

TROLLEY WIRE

Journal of
AUSTRALIAN TRANSPORT MUSEUMS

NUMBER 157
APRIL 1975



TEN YEARS OF ELECTRIC TRAMS AT LOFTUS

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TROLLEY WIRE

Journal of

- AUSTRALIAN ELECTRIC TRANSPORT MUSEUM
- BALLARAT TRAMWAY PRESERVATION SOCIETY
- BRISBANE TRAMWAY MUSEUM SOCIETY
- ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY
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- WESTERN AUSTRALIAN TRANSPORT MUSEUM

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AUSTRALIAN TRANSPORT MUSEUMS ASSOCIATION

ALMOST from the day that the *Australian Electric Transport Museum* was parted into two separate state sections in the 1950's, discussion has been taking place on the merits or otherwise of some form of association of tramway museums in Australia. Although all museums in Australia which conform to the definition of a museum as set down by the International Conference of Museums are eligible to join the Museums Association of Australia, it would seem that something of a more specialised nature is required to cover tramway (and railway) museums in the form operated by enthusiasts.

To this end, the Australian Transport Museums Conference will be held in Ballarat over the Anzac Day long weekend in April, and members of the various organisations have arranged to meet to discuss problems of operation and management common to all groups. We hope to be able to report the successful formation of an association in the next issue of *Trolley Wire*.

—W.M.D.



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FRONT COVER: *Coupled O class car 1111 and breakdown car 141S (ex O 1030) climb the hill at Loftus on the first official run of coupled O class cars at the museum in December 1974. The last passenger carrying coupled set had operated in Sydney in January 1959 when Nos. 1111 and 1187 had been run on tour prior to the latter car's despatch to a museum in the U.S.A.*

—Denis O'Brien

LAYING ADELAIDE'S TRACKS



Turning the first sod
Mr. Theodore Bruce, Mayor of Adelaide, turns the first sod to commence laying Adelaide's electric tramway tracks at Hackney on 21st May 1908.

Adelaide retained a large horse tramway system later than most other Australian cities. A number of attempts were made between 1900 and 1905 to replace horses with electric traction, but all were doomed to failure, variously due to political ineptitude or lack of adequate financial resources. It was only after the South Australian Parliament had passed the legislation in 1906 setting up the Municipal Tramways Trust and agreed to purchase the assets of the horse tramway companies for £280,000 that planning could begin for an electric tramway system.

The arrival of the day for the turning of the first sod to commence tracklaying was of considerable importance to Adelaide, for many citizens had become embarrassed by the poor public transport which had continued to operate in the city.

After the formal ceremony, the tracklaying contractors, Messrs Smith and Timms, set to work in earnest to replace the old horsecar rails with new tracks for the electric services. Their contract initially involved laying 55 miles of tracks, including four grand union junctions, for a total cost of £163,831. Almost all the work was done by hand with a minimum of mechanical assistance. Straight track was laid with 95 lb/yd B.S. grooved rail, upgraded to 101 lb/yd on curves.

A delightful series of cameo pictures has come down to us showing the techniques used — pictures which will be all the more interesting to enthusiast transport museum members whose own tracklaying endeavours, due to limited funds and equipment, are still largely based on the hand labour methods used nearly 70 years ago.

The composition and quality of the pictures suggests that the photographs were mostly taken by leading early Adelaide photographer, Mr. H. Krischock. Many of his glass negatives survived in the files of the *Adelaide Advertiser* until the 1930's, but pressure for space eventually led to their disposal — later realised to be a tragic loss to the historical records of South Australia.

—John Radcliffe



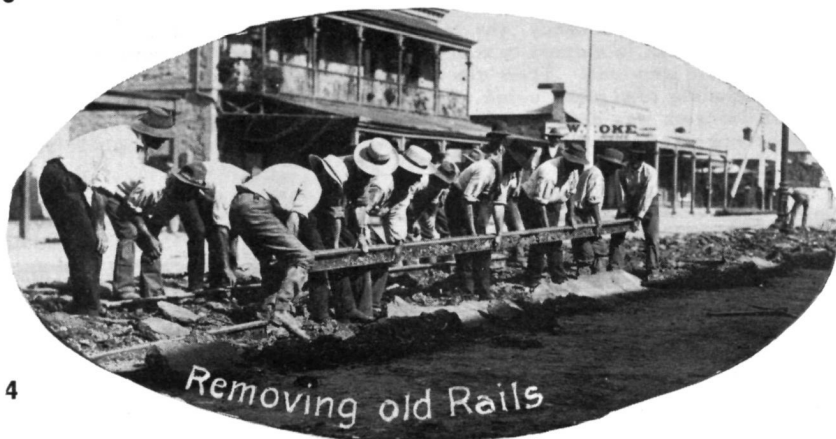
The Jack

2



The Old Rail Up

3



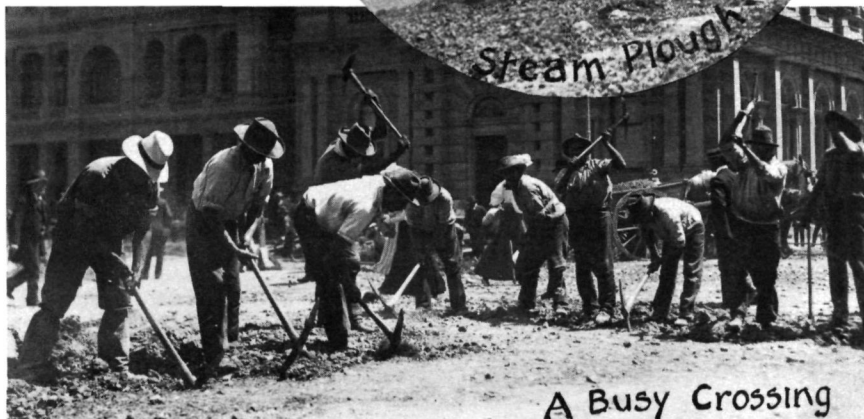
Removing old Rails

4

5



6



2. Old horse tramway rails which were of Larson, bullhead, T-head, bridge or girder section, generally between 30 and 56 lb/yd., were lifted by long wooden jacks. These children found the operation an educational spectacle outside the Royal Oak Hotel in O'Connell Street, North Adelaide.
3. As the road surface broke up, picks were used to further lift the rail. There appears to have been little ballast used in laying the horsecar tracks. It is recorded that the assets taken over from the horse tramway companies did not include any beater-packers for trackwork. (The complete list is preserved in the S.A. Archives.)
4. Rails were removed by hand, a finger and toe-risking task. Rail tongs do not seem to have been used. While the rails were being replaced, horse tram services were either rerouted, replaced by horsedrawn omnibuses, operated by single track working where double tracks were involved, or in one or two notable instances, were run directly on the road surface without benefit of any rails at all!
5. The only mechanical assistance used by Smith and Timms in constructing the tracks was provided by a Benson Brothers steam trolley and a large steam plough, seen here opening the road surface in Pulteney Street.
6. Excavations at the corner of King William, Grenfell and Currie Streets for the installation of a grand union required a large gang armed with picks and shovels. Mr. J. Padgett's tip dray, standing in front of the Bank of Adelaide, had just been filled with old road metal.



7



8



9



10

7. A fourteen-horse team was used for ploughing suburban track beds. Six men were required for its operation.
8. A ten-horse was adequate for use in Hindmarsh Square, and only five work men were needed. Activities in the city drew greater supervision, much of it uninvited. Seven supervisors are evident. The smaller horse team sufficed since the tracks were being laid through former lawns and flower beds. On this and many subsequent occasions, the Parklands Preservation League raised its voice in protest about intrusions by the tramway tracks into city squares and parklands, but their pleas did little to slow the progress being made by the Municipal Tramways Trust's Engineer, Mr. W. G. T. Goodman, in getting the tramway tracks laid.
9. After the rails were laid out, they were joined by thermit welding, an impressive incendiary spectacle for the entertainment of passers-by.
10. The installation of a grand union involved opening up a complete intersection for several weeks, and caused some dislocation to city traffic. This photo shows work in progress at the corner of King William Street and North Terrace, Adelaide.

11



A Busy Scene

12



Packing Rails with Concrete



Laying The Blocks

13



14

11. Concrete was mixed on the adjacent road surface by hand for packing around sleepers in King William Street. Water was dispensed by a variety of vats, buckets and watering cans.
12. Wooden wheelbarrows were used to deliver the concrete to the track bed, a convenient plank being used to cross the rails. Adequate on-site inspection could be guaranteed in King William Street.
13. Tracks in King William Street were surfaced with hardwood blocks, the Adelaide City Council at the same time managing to coordinate the laying of an additional width of 12 ft of woodblocks on each side of the tramlines. (The total width of street between building alignments is 132 feet). The Council had on several previous occasions attempted to woodblock pave King William Street, but with the misfortunes which can only befall local government, was thwarted on three separate occasions. Initially, a bill to borrow £80,000 had been rejected by the State Parliament. Subsequently a loan proposal to secure £33,000 was turned down by ratepayers since increased rates were to be required to cover interest charges. Finally, the Supreme Court declared invalid a contract whereby the improvements were to be financed by a system of deferred payments spread over 14 years. Normal rate revenue was eventually used to pay for the section of wood blocks laid by the Council.
14. Finally the tracklaying was completed, and with the opening of Adelaide's second tram route, that to North Adelaide, on 7th April 1909, electric cars were regularly operating in King William Street. As the various lines opened, Adelaide finally achieved a modern urban transport system. The cars visible are B class open cars No. 42 (Now preserved by the AETM at St. Kilda) and No. 59.



DOUBLE DECK BUSES IN WOLLONGONG

SINCE World War II, the larger industrial cities in Australia have accumulated large losses on their urban public transport systems. This is largely due to the need for keeping large fleets of buses, trams and trains for peak period requirements, part of which must stand disused in depots during most of the day.

Australia's seventh city, Wollongong, has been an exception. Although its bus system caters for heavy peak loadings, the system has operated at a profit; this is an economical necessity in the region, as the Wollongong area is the largest in Australia which does not have a government or municipal bus undertaking which can be subsidised from other sources.

The success of the Wollongong bus proprietors in keeping their operation on the healthy side of the ledger is partially due to:-

1. Most operators, Dion's in particular, have a highly standardised fleet.
2. School starting times are staggered to spread the utilisation of school buses.
3. Profitable tourist coach and charter operations are exploited by most of the companies.
4. There are three daily peak loads instead of the usual two in other cities,

viz: 7-9 am, 3-5 pm, 10-11 pm.

5. Most of the bus companies carry out all their body building and overhaul tasks.
6. Extensive use is made of second hand, reconditioned buses for peak hour loading periods, thus cutting down initial capital outlay necessary when purchasing new vehicles.

Over the years, Wollongong buses have been many and varied, the second hand vehicles have arrived from near and far. To list a few places:- D.G.T., Sydney; M.T.T., Adelaide; B.C.C., Brisbane; Water Conservation Commission (ex Canberra, A.C.T. buses); Latrobe Valley and Ventura Bus Lines (Victoria); while recently, some single decker vehicles imported complete from England have appeared in the second hand ranks of Wollongong buses.

The bus companies in the Illawarra area do purchase new vehicles, which are generally seen in service throughout the day, but as the peak periods approach, the Wollongong main terminus (South Beach) and the Port Kembla-Warrawong industrial centre become crowded with buses of questionable vintage and uncertain parentage!

