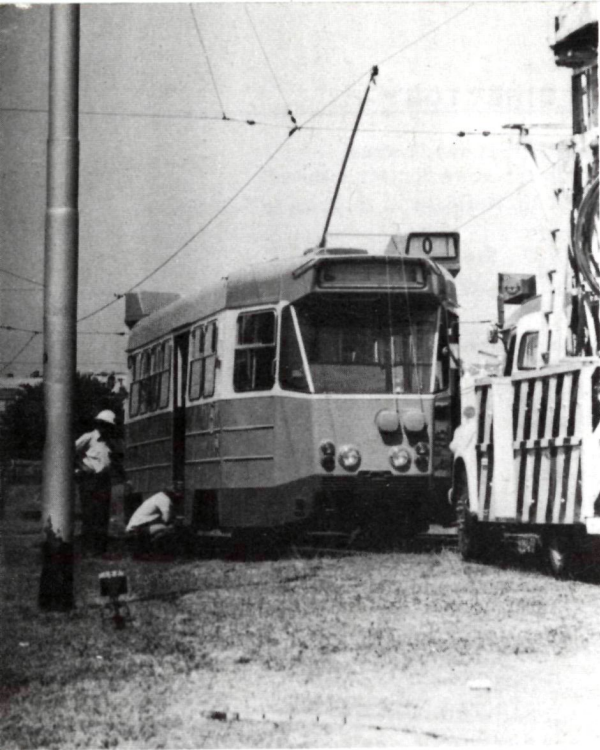
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FEBRUARY 1975  
TROLLEY WIRE

*The Melbourne & Metropolitan Tramways Board's latest acquisition..... the first production car of the new fleet seen here after delivery to the Board's Preston Workshops. Also included, for comparison purposes is the prototype car No. 1041. The photos of the new car, as yet unnumbered and of 1041 were taken by Glenn Buckman and reproduced by kind permission of the M. & M. T. B..*