This brief article aims at outlining the double deck buses used in Wollongong since World War II. These have appeared in five groups:-

1. New buses built to Sydney Dept. of Road Transport & Tramways specifications during the 1946-49 period.
2. Ex Sydney vehicles purchased between 1947 and 1953 consisting of non standard, composite wood-metal, buses of the mid 1930's.
3. Ex Sydney vehicles purchased between 1952 and 1960 consisting of standard buses of the late 1930's.
4. Ex Sydney vehicles purchased since 1969 consisting of standard buses of the immediate post World War II period.
5. Ex English, double deck, front entrance Atlantean buses.



ABOVE: Dions buses posed in Woodhill Street, Fairy Meadow c.1949. The closer normal control buses include Fords and Bedfords with double decker MO 3604 at the rear. —B. Dion collection. ABOVE LEFT: One of the three Leyland double deck buses built new for Hill's Bus Service, taken at the Sydney Conservatorium, Macquarie Street, c. 1947. —James Hill collection.

1. New Double Deck Buses - 1947-1949

At the close of World War II the population of the Illawarra urban area was in the vicinity of 50,000 and this has since expanded beyond 200,000. Prior to the war most suburban villages, making up the area, were handy to railway stations, the bus services being secondary to the trains. Since 1945 the villages have joined in a vast urban sprawl extending well away from railway facilities.

The trunk Wollongong bus routes radiate northwards to Austinmer and beyond, Southwards to Port Kembla, Shellharbour and Kiama, and south west to Unanderra, Dapto and Albion Park. The Austinmer route has always been a shared service and by the late 1940's this run was shared by M. Agnew, M. E. Price, C. T. Price, M. Rowles, H. Henson, E. Dion and Hill's Bus Service. To work the expanded route all these companies ordered double decker buses, all new vehicles, with the exception of Agnew and Henson who purchased second hand Sydney units.

All the new buses carried Commonwealth Engineering Co. bodies on imported chassis. Old bus hands can remember the first two units arriving in Wollongong on 1st July 1947. One was a Leyland for Hill's, MO 3346 (later MO-6085, then MO 6208) and a Daimler/Gardner for Rowles, VM971 (later MO 3364).

The official handing over of these two vehicles was the subject of a luncheon on 1st July 1947 where Messrs M. Rowles and J. Hill took delivery from Commonwealth Engineering Company representatives.

The Hill's double decker was a standard Leyland bus similar to the Government units being delivered at that time, with an orange and cream colour scheme similar to that still used by James Hill's fleet today. The Daimler carried a Gardner 6LW engine, Wilson pre selective gearbox and Daimler fluid fly wheel transmission. Rowles' livery was black and white with red lining and wheel hubs. (*Bus & Truck Transportation* - August 1947 issue).

The other five units were outshopped as follows:- (*see also Footnote*)

Hill's, Leyland, 25/7/47, MO 3103 (later M/O 6070)

Hill's, Leyland, 27/6/48, MO 3414 (later M/O 6072, then M/O 6207)

Dion's, Leyland, 28/6/48, MO 3604 (later M/O 6057)

M. Price, Leyland, 30/6/48, MO 3416 (later M/O 6053)

C. Price, Foden, 2/12/49, MO 3844 (later M/O 6069, then M/O 6206)

Hill's Bus Service was formed by the amalgamation of the separate Hill family interests by 1948, but the 'large company' lasted for only four years when the northern routes were separated to be operated by James Hill (as Hill's Bus Service) and the southern runs by John J. Hill; as two distinct companies. In recent times the various small companies have sold out to the larger groups, and now only Hill's and E. Dion remain on the northern, Austinmer route. These two undertakings work on a rotating roster which changes every 16 weeks. As far as can be ascertained, James Hill purchased Rowles in 1952, Hensons in 1955, C. Price in 1963 and Agnew in 1970. E. Dion bought out M. Price's operation around 1963.

The double deckers continued on the Austinmer run until 1963-64 when they were withdrawn to enable the service to be worked by single decker one man units. The three Leyland double deckers purchased new by Hill's were later converted to single deck vehicles while the double decker Daimler was sold, ex Hill's, to McVicar's service in Sydney. The three other double deckers are still

Footnote: New South Wales buses carry 'MO' registration plates. On country buses this is shown MO (M beside O) while metropolitan buses display M/O (M over O). Occasionally a bus will carry a normal motor vehicle plate (2 or 3 letters followed by 3 numbers) when issue of 'MO' plates is delayed, or when the bus is registered for private use.



Ex Rutty's double decker M/O 6132, former Sydney M/O 1194, abandoned , on 7th September 1973.
 —Ken McCarthy

in existence. C. Price's Foden was towed to a farm ex Hill's in 1968 for use as a scouts' sleeping quarters. As such, it received no structural change, and still remains on its wheels, (the tyres still retain air from 1968!) abandoned in a bush-land location. The M. Price Leyland stands at the rear of Dion's North Wollongong depot while E. Dion's double deck Leyland is safely housed in its own separate garage, in the same depot area, into which it was driven in 1964.

2. Ex-Sydney Double Decker Buses - 1947-1953

The first former Sydney Transport Department double decker was purchased by Henson's in October 1947 for the joint Wollongong-Austinmer operation. This was former Sydney bus 698 (ex M/O 1698), an ancient Leyland which had been used to replace the Sutherland-Cronulla steam trams in 1931, in the Bardsley fleet.. With the opening of the Cronulla railway in 1939, the buses were taken over by the Railway Department and two of the open rear staircase double decker vehicles became M/O 1698 and M/O 1699 in the Sydney Government fleet. By 1942 M/O 1698 had received the enclosed, composite metal-wood body from M/O 1171 and in this guise appeared at Wollongong, as MO 3383.

No further second hand double deckers arrived from Sydney until 1949 when a wave of arrivals continued until 1953, these being released by the batches of post World War II double deckers appearing in Sydney and Newcastle at that stage. Many of these were used as spare parts and chassis sources for new single deck bodies in Wollongong, but some of these veterans did appear on the Wollongong streets in their original double decker form.

Low bridge buses were purchased by Rutty's, Watt's, Dion's and Hill's. Rutty's purchased M/O 1487 (M/O 6135) in 1953, but it is doubtful if it was used on the company's south western area services, for in December 1954, John J. Hill used the chassis for a single deck rebuild and, as such, continued in Rutty's service until July 1973. The low bridge body remained in Rutty's West Wollongong depot until late 1963 when that company moved into the new Figtree garage. Watt's purchased low bridge A.E.C. M/O 1192 from Sydney in 1949. This operated a limited service on Watt's west and central Wollongong routes as MO 3974,

in the double deck form, and was possibly sold to Hill's before withdrawal.

Dion purchased low bridge M/O 1485 from Sydney in late 1953. The body of this bus can still be seen at Dion's depot but the chassis was used for a reconstructed single deck bus M/O 6060 in March 1954. Hill's combined company purchased Albion low bridge M/O 1226; this operated with private plates DU 468 and later MO 3661.

Two other interesting double decker variations also worked in Wollongong. Ex Sydney M/O 1258 joined Hill's roster in 1953, this being a front and rear door body with two sets of staircases. Hill's employees doubt if this operated in passenger service, but some residents recall a double staircase bus being used on school runs in the early 1950's period. The other non conventional bus type was represented by ex M/O 1176 and M/O 1194 in Rutty's fleet.

Ex Sydney 1194 was one of two *camel back* half raised rear deck coaches built for the Palm Beach run in 1935 and converted to a double decker in 1941. The chassis lacked a dropped rear platform so the standard double deck body had the rear door located further forward than usual with staircases similarly relocated. M/O 1176 was similarly rebuilt in 1941. M/O 1194 carried MO 3202, then M/O 6132 in Wollongong, while M/O 1176 became MO 3203 then M/O 6134. Their last active use seemed to be on school runs in 1959-60, then both were taken in 1961 to open store at Rutty's new Fig Tree depot site. M/O 1176 disappeared soon after that date, but M/O 1194 remained until the new depot buildings were completed in 1963 and was towed to a farm as a scouts' shelter. The bus still stands abandoned in the bush with the Foden double decker mentioned earlier.

Many standard double deck buses of pre-War vintage came to Wollongong during this 1947-53 period; most were used in peak services in their original form while others were stripped for their chassis components to aid in single deck rebuilds. The first ex Sydney double decker, M/O 1689 was replaced in Henson's service by M/O 1557 in 1953. This carried MO 879 in Wollongong and later appeared as M/O 6209 in Hills operation after Henson's services were taken over. Mathew Agnew purchased three double deckers for the combined Austinmer run:-

M/O 1204, purchased 1949, became MO 3833. Chassis to Campbelltown in 1953 as M/O 813.

M/O 1508, purchased 1954, became M/O 6050, withdrawn 1964.

M/O 1549, purchased 1952, became MO 866 then M/O 6049, withdrawn 1961.

3. Ex-Sydney Double Decker Buses - 1952-1960

As mentioned, until about 1952, the Hill's services were united, the buses occupying adjacent depot areas in South Wollongong, with an out-depot at Shellharbour. The northern services, operated by Hill's Bus Service (James Hill) did not vacate the joint premises until after 1961, when a new garage was completed at Fairy Meadow. Hill's Bus Service purchased six ex Government double deckers in 1960, ex M/O 1623, 1622, 1617, 1618, 1613 and 1620. These became M/O 6201 to 6205 and 6212 respectively. M/O 1620 was rebuilt immediately as a single deck vehicle. In 1962 Hill's offered two of the Albion double deckers in this group for resale, but it is doubtful if any were sold, as the move at that period in private bus circles was towards single deck, one man operation. M/O 1617 was sold as a caravan in 1972, while M/O 1623 appeared in a Kembla Grange scrap yard in June 1970. This bus had a modernised radiator surround, resembling the broad fronted Fodens; it was finally broken up in December 1973-January 1974.

After the withdrawal of double deckers from the Austinmer service in 1964, John J. Hill continued as the only public operator during the remainder of the 1960's employing double deckers in Wollongong, these being used on industrial and school workings.

During 1959 the A.I. & S. Steel Works at Port Kembla purchased at least four double deckers, ex M/O 1657, 1663, 1670 and 1690 to carry visitors around the steel works. These were not registered, which was satisfactory when the

visitors' reception centre was located adjacent to the plant, but with the opening of the new centre in 1962, their use became limited as the new building could only be reached along public roads and only two were registered for this work; after 1962.

With the withdrawal of the Steel Works' buses, John J. Hill's fleet contained the remaining pre World War II double deckers in the Illawarra area. These were withdrawn in 1969-70 as newer, post war, vehicles became available from Sydney.

4. Ex-Sydney Double Decker Buses - 1969 - to date

The Department of Government Transport in Sydney commenced a programme of disposal of immediate post war buses in 1967 as large single deck buses and double deck Atlanteans entered service.

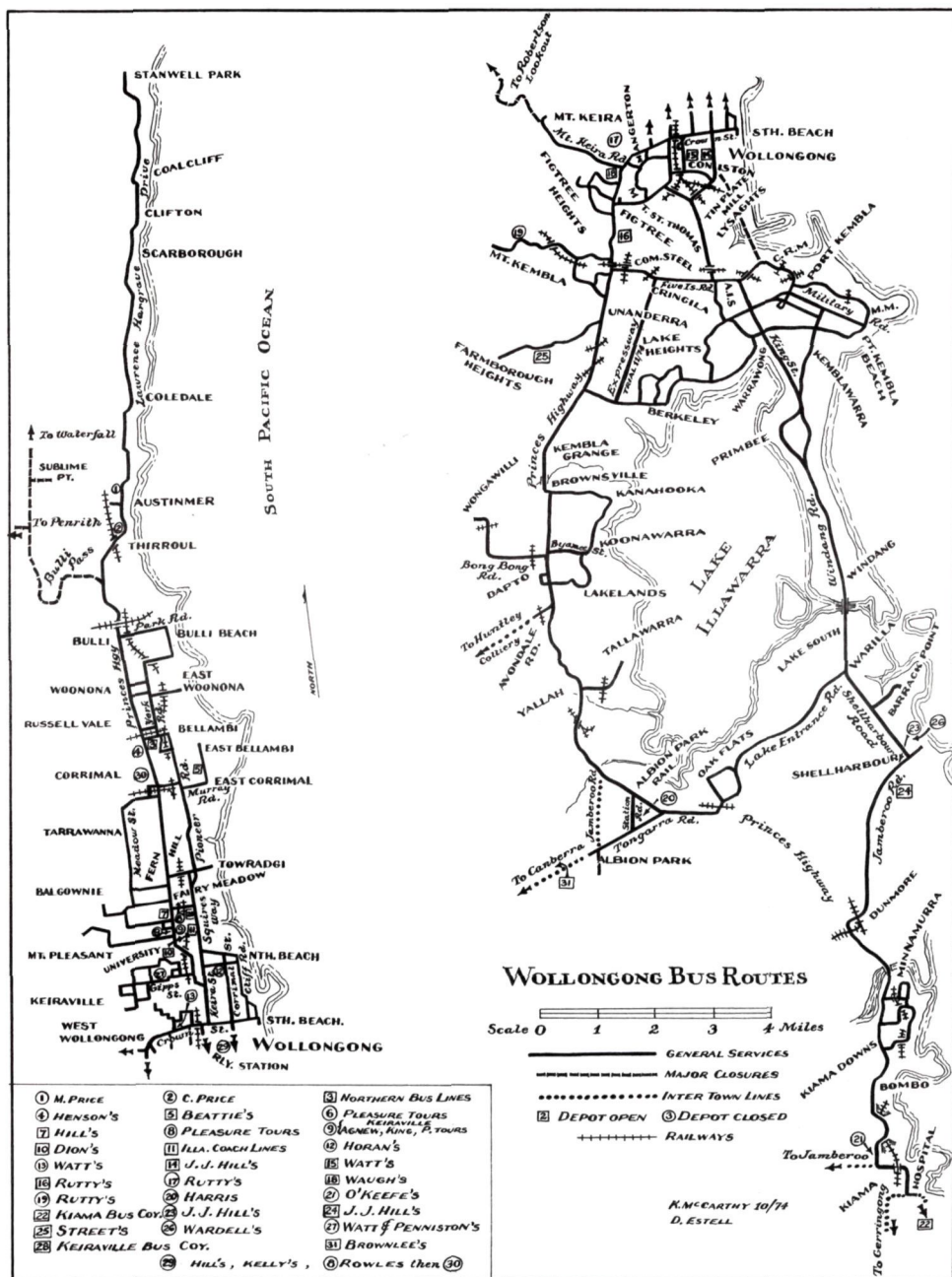
Two hybrid vehicles stand out in the post World War II double decker group now used by John J. Hill. Former Government buses M/O 2097 and M/O 2218 received top decks from former M/O 1671 and M/O 1665 respectively. These parts seemed to mate quite well but a close look revealed that the pre war top deck window posts did not line up vertically with the post war lower deck posts. No. 1665 had carried M/O 6003/6303 in Wollongong while M/O 1671 became M/O 6012/6312. The composite buses were renumbered - M/O 2097 as (2nd) M/O 6309 and M/O 2218 as (2nd) M/P 6303. This latter vehicle was derooft under the Terralong Street, Kiama railway bridge and scrapped in January 1973.

In early 1973 the Steel Works obtained former Sydney double deckers M/O 2275, 2279 and 2370 for internal transport. Other industrial users of ex Sydney, and other buses, have included the 'Transfield' and 'Electric Power Transmission' companies. Several double deckers have been used by these firms to transport employees between hostels and job sites; one, at least, being noted carrying private vehicle plates AMO 683.

Two further recent double decker workings come to mind. Wardell's of



John J. Hill's buses at the A.I. & S. works, Five Islands Road, Cringila, c. 1964.
M/O 6312 ex Sydney and M/O 6350 ex Adelaide. - James Hill collection



Diagrammatic route map of the Wollongong and district bus services compiled by Ken McCarthy.

Shellharbour obtained former M/O 1879 from the Southern Highlands Bus Company of Moss Vale in 1969 and used this on school runs until bought out by John J. Hill in August 1970. This bus has the rear door fully enclosed and a front door cut into the first diagonal window panel space enabling the vehicle to operate as a one man unit. By April 1971 this vehicle was noted in Smason's Bomaderry depot still carrying the Wardell plate MO 5269. A more recent entry into public service in Wollongong is the former D.G.T. M/O 2042 which entered Wollongong service on 30th January 1974. This is the only double decker in the Keiraville fleet and is painted in the old Sydney red and cream livery. For school operation this bus has the rear platform partially enclosed and is fitted with rear folding doors. On Saturday 21st September 1974 this bus, now M/O 6216, was noted in public service on the Balgownie run, decorated for the local football semifinals competition. This is the first time in ten years a double decker has worked in public service in the Wollongong northern suburbs.

Hill's Bus Service (James Hill) has become a clearing house for second hand buses in recent times. Since early 1973 considerable numbers of former Sydney double deckers have passed through that firm's hands for resale, but none have entered service in Wollongong under the Hill's Bus Service banner.

One vehicle which has recently passed from hand to hand is former Sydney double decker M/O 1811. This was purchased by John J. Hill in early 1970 and received fleet no. 1 (M/O 6301). As late as February 1971 this vehicle was still running in Wollongong in Sydney colours. In March 1973 this bus, now in John J. Hill's livery was purchased by Hill's Bus Service as a source of diesel engine spare parts. With the engine removed, Hill's had no further use for the unit but Beattie's Bus Service of East Corrimal required a differential, so the bus changed hands and, at the time of writing, still stands at Beattie's depot!

5. The Atlantean Double Deckers

As mentioned, Hill's Bus Service, under the direction of James Hill, has become a 'Bus Broker' of a kind in recent years and has been responsible for the



John J. Hills double decker M/O 6301 and A.I. & S. loco No. 25 (ex N.S.W.G.R. 2335) at Old Bulli Colliery on the occasion of the H.C.V.A. bus tour in Wollongong on 18th July 1970.
—Ken McCarthy



John J. Hills double decker M/O 6309 in Glebe Street, Wollongong, 9th January 1975.
—Ken McCarthy



Former Sydney double decker M/O 2047 receiving a rear folding door unit at Keiraville Bus Service depot on 9th January 1975.
—Ken McCarthy

importation, restoration and resale of many interesting vehicles. During 1971 and 1972 most of these imports were single deck units from Britain, although several left hand drive buses from Copenhagen were also imported. These latter imports were later stripped of their bodies and the reconditioned chassis sold to Australian operators. In 1973 Hill's imported six double deck buses from England. The first two arrived in Wollongong on 11th March 1973 after being driven overland from Melbourne. Wollongong commuters hoped that these would soon enter local public service, but this was not to be. These were reconditioned and during 1974 were all sold, together with several additional Atlantean chassis, the last bus of the group left Wollongong on 24th February 1974.

One of these six double deckers was an A.E.C. Bridgemaster with Park Royal body ex City of Oxford. This was sold to Tolley's Brandy, Melbourne and did not reach Wollongong,

The first two arrivals in Wollongong were coach conversions where the original seating of 45 upstairs and 32 downstairs had been altered to 34/16. These had been operated in England by Standerwick, a Ribble subsidiary, and carried fleet number 16 (SFV 412) and 31 (VFR 373). Their bodies were manufactured by Weymann of 1960-61 vintage, and unlike Sydney Atlanteans, had only a single front door and front staircase. The reduction in seating was brought about by the provision of toilet facilities when these units were converted for coach use.

The other three Atlanteans imported by Hill's were from the SELNEC (Manchester) fleet carrying numbers 3624, 3625 and 3659 with bodies by Metropolitan Cammell seating 43/34 passengers. These five buses were carried on Leyland PDR1/1 chassis while the Oxford vehicle was of chassisless construction.

One bus was fitted with a new front, small destination boxes and generally overhauled for the Bus Proprietors Association body builders exhibition in August 1973. This was possibly ex SELNEC 3659. None of these carried 'MO' plates when in Wollongong, all movements being covered with traders' number plates.

Standerwick 16 and 31 and SELNEC 3624 were sold to Kirkland's of Lismore at the close of 1973 where they have been registered as MO 7173, 4281 and 5123. SELNEC 3625 is now operated by Harris of Casino, N.S.W. as MO 5609, while SELNEC 3659 has joined Blunt's fleet at Murwillumbah as MO 4670. It seems that the toilet facilities were removed from the Standerwick coaches by a Brisbane body building firm before these entered Kirkland's service.

It is now 27 years since the first double decker operated in Wollongong, and in that time over 80 units have been purchased new or delivered second hand from Sydney for use in the Illawarra area. Some of these, however, have been brought into the district for spare parts or to yield chassis for single deck buses. These vehicles have not left their mark on Wollongong transport 'folk-lore' as they have in Sydney and Newcastle; this is perhaps due to the fact that except for the period 1947-64 on the trunk Austinmer-Wollongong route, the double deck buses have not been regularly employed on general public runs. Unless one knows just where to hunt out the industrial or school workings it is difficult to witness these juggernauts in action and harder still to experience a ride in the Illawarra region.

* * * * *

This article started as a brief news comment by Ken McCarthy on the arrival and departure of the Atlanteans in Wollongong. With the generous help of Don Estell, who specialises in railway carriage research but keeps copious notes on Wollongong bus comings and goings, and Ken Magor's longtime research and photo collecting of bus and tram topics, the original notes were magnified to give coverage of an interesting era in Wollongong's street transport. Like all research along previously uninvestigated paths, the answer to one



MO 4670, a Leyland Atlantean double decker bus at Blunt's depot, Murwillumbah, 3rd September 1974. This one of the Atlanteans imported by Hill's of Wollongong for resale.

—Ken McCarthy

question opens up further queries and this has been the case here. The reminiscences of Messrs E. Dion, A. Moore, C. Pallister and G. Pallister have helped to provide dates of A.I.&S. and company takeovers while Mr. J. Hill's photo collection has closed other gaps in the story. It is hoped that when a more serious attempt is made at some later stage to document the history of public street transport in the Illawarra region, these notes may serve as a starting point.

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Addendum to Double Deck Buses in Wollongong article.....

The Wollongong bus route map should be classed as a diagrammatic one only. Since the map was compiled in October 1974 major changes have occurred due to route transfers, etc. Some of these are:-

1. Extensions of Keiraville-Gwynneville routes into new areas.
2. Transfer of some of Hill's Corrimal-Tarrawanna services to Beattie with some route adjustments.
3. 'Streets' and 'Illawarra Coach Lines' have moved to a joint depot at Fig-tree one mile north of Rutty's depot.
4. Some of Beattie's fleet is now housed at the Pleasure Tour depot at Fairy-meadow.
5. Beattie plans to move his entire fleet into a new depot to be established at Tarrawanna.
6. Hill's Bus Service is housing a fleet of ex Sydney double deckers for resale in a factory area just north of the former depot of Illawarra Coach Lines, east of the railway line in Fairy Meadow.

During later January 1975, the Keiraville Bus Co. obtained former Sydney double deckers M/O 2047 and 2304 to join d/d 6216 in the school pupil traffic.

By January 1975 former M/O 1811 (ex J.J.Hills 6301) had been reduced to a small pile of abely recognisable parts at Beattie's depot while at that stage John J.Hills Bus Service still retained four double deckers for peak hour traffic, M/O 6309, M/O 6355, M/O 6314 and unregistered M/O 6308. Another double decker was stored as Shellharbour depot with part of the top deck demolished. Around December 1974 several more former Government double deckers joined the A.I.&S. Steelworks fleet.

* MUSEUM

Notes & News

from BRISBANE

Brisbane Tramway Museum Society

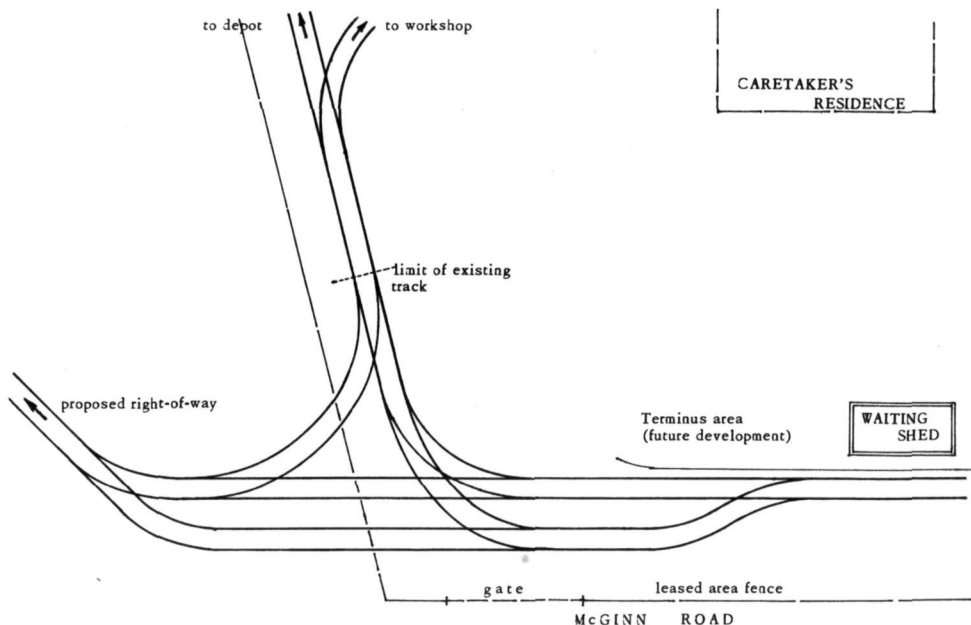
Unfortunate circumstances forced the omission of our report in the February issue of *Trolley Wire*, however, work has been progressing well and we present a full rundown of what has been done during December to March.

Trackwork

Because of the urgency of other work, little has been done in the trackwork sphere since November, and it is intended to recommence work in a big way from the beginning of May. During March, however, temporary track was laid around the side of the workshops building to move the FM cars using curved grooved rails from the fanwork of the Ipswich Road depot. This track was assembled and dismantled easily and served its purpose well.

As mentioned above, the beginning of May will see a start made on new track, in this case the main terminus area and the approach to the right-of-way. The layout planned will be of double track, with use made of electric, footpath-standard and spring operated points. The plan also makes provision for a 'Y' loop to enable trams to be turned to equalise wheel wear.

It is also hoped that the next two months will see the three track fan in-



WINTER TRACK PROGRAMME AT FERNY GROVE

(Not to scale)

stalled in front of the depot building. Before this is done the temporary track laid for the November Open Day will be removed and some further excavations undertaken.

Steam at Ferny Grove

Some months ago the Society was approached by the Queensland Narrow Gauge Railway Historical Society who were having some trouble with finding a temporary storage site for their steam engines and ancillary equipment. After discussion the B.T.M.S. agreed to allow the storage of this property on the Museum lease, and an area was set aside for that purpose. The engines arrived during late January, and since then members of the Railway Society have been engaged in restoration work on weekends. The engines are quite a sight alongside the FM tramcars awaiting removal to the nearly completed depot.

Depot Building

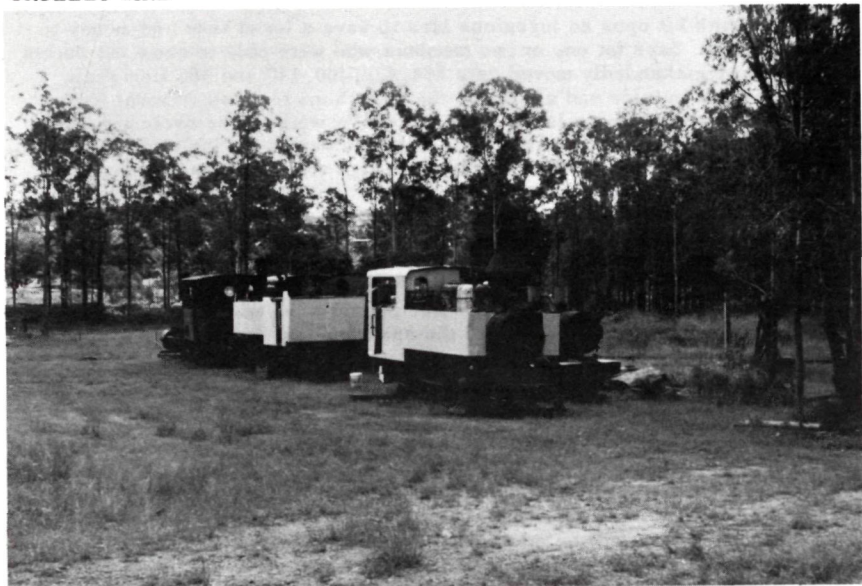
Work at Ferny Grove has been concentrated in the depot area, due to the necessity of getting the FM tramcars under cover as soon as possible. The roofing of the shed is now almost completed, with only a small area of sheeting to be laid, and the small widths of iron to extend the roof over the fascia boarding and the guttering to be installed. In late March the fascia board panelling was delivered to the site and work began immediately painting it and preparing it in correct lengths for erection along the side of the shed. To date, fascia along half the length of the depot on both sides has been completed and a small amount of roofing extended over these to gain some idea of where the guttering will be placed. The Council has accepted a tender from Campbell & Sons for Colorbond sheeting for the side and back walls of the depot and the front of the workshop building and it is anticipated that this will be delivered within two months. Before the sheeting can be put on baffle walls must be erected, and uprights to hold the Z-girts will have to be welded to the superstructure, and this is the work immediately in hand once the roof is finally completed. Plans are being submitted by members regarding a maintenance pit for the running shed. It is generally thought that the best site for a pit is at the front of the present shed on the middle road, however no final decision has been made yet. With the success of the application to the State Government for a grant, plans are being considered also to erect a second shed alongside and parallel to the present depot to provide room in the workshops for the restoration men to move. The sooner this shed is built, the easier it will be for maintenance work and restoration to continue.

Substation

Work has progressed rapidly on the substation. During January, a bed was dug for the concrete slab to accommodate the two large 11 KV transformers, and the concrete poured. When the steam engines were being moved to the museum, good use was made of the cranes, while they would have been otherwise idle, to remove the transformers from beside the workshops to the substation. This has cleared the way for the museum caretaker, Phil Smith to complete the garage beside the workshops. Inside more concrete has been poured and levelled for the first items of switchgear. Cleaning and restoration work over several months finally paid off in early March for electrician John Hudson and his team when the first item of substation equipment was assembled on its platform, a circuit breaker for the two transformers.

Trams on the Move

For some time now the Council has been considering ways of removing the FM and other tramcars from between the workshop and the store shed. It was generally accepted that two cars could be driven through the workshops, but that the others had to be lifted onto the rails by a hired crane. It was therefore much to our surprise and gratitude when, during January and February, our care-



*The narrow gauge steam locos stored on the B.T.M.S. site at Ferny Grove.
—Tim Atherton*



*400, the class leader, and other FM cars on the temporary track en route to their new undercover storage.
—Tim Atherton*

taker Phil Smith hit upon an ingenious idea to save a lot of time and money to move the trams. Save for one or two members who were able to come out during the day, he singlehandedly moved cars 494, 429, 400, 140 and 386 from their storage position outside and alongside the workshops to await removal up to the depot. No amount of praise is too much for Phil's work, as he overcame many small problems encountered by good, rational and energy-saving techniques. As mentioned in the trackwork section, track from Ipswich Road was temporarily assembled by Phil to run the trams alongside the workshops. This rail was joined up to the third road from the three-way point. Using the steel-roped tree puller, each tram was dragged sideways until it could be run onto the temporary track and round to the front of the workshops. Three FM's remain on some of this curved rail as shown in the picture until they can be run up to the depot. The moving of the trams has left a big area free between the two buildings and it is intended to store the trolleybuses, all the spare bogies, and all the steel permanent way equipment neatly in this area.

Caretaker's House

To allow more comfortable living accommodation for our caretaker the Council has approved the spending of money on new building materials for the extension and renovation of the house on the museum grounds. This work has been commenced by Phil and a large area of floorboard has been replaced, as well as one wall having been removed and a new doorway installed. A new bath room and laundry area will be constructed, and it is hoped that this work will make conditions a lot better in the house.

Acquisitions

Recently the Society has reopened inquiries into the acquisition of more vehicles for the Museum collection. It is of interest that negotiations are in the final stages for the transfer to the museum of the body of former Brisbane cross bench car No. 76. Bob Deskins and several other members have been attempting to acquire this tram for some time from its present owner at Geebung. It is intended to place the body on the truck of one of the scrubber cars in the future. Car 14's truck seems to be the likely choice as the body is in bad condition, whereas No. 15 is structurally sound. The Society is presently reopening negotiations with the M.&M.T.B into the obtaining of one of the L class cars. Several years ago an approach was made to them regarding the same topic and they seemed very favourably disposed towards our request.

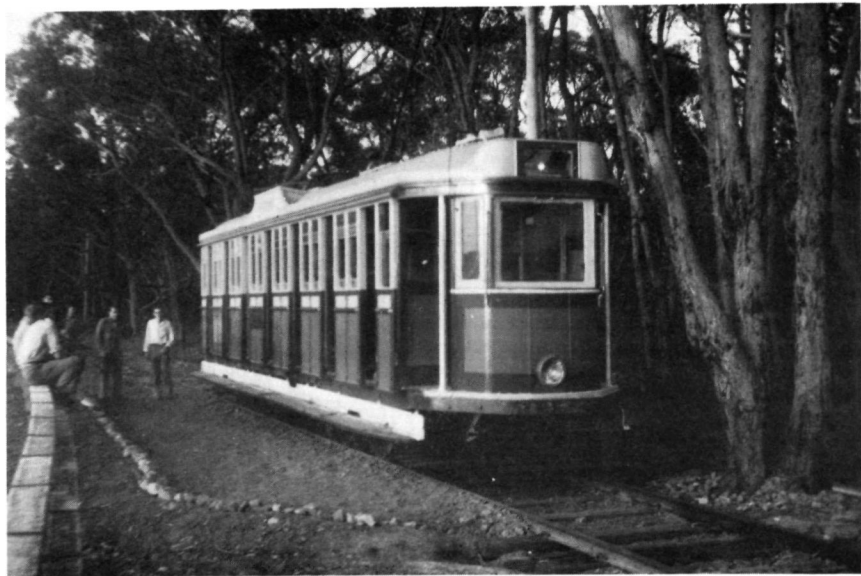
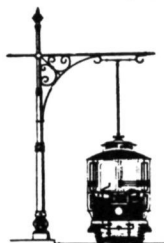
It is hoped that a very short time will see Sydney R1 No. 1936 at the museum. The tram, one of 5 converted from R to R1 during construction, is located in the Inglewood area and the Society has begun inquiries into its removal to join the collection.

An approach has been made to the Brisbane City Council for A.E.C. Regal pre-select type bus No. 80, and we are very hopeful that it will be the first representative of motor transport at the museum. As well a letter has been written to the N.S.W. Public Transport Commission inquiring about purchasing an A.E.C. pre-select double deck bus.

Visiting Brisbane??

Unfortunately, some interstate and overseas visitors in Brisbane have visited the Museum and have been confused by the sign on the museum gate saying that visits can only be made on Sundays at 3 pm. *Members of kindred Societies please note* that you may visit the Museum at any time and that the sign applies only to visits by members of the general public. All we do ask is that you see Phil Smith at the house if you are out during the week, or, if a weekend, that you seek out the Council member on roster at the site: either will be pleased to give you a detailed inspection of the Museum and help in any way possible. You can't, however, do better than ring our Secretary or his wife on 483192 once you arrive in Brisbane. Stephen (Tyrrell) will see to it that someone in the Society will make your stay in Brisbane as interesting and informative as possible.

from LOFTUS

South Pacific Electric Railway

Ten years ago.... LP 154, fresh from the paintshop, but still minus numbers and destination blinds at South terminus on a trial run.

Special Events

A special members' day was held on Saturday 22nd February when many of the trams not in regular passenger service were operated. The coupled set of O cars, 1111 and 141 S, was again in use and Brisbane Phoenix car No. 548 made its first appearance carrying passengers. As the Ballast Motors and Scrubber have carried passengers before on special occasions it was felt that use could likewise be made of the Grinder and despite the lack of seats and standing room and the pouring rain which was around for most of the day, a couple of crowded runs were made. The grinder, with a crush standing capacity of six can, surprisingly, carry one more standing passenger than permitted on Sydney's double deck Atlantean buses. The Atlanteans, on the other hand, do tend to even the score with 70 seats as against one (very precarious) seat on the grinder.

The opportunity was afforded those members present, who are not on the traffic staff, to try their hand at driving, under the direction of the Driving Instructors.

A bar-be-que at night rounded off the days' events.

TEN YEARS OF ELECTRIC PASSENGER SERVICE AT LOFTUS

Ten years of electric passenger operation was celebrated at Loftus on Saturday 15th March. The Sutherland Band provided background music as the celebrations commenced with a procession of 10 trams. Led by LP 154 which inaugurated services in 1964, the procession featured cars from New South Wales, Queensland and Victoria. Brisbane car No. 548, our newest tram, built in 1963 was last in the line and was immediately preceded by C 290 of 1896, our oldest tram, providing a striking contrast of 67 years of tramcar development.

A display of motor vehicles was also presented. One fire engine, 2 double deck buses and 5 military vehicles were brought to Loftus for the occasion. Although fire engines and buses are regular visitors to the Museum, this was the first occasion on which the preserved military vehicles have been on display at one of our functions. Their visit is somewhat appropriate as the museum site was an army camp during the 2 World Wars.

Tramcar News

Further work has been done on the roof of P 1497 and the roof has been repainted. (P class trams have a flat roof surrounded by a raised fascia. No. 1497 was experimentally fibreglassed in the late 1950's and it is now nearly 20 years since any attention has been given to it.) R 1740 has returned to the back of No. 1 road and has the roof stripped prior to complete recanvassing. It will also receive an exterior repaint and electrical and mechanical attention. Freight car No. 24 S remains in the workshop, but preference is being given to the passenger cars. Many minor repairs have been done on the traffic cars, especially re-slatting of the footboards.

Personnel News

Jim Lucas has been appointed Fire Officer. Over recent years much fire fighting equipment has been assembled at the depot. Jim has acted quickly and has augmented this equipment and readied it for immediate use.

Laurie Gordon has resigned as a Director of the Society after 15 years on the Board. He has also relinquished the position of Treasurer which he held for 13½ years; for many years in conjunction with the position of Assistant General Manager. Vic Solomons has been appointed Treasurer and Bob Cowing has joined the Board to fill the vacancy.

In the next few weeks two further items originating from our Art Department should appear. These are a small car sticker featuring a three quarter view of F 393 and the wording *Sydney Tram Museum*, and a new cap badge to go with the new uniform. These are the work of Bill Denham, who has also managed to find time over the past few years to draw up the artwork for each issue of new tickets in between taking time off to produce this magazine.

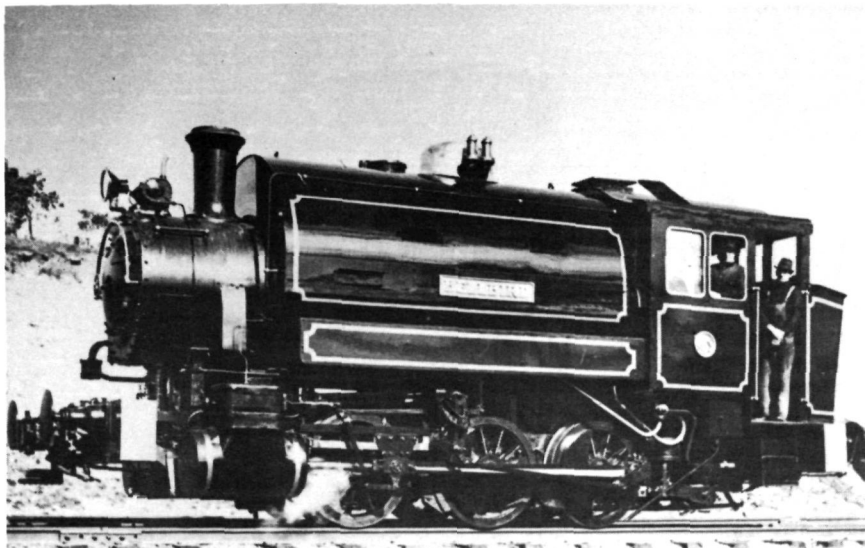
from ALBION PARK



Illawarra Light Railway Museum Society

Open Day

Activities during February and March were directed at preparing the museum for a minor open day to be conducted on 12th April. A small group of Australian Railway Historical Society members have organised a visit on that



A.I. & S. Port Kembla Industrial loco, 'Bellbird'. This is one of six locos cut up between December and March, 'Bantam' (bearing 'Badger' name plates) and 'Bronzewing' are to be preserved.

—A. Moore collection

date when plans will be formulated for the housing of their *South Bulli* No. 2 locomotive and its eventual restoration.

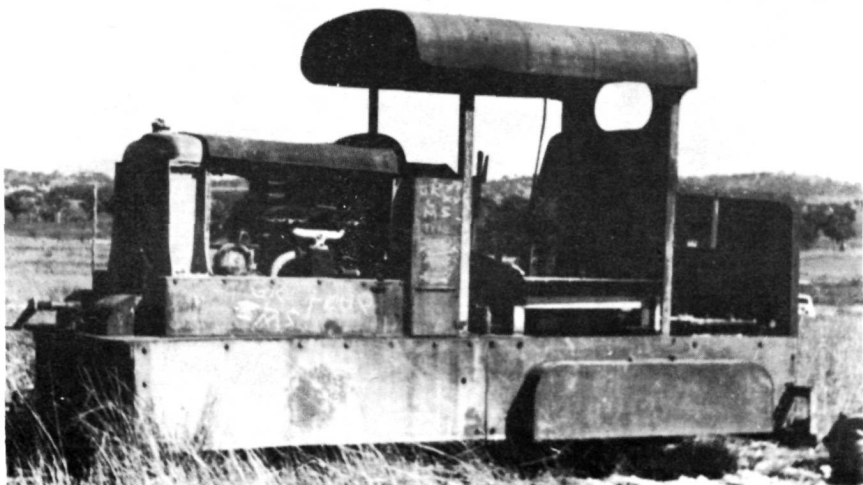
"Bronzewing"

Contrary to reports published in other places, the Illawarra Branch of the N.S.W. Rail Transport Museum are still keen to see the A. I. & S. standard gauge locomotive *Bronzewing* on display, and eventually operating, on a half mile stretch of track at Albion Park. The heavy and compact nature of the loco, between 45 and 50 tons when not in steam, makes road haulage difficult while the poor condition of the wheels prohibits any lengthy towing on the P.T.C. (N.S.W.G.R.) tracks to any destination. So any preservation moves on this loco will be faced by an initial costly road transport charge or a complicated wheel overhaul job.

On Site

The I.L.R.M.S. had held back construction on track extension and security fence erection in the vicinity of the planned rolling stock compound at Albion Park to enable maximum crane manoeuvres for the *Bronzewing* arrival in the vicinity of the standard gauge track, but having lost two months, these projects are now being pushed ahead in an effort to make up lost time.

Thanks to the efforts of member Peter MacDonald, the ILRMS fleet of 2 ft gauge vehicles from the Newnes mines in the Wolgan Valley is growing. The Society has employed skip No. 110 and rebuilt vehicle 76 (or 78) on ballast operations for some time but recently a drum cradle car and skip 26 arrived at Albion Park. In addition, skips 2, 109, 100 and 132 are expected soon. These are more suitable for delivering material to lineside locations than the Illawarra region mine skips due to their lower sides.



The Newbolds Leyland 2 ft gauge loco at Home Rule Quarry, 1973.

—R. Frier

Acquisitions

The rolling stock items owned privately by ILRMS members continue to grow! The Kelly and Lewis 0-6-0 2 ft gauge diesel No. 2, from the Alexandra to Rubicon Tramway in Victoria, arrived in Sydney at the end of January for restoration. Identical loco No. 1, commissioned in December 1935 is reputed to be the first diesel loco built in Australia; No. 2 entered service in 1936. The tramway closed as a common carrier in 1947 but the diesel locos continued to shunt the Alexandra timber mill yards until the 1960's. (See *Light Railways* No. 44, p5.) No. 1 is to be retained as a static exhibit at Alexandra, but as an ILRMS member was on the spot with the right finances at the correct time, No. 2 may one day again be in operation, at Albion Park.

During 1973 the ILRMS was given a 2 ft gauge petrol loco powered by a 1926-7 Leyland engine. This was built during the 1930's to shunt the Newbold Refractory yards at Thirroul, and during the 1940's was transferred to the Home Rule quarry of the same quarry, leaving a loco powered by a Vulcan truck engine at Thirroul until 1950. The loco was taken from Home Rule by another museum in May-June 1974 but the Society's honorary solicitor took up the case and his negotiations have met with success and this interesting relic should reach Albion Park in the near future for restoration.

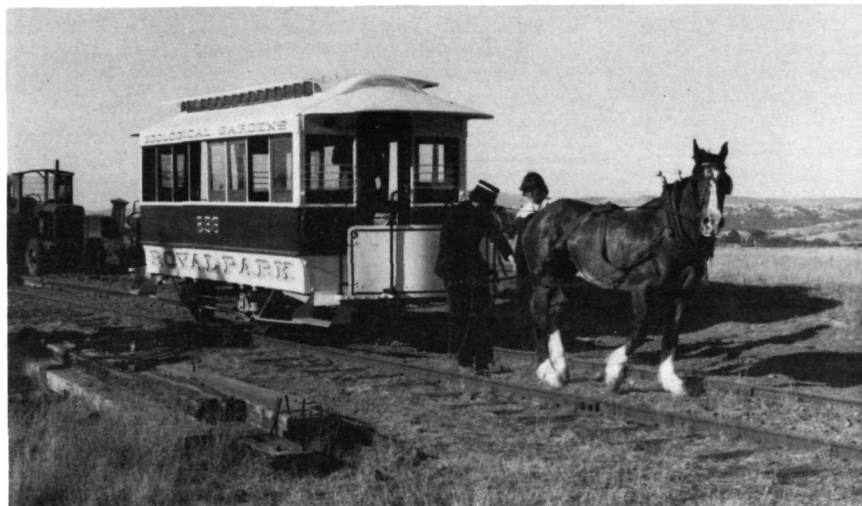
I.L.R.M.S. Brochure

An illustrated brochure dealing with the I.L.R.M.S. activities is being prepared. Any reader requiring a copy should send a long envelope, bearing an 11¢ stamp and the sender's address to:- the Secretary, I.L.R.M.S., PO Box 1036, Wollongong N.S.W. 2500.

from BYLANDS



Tramway Museum Society of Victoria



Motive power 'George' is coupled to trailer No. 256 during horse tram trials at Bylands on 2nd March 1975. Note the period uniform of the driver.

—Gary Davey

Horsecar Project

Restoration of cable trailer No. 256 for use as a horsecar has now been completed after much feverish activity by many museum members over the past weeks. The end timbers have been replaced; new headstocks have been made and fitted, new floorboards have been screwed down on both end platforms and the new aprons have been bolted to their framework and have been placed in position on the headstocks.

The sides of the car have been painted chocolate with the roof, roof supports, aprons and rocker panels white. The words *ZOOLOGICAL GARDENS* have been lettered on the letterboard while *ROYAL PARK* now appears on the rocker panels, the car number on the side panels and lining on the aprons. The signwriting has given the horsecar a truly professional touch. The interior varnishing is a credit to the members involved; the inside of the roof has been scraped down and received three coats of varnish. Part of the seating came from John Stephenson cable car No. 10 many years ago and have been scraped down, repaired, varnished and installed in the car. The windows have been varnished on the inside and stained brown externally and refitted. The floor is light brown under the seats, black in the saloon and grey on the platforms.

As well as pieces of brake rigging, two special drawbars had to be made, using parts of old overhead stanchions from the Mont Park railway.

With restoration almost finished, it was decided to give the horse a dress rehearsal for our Moomba operations. To this end, No. 256 was lifted onto our recently regauged mainline by crane on Sunday 2nd March. Late in the after-



The first turnout under construction at Bylands, leading into Nos. 1 and 2 roads. This depot branch leaves the mainline beside the shed at left. 9th February 1975.
—Keith Kings

noon the horse was coupled to the car at the Union Lane terminus and proceeded to the level crossing north of the old platform, thereby becoming the first tram-car to operate at Bylands. For the next half hour several trips were run to the enjoyment of workers and visitors.

South Melbourne Operation of No. 256

On Saturday 8th March No. 256 was loaded onto a low-loader at Bylands and transported to Beamish's yard at Wantirna where the finishing touches were applied to the car. The next morning the tram was delivered to the South Melbourne Football Ground loop where operations commenced at 10 am. During the day 31 return trips were made carrying 343 adults and 291 children (total 634 passengers) on the day. The car was stabled on the siding for the night watched by a security guard and a group of members. On Monday, operations again commenced at 10 am but finished an hour earlier than on Sunday, at 4 pm, which probably accounted for the lower passenger figures of 297 adults and 262 children carried on 33 trips. A total of 1193 passengers carried for the two days made the venture most successful with special thanks to the National Mutual Permanent Building Society who sponsored the restoration and transportation of No. 256. Following this activity the tram was transported back to Bylands where it commenced regular operation on Easter Sunday.

No. 180 Restoration Progress

Although the team who work at Malvern have been involved with the restoration of parts of car No. 256, some progress has been achieved on No. 180. Internal woodwork has been removed, stripped down and revarnished. The ceilings in the dropends have been undercoated and given two coats of ivory paint, while the ceilings of the smoking and non-smoking saloons have received one undercoat..

Trackwork

The track gang worked Saturdays and Sundays throughout February with

the aim of connecting depot road 2 with the main line by Sunday March 16th. The depot fan is being laid in tramway grooved rail recovered from Geelong a few years ago, as well as points and crossings obtained from the M.&M.T.B. and Geelong. At the time of writing, the mainline point, located just south of the storeshed was nearly completed. The track has been excavated for additional sleepers, railway rails removed and points and straight sections of grooved rail spiked down. A section of the mainline near the points was relaid with 80 lb rail obtained with our Port Melbourne scissors crossover. With the spiking of the curved rail and ballasting this job will be complete.

At the same time, construction of the point linking No. 1 and No. 2 roads was undertaken.

Tower Wagon

The ex-M.&M.T.B. 1941 Chev. tower wagon is being repainted in its former colour scheme of orange and black by three members of the Kent & East Sussex Railway, Tenterton, England

Acquisitions

Through the generosity of the N.S.W.P.T.C. and the enthusiasm of several of our workparty regulars, we have obtained a motorised standard gauge quadricycle for the princely sum of \$4.56! The vehicle was delivered to Bylands on New Years Day and was soon made operational. It will become particularly useful as track regauging continues towards Bowers Lane making our broad gauge trolleys redundant. To aid the depot trackwork we have acquired a manually operated rail saw, a rail drill and a standard gauge flat trolley.

Ford One Ton Truck

As reported to members in the Annual Report, this vehicle was proving to be uneconomical. It was sold during January for the excellent price of \$200. The money has already been re-invested in an oxy-welding/cutting set and a bench vice for the workshop.



Cable trailer No. 256 in operation at the South Melbourne loop on 10th March 1975 operating as a replica horse car complete with one horsepower motive unit.

—Gary Davey

Public Toilets

Since the museum site was opened to the public for inspection, we have been embarrassed by the lack of adequate toilet facilities. The need to locate these in a fairly central but inconspicuous position involved the use of a crane to move heavy items from around the storeshed. It is intended to build the "Ladies" against the south wall and the "Mens" to the north of this building. Although most of the workforce has been otherwise occupied, some work had been untaken in this area.

Museum Visits

Members of kindred societies visiting Melbourne who would like to visit Bylands are asked to ring either Keith Kings (83 4932), Len Millar (29 8727) or Tony Cooke (25 2996) during the week before, for a mutually convenient 'pickup'.

Publicity

The museum received a real boost with the publishing by the *Weekly Times* of photographs of Society activities on the front cover and middle pages of the January 29th edition. The *Weekly Times* is Victoria's largest selling country newspaper with a readership which is evidenced by the strange happenings when one of the featured members who lives in Moe goes shopping — cries of "Aren't you the bloke who had his photo....." etc.

(Editors' Note: T.M.S.V. members wishing to submit photos for consideration for publishing in *Trolley Wire* should hand them to member Gary Davey, our new correspondent. Our thanks go to Keith Kings, the previous incumbent in this position for the extra efforts involved, especially in getting photos to Sydney between the deadline and the submission of the material to the printer.)

from BALLARAT



Ballarat Tramway Preservation Society

Begonia Festival

There is an old saw — 'Cooks slave over a hot stove all day'; well, this adage, suitably modified to "Our tram drivers and conductors slaved over a hot controller or cash bag all day" could have applied to our platform staff during the Begonia Festival, for our trams carried an astounding number of fares. The figures are:-

1st March	505 passengers	2nd March	998 passengers
3rd ..	94 ..	4th ..	142 ..
5th ..	182 ..	6th ..	163 ..
7th ..	156 ..	8th ..	686 ..
9th ..	1388 ..	10th ..	1455 ..

TOTAL - 5,849 fares for the period.

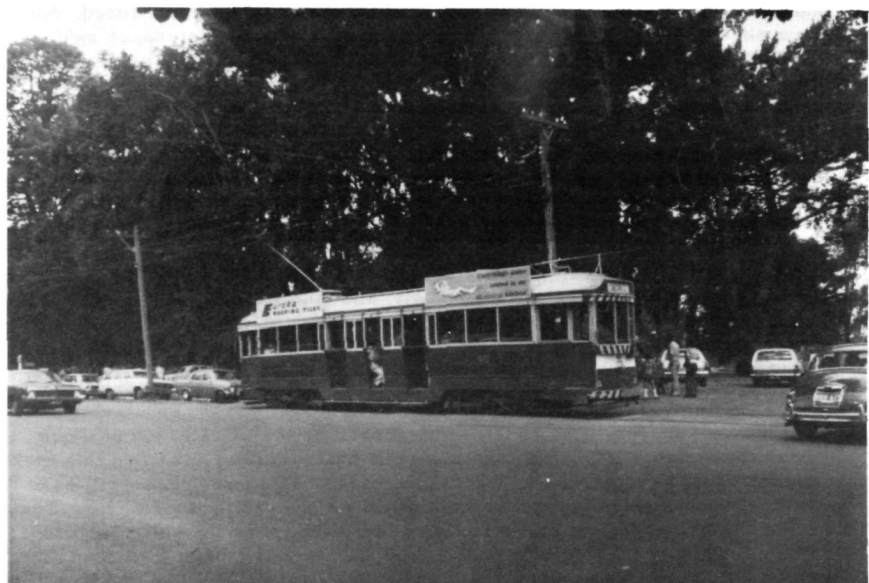
An outstanding result, we're sure you will agree. Most nights, a passenger service was provided till at least 9pm, and in some cases, later! It was indeed satisfactory to behold trams illuminated for night operation.

There was a great deal of energy expended in providing the tram services during the Festival, and our grateful thanks are extended to all of those members who entered into the spirit of the Festival and made the whole effort such a worthwhile endeavour.



Three B.T.P.S. trams and a "London" double-deck bus provided two forms of transport in Wendouree Parade on Sunday 9th March 1975.

—Bob Prentice



No. 40 eases its way through heavy pedestrian and road motor traffic and parked cars; all of the latter is part of the Begonia Festival scene.

—Bob Prentice



Opening Day Tickets

A number of 5 cent tickets (red printing on white paper), 10 cent (black on white) and 20 cent (green on white) were over-stamped and used for that one day. In all they are an excellent souvenir of this great event.

Tram Maintenance

Regular maintenance is being carried out by Rolph Jinks and Peter Rees. Tram No. 40 has had axle box brasses renewed and new bell cords fitted. No. 40 is now much quieter and in better condition thanks to our maintenance men.

Tram No. 28, as you may recall, received collision damage just before the S.E.C. operated tramway closed. Andrew Cook is currently working on the woodwork of the damaged end and soon rebuilding will commence. The tram will be restored to the early 1960's style.... the dazzle stripes, and the front auxiliary lighting removed; the destination curtains will revert to white lettering on black background. The tram will be completely overhauled and repainted before being placed in service, and this action will assure us of another tram in good condition that can provide the service in Wendouree Parade whilst other trams can, in turn, be withdrawn from service for overhaul.

Maximum traction car 38 has a defective motor. The pinion has defied all efforts to remove it from the armature shaft, and so the motor will be delivered to an electrical firm that has offered to repair the motor at cost. When the motor is returned, it will be 'dropped' into its truck and then the tram will be ready to enter service in 'The Parade' soon after.

Bungaree House

The cooking facilities have been improved by the installation of a gas stove at the house. At present, the lounge is being painted and when this task is completed, the carpet will be laid. The exterior of the residence will have to be painted soon, for the present surface of the paint is in poor condition. The house is proving excellent accommodation facilities for those who travel from Melbourne and stay overnight to work on the tramway.

'Weekend Magazine'

ABV Channel 2 recently completed filming a segment about our tramway which will be televised in the near future in *Weekend Magazine*. The film will

show a number of our trams operating in Wendouree Parade, along with depot scenes and interviews with well known members.

Crew Training

Further members have been trained as tram conductors, whilst a batch of new motormen have been approved by the M.&M.T.B; also, selected members are undergoing training as motormen.

Telephone

Allan Harnwell is laying the society's telephone cable along Wendouree Parade; this facility will greatly assist tram working.

Members Riding on Trams

It is *very* important that members display their membership cards to the conductor when riding on our trams, because the general public may express concern at paying a fare, when a fellow passenger next to him pays none. In future, all members are requested to show their cards on trams in order to ease confusion for the conductor and to reassure the public that the "free" rider has permission to do so. Any visiting representative from another tramway museum is asked to present himself at the depot, where a "free" pass will be issued.

from ST. KILDA

Australian Electric Transport Museum



Operating Improvements

During February, several improvements in operations facilities were introduced. Following the precedent set by the Municipal Tramways Trust in its bus operations, all trams operating in traffic at St. Kilda are now radio-controlled. The duty despatcher at the Museum carries a portable unit to direct operations through units carried on the cars. A bundy clockcase has been set up in the museum yard to act as a base facility for the despatcher. As well as the clock, shelves have been provided for temporary storage of traffic equipment, a lineside phone is provided for communications with other sections of the museum and with the service telephone at Mangrove Loop. Provision has also been made for the storage of journals, extra boards and a point bar.

Permanent Way and Overhead

Work has commenced to link the line projecting through the rear of workshop road No. 5 to the rails laid in the truck shop at the rear of the depot.

Since the mainline has now been in use for about a year, a programme of tightening fishbolts and maintenance repacking has commenced. This project, spearheaded during February and March by Mark Skinner, has concentrated on that section of track between the Museum and Samphire Road.

The overhead in the depot fan has been tightened and raised, and provision is being made for lights to be suspended from the fan wiring for evening activities during winter.

Another small continuing task is the accumulation and painting of pole bases and finials, for installation on the museum's lineside poles. The finials, apart from their decorative value, serve the valuable purpose of keeping rain out of the poles, thereby reducing corrosion. Steel poles are also being accumulated for future use as they become available from the Electricity Trust of S.A.

New Souvenirs

Two new items have been released from the museum's publication section. One is a postcard of car No. 1 taken after the official opening of the St. Kilda Tramway, and showing the decorations used on the car similar to those used in 1909 when it opened the Adelaide tramway system. The other item is an attractive bumper sticker advertising St. Kilda and featuring car No. 282.

from PARRAMATTA*Steam Tram Preservation Society*

Mr. Frank Moag of this society would be interested to hear from any reader who may have or know the whereabouts of a vacuum brake hose sealing flap from which a pattern can be taken. This is required to enable authentic continuous vacuum braking to be introduced on the Parramatta Park steam tramway rolling stock. If you think you can help, please ring Frank at (02) 529 7780.

HERE and THERE*The Sandhurst Town to Goldwash Gully Tram*

Further details of the locos mentioned in this article which appeared in the last issue of *Trolley Wire* have been supplied by Peter Neve:-

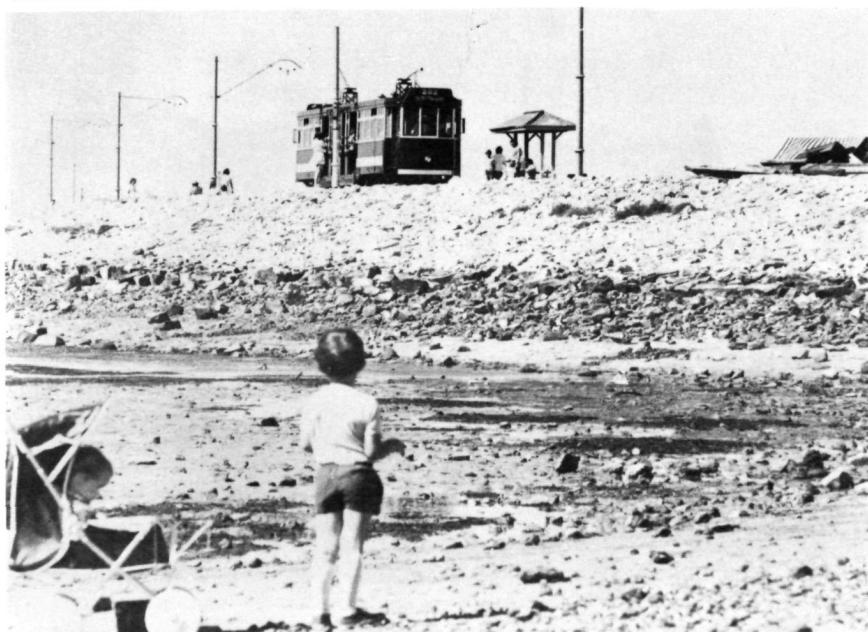
- ... The Perry loco is from Babinda Mill.
- ... The Hudswell-Clarke is No. 7 from MacNade (B/No. 1861 of 1952)
- ... The third loco is also a Hudswell-Clarke ex Goondi Mill and was noted in a park at Innisfail in 1963 and again in 1970.
- ... The Ruston Diesel is ex MacNade and was previously at Victoria Mill.

*Sydney Electric Train News**1921-type Electric Cars*

All the 1921-type wooden motor cars have now been withdrawn from passenger service. The last 5 such cars in service, C 3037, C 3038, C 3040, C 3050 and C 3083 were progressively withdrawn during February. C 3083 was the last to run, finishing at Punchbowl Car Sheds in the evening of 20th February. Whilst the other four cars have gone to Elcar prior to being scrapped, C 3083 is currently being used at Flemington Car Sheds as a shunter.

There are 8 other cars of this type still in use. Five (C 3554, C 3555, C 3556, C 3557 and C 3558) are Parcel Vans, one (C 3591) is the Elcar pilot (shunter), and two C 3592 and C 3593) are used as Tradesmen's Instruction Cars. C 3045 also remains, stored complete, for preservation. The frame and bogies of C 3072 have been used in the construction of Overhead Line Car AL 21.

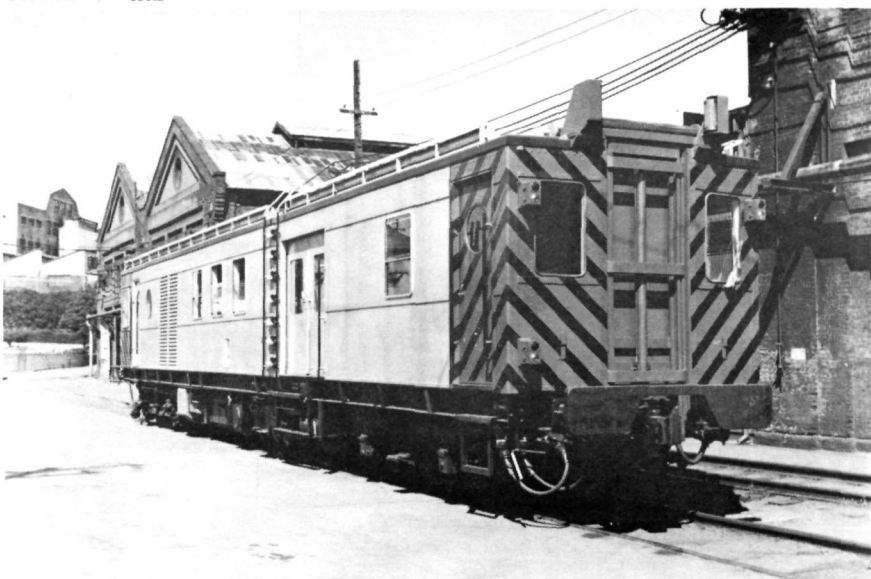
It is expected that the 8 remaining special service cars will be gradually withdrawn from use and replaced by conversions of older steel cars. To this end, C 3111, C 3193 and C 3248 have already entered Elcar workshops for conversion to Parcel Vans.



ABOVE: After the tide has gone out at St. Kilda and you have collected enough rocks and crabs, there are always trams to watch. BELOW: Following construction of further improvements in the museum car park by Chris Steele and Ben Robinson, visitors to St. Kilda now park in neat orderly rows before entering the depot yard through the Operations Shed at right.

—John Radcliffe





AL 21

Constructed on the frame and bogies of 1921-type wooden motor car No. C 3072, AL 21 is a self propelled diesel electric Overhead Line car. Built in the Chullora Workshops by the N.S.W. Public Transport Commission, it entered service in 1974. The old standard, low voltage control equipment has been retained, with suitable modification to control the diesel-alternator rectifier set and the car can operate in M.U. with the older suburban electric stock and with overhead inspection car AL 20, which is equipped as a driving trailer. No provision has been made for the car to take power from the 1500 volt overhead wire.

MARSDEN MUSEUM OF HISTORIC ENGINES, Goulburn.

The Marsden Museum closed on 31st January 1975 (not 31st December as reported in the last issue of *Trolley Wire*), due to the Council being unable to meet the rapidly rising costs of running the museum. On April 8th it was announced that a public company has been formed to take over the museum to some extent, and it is hoped that it will reopen to the public by the end of April.

S.P.E.R — Notice of Meetings.

As previously advised there will be no meeting in April, August or October this year. A General Meeting followed by the Annual General Meeting will be held in late June at a time and place to be advised. A further General Meeting will be held in September, with the Annual Members Day in December.

HIS FIRST TRAM

*The likes of these he'd never spied,
 His years were only four,
 Their oddity he trusted not,
 Seat of wood and folding door
 To eyes on felt and vinyl reared
 Are naught but a primitive sight,
 And 'twas only with a wondrous pause,
 He refrained the wish to alight.*

*"All aboard!" conductor's cry rang
 As others scurried on.
 Wheels surely turned, bell twice clanged,
 We sped the down-hill run
 With clickety-clunk and jerking sway;
 Invigorant, tramfilled wind,
 Inflated this lad's imagination
 And swept misgiving away.*

*His face was rent from ear to ear
 By adventure's new-born smile,
 Discovering these remnants of yesteryear,
 Exploring the hidden delight
 Of first-felt wonder in Times Re-lived,
 (If but for a soon spent mile,)
 When trams and trolleys ruled the roads,
 And we travelled in dubious style.*

—Josie

BACK COVER: We regret that we were unable to publish all the photos supplied with Mr. Cowell's article on Perth Trailer Buses (see Trolley Wire Feb. 1975), but this one of two of the front and rear drive Cheetah Landliners was too good to pass up. Originally powered by Ford V8 engines, the three vehicles of this type were later converted to conventional semitrailer buses with Foden prime movers.

—Western Australian Government Railways

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

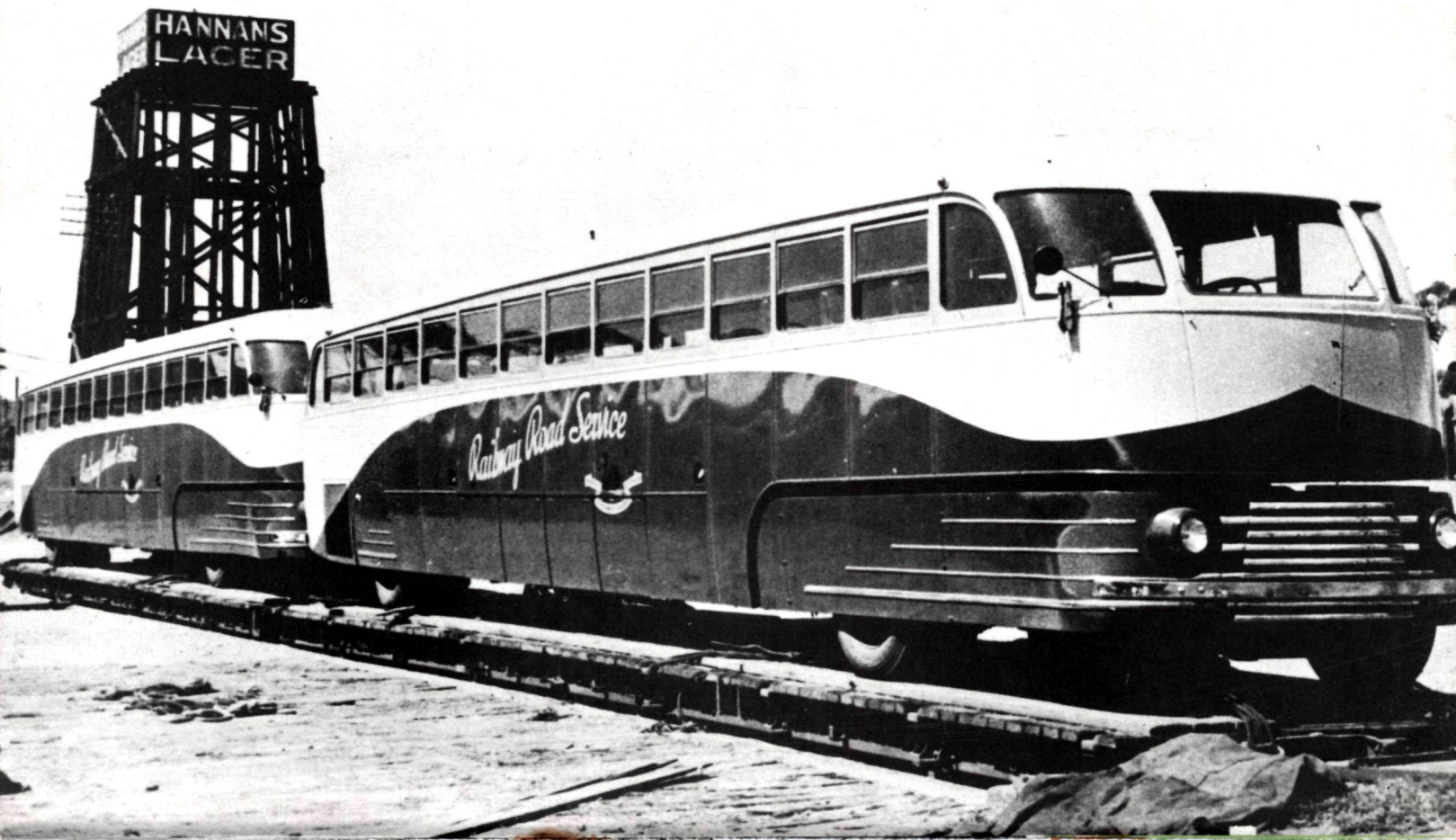
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An occasional publication for the members, by the members and about the members of the South Pacific Electric Railway Co-operative Society Limited.

CREW TRAINING

The Society policy of holding training sessions each February was extended by an extra session in March. Several 'converting' drivers attended to familiarise themselves with the Ballarat cars whilst 15 'new' conductors and drivers commenced training. A recommendation will be put to the Board very shortly concerning authorisation for those members who attended the sessions, for approval. Following on this approval, a list will be displayed at the Depot showing all members approved and to what degree. At the same time, the Authorisation cards will be issued to the successful members who have qualified, and will be in force for three years commencing 1.6.75.

To encourage acceptance of our training scheme, a register of all trainees is being compiled. To assist in this exercise, an application form will be forwarded to members in the near future. This will apply to all converttees and new trainees as well as those members who have not undergone any formal training as yet, but are desirous of doing so.

The Traffic Manager is formulating a Traffic Officer Training Scheme (TOTS) and when finalised, he would like as many of the traffic staff as possible who are eligible, to participate. The Traffic Officer is the lowest level of security, Society-wise, to whom keys can be issued. The more traffic officers we have will decrease the number of delays in opening up on Sundays. that is prevalent at the moment. In the meantime, if your traffic officer is late... tell him, not the Traffic Manager.

PUBLIC IMAGE

This year, the Society will be under scrutiny of outside authorities as relocation negotiations intens-

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ify. Our greatest asset is our Public Image. Your assistance by being courteous, helpful, etc., will be appreciated, but a certain laxity of attendance, dress and conduct has been evident recently. Although the administration of the Society is entrusted to the elected Directors, this is your Society and your past-time. Remember the enthusiasm of the early members and the trials and tribulations that they endured and don't let them down; don't let yourselves down; don't let the Society down.

The Directors believe that they are doing the best that can be done under the circumstances, but if you have any constructive criticisms, any complaints that you feel are justifiable or any ideas concerning the Society's activities, do not hesitate to make them known to a Director ---- to carry out your wishes, we need to know what they are.

WORKS

A Works program is being compiled at the moment and as soon as it is finalised it will be discussed at a meeting of the Works Committee and THE WORKERS. The aim of this meeting will be to keep the workers better informed on what is going on and why. In this way, we hope that our output can be increased.

One particular item, which has been on the program ever since work commenced in 1956, ie. the depot building, has been delayed time after time for many and varied reasons. Early last year approval was given to spend up to \$2000 to continue the completion of the depot, but before any work could commence, the direct and associated work connected with cars 42, 37, 548 and 1979 called a halt to any building progress.

The cost of the cranes and trucks to lift and move these four cars came to well over \$2000. The Directors hoped that it would not be necessary to start an appeal, but as only \$320 has been donated so far, the Directors urge you to consider assisting to defray the costs. The plain analytical statistics show that if the \$2000 is equally divided between our 253 members, the individual donation would only have to be \$7.90; say \$8. This is the equivalent of 16 cents a week for one year;

are the trams worth it?????

The two ways of giving this money to the Society are (i). by a direct donation, which is tax deductible over \$2, or,

(ii). by share purchase at \$2 each. Either way, our treasurer will be pleased to receive your donation.

Once our bank balance starts to climb, work can commence on the building because whether or not we secure a new site in the near future, the present shed will have to be used for many years. It goes without saying that the sooner the shed can be made waterproof the better it will be for our cars. Casual inspection of the fleet will only show superficial deterioration for quite some time, closer examination shows that water has penetrated under the protective layer of paint and is quietly destroying the wood and timber underneath, leading in the not too distant future to extensive outlay in finances and effort to restore the damage which could have been eliminated, or at least severely curtailed by having adequate and proper storage for our exhibits. Not only are the tramcars themselves in danger but so too are the vast numbers of ancilliary artifacts stored at the museum, ofeten in quite unsuitable conditions.

So what about a helping (financial) hand? If you are a student or an apprentice, the donation does not have to be made in one lump sum, but could be spread over a few months.

RELOCATION

After being somewhat docile in our negotiations in past years, the Directors have taken strong, positive action and launched an all out offensive to obtain a new site. We have requested a meeting with Mr. M.A. Morris (now Minister of Lands) to put forward the strong feeling to transfer our operations to the Loftus station site, as expressed at the last Society general meeting. Sutherland Shire Council have agreed to send

4.

along a representative to the meeting with Mr. Morris, to show the Council's attitude.

---D.H.R.

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NEW TRAFFIC UNIFORM

At the general meeting held on Monday 10th March, Col Rhodes modelled the proposed new traffic uniform. After displaying the two alternative shirts - yellow or tan - the meeting voted in favour of the tan shirt to go with the dark brown jacket and trousers. It was felt that the yellow shirt would stand out too much when worn without the jacket. The crews in yellow shirts and brown shorts in summer might tend to blend too closely with the visitors!

A zippered front jacket was modelled but it is planned to investigate the possibility of substituting the button-type jacket, while a hard-top cap is being sought in favour of the soft cap suggested by the supplier. This change from stock lines could increase the prices.

UNIFORM APPLICATION

Traffic Staff to note. Would all those members who have not yet completed and returned the forms, please do so by 1st May. Any traffic staff members who have not received a uniform application form, please telephone the Traffic Manager, Peter Kahn, on 498 3820 (home) or 231 0044 Ext 230 (work).

250,000 PASSENGERS

On Saturday 29th March, we recorded our quarter-millionth passenger when F class car 1497 carried the Askew family of North Rocks on the 1.35 pm trip. This was their second visit in about nine years. In between, Mr. Askew had been working in New Guinea, and although, when in Sydney on leave he had hoped to bring the family to the Museum on a number of occasions, they

they had not made it until this most opportune time.

"VISIT THE SYDNEY TRAMWAY MUSEUM"

With S P E R N E W S No.6 you would have received a copy of the above leaflet, which is available to be handed to your friends, relatives or others whom you think would be interested. These are in stock at the Museum or available from Peter Kahn, or by writing to Box 103, GPO, Sydney, 2001.

Please note that the only difference between this leaflet and the one freely available at the Museum, viz. "Thank You for Your Visit.....", is the title. The latter one is for the visitors to the Museum.

FROM THE BOARDROOM

Laurie Gordon, one of the pillars of the Society and the Museum, has resigned from the Board of Directors. Laurie had been a Director of the Society since its incorporation as a co-operative society in 1959, and Financial Director (Treasurer) for 14½ years.

Laurie's departure from the Board will be felt very much and we congratulate him for a job very well done. Being Treasurer of an organisation the size of the SPER is no easy task and is undoubtedly the least pleasant and most difficult undertaking.

We wish Laurie all the very best and look forward to his expert guidance in Society and Museum affairs.

Bob Cowing has been appointed to fill the casual vacancy on the Board created by Laurie's resignation. Bob retains the position of Works Manager. Congratulations Bob!

Vic Solomons has moved into the unenviable position of Treasurer. A Board member for over 10 years, Vic knows that every cent counts.

ALUMINIUM CANS

Don't just throw them away -- bring them to Loftus to swell the stockpile which will be sold to gain much needed extra revenue for the Society. Leave them, (preferably crushed) in the bins provided between No. 2 and No.3 roads near the front of the depot.

6.

CONFERENCE OF AUSTRALIAN TRAMWAY MUSEUMS

Over the Anzac Day weekend, the historic first conference will take place in Ballarat. Hosted by the Ballarat Tramway Preservation Society, the conference has been organised by Bill Kingsley of the BTPS.

Fulfilling a long-felt need, we congratulate Bill on taking the initiative and getting the first conference organised. It is hoped that this will lead to the formation of an Association of Tramway Museums. Of interest to SPER members, the idea was first suggested in 1959, when there were fewer groups engaged in preservation.

The delegates from the SPER are Bob Cowing, Bill Denham, Peter Kahn, Mal McAulay and Dave Rawlings.

A very comprehensive program has been arranged and we look forward to a very successful gathering.

ENTRY INTO SERVICE

Dick Clarke was rostered for traffic duty on Sunday 6th April, but found a conflict of interests, namely the arrival of an additional unit joining the fleet at Belrose depot, though this item was not fitted with a trolley pole to quote Dick. Congratulations on the arrival of Megan Ann Clarke.

TROLLEY WIRE

The deadline for SPER news and photos for consideration for publication in TW is the last weekend before the month of publication. Items should be forwarded to Norm Chinn, either c/o Box 103, 10 Sutherland 2232 or at the Museum on Sunday afternoons.

This issue of S P E R N E W S was compiled by David Rawlings and Peter Kahn, and was produced by the Supplements Division of the SOUTH PACIFIC ELECTRIC RAILWAY Publishing Department.

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SPERprint.