

TROLLEY WIRE

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Concluding 21 YEARS OF STEAM TRAM PRESERVATION

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

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TWENTY-FIVE YEARS ON

THE tramway museum movement is an accepted part of the community these days. But it is not easy for the newer enthusiast to sometimes realise that in Australia it is more than 25 years since the first positive steps were taken by a small group of Sydney enthusiasts to obtain for preservation at least one electric tram with the ultimate aim of operating that tram in the future when such vehicles were no longer to be seen in Sydney's streets. Now a quarter century has passed since that day in 1950, 24th July to be exact, when LP car 154 was officially handed over to the Australian Electric Traction Association by the New South Wales Department of Road Transport & Tramways. Little did the officials of that department realise just what dedication to a cause could ultimately bring about.

Maybe It's the Weather...

If a job's worth doing, it's worth doing well... so goes the old saying. Our Typographical Errors Department really took this to heart in the last issue. On page 6 in a heading, no less, we had extended the years of minority no less than 4! Parramatta Park museum was founded 21 years ago. On page 9, we were just testing, the reference was 'p.21' (of course!). The photo on the bottom of page 27 should have been credited to Ron Frier, on page 34 part of an unwanted line of type was not omitted and on page 38 our best yet. The lower photo caption should have read:-

M/O 2769, the last Government double decker in service in Newcastle posed outside the Gordon Avenue depot prior to departure for Sydney and painted in the untypical blue and white colour scheme by the Newcastle workshops staff. On the left is ex M/O 2427, a sometime Newcastle bus, now owned by the local H.C.V.A. while on the right in cream and red is ex M/O 2092, used for a time by the Toronto Bus Co. and now used as a caravan.

While every care is taken to ensure these errors do not reach publication there are times when things get completely out of hand. Perhaps we can console ourselves with the fact that in spite of the present economic situation which is sounding the death knell of so many contemporary small circulation magazines, *Trolley Wire* continues to appear, almost on time.

FRONT COVER: Sydney steam tram motor 103 A and trailer car 74 B at the Old Government House terminus of the Parramatta Park Steam Tramway.

CONCLUDING.....

a society comes of age



1022 storms the grade to the outer terminus of the Parramatta Park Steam Tramway with car 74 B.

—S.T.P.S. photo

21 YEARS OF STEAM TRAM PRESERVATION

by Peter Stock, S.T.P.S.

In 1965 the society accepted donation of another two 'standard' cars of a similar design to No. 74 B. These two cars, 102 B and 191 B had been used as a dwelling at Jannali since 1934 and had, at the time of their acquisition by the society, only recently been vacated. No. 102 B had been badly weathered and was beyond economic repair, but it provided a liberal supply of spare parts. No. 191, however, was worth saving. Both cars were devoid of footboards and the original seating. Several doors were either broken or missing and the cars were minus a couple of bulkhead partitions. Instead 191 B was fitted with a bath, a chip heater, two beds, a table, a cupboard, several chairs, a stove and various odds and ends *including* the kitchen sink. Neither of these cars were on wheels at Jannali but, fortunately, the society had spare bogies to fit 191 B.

The arrival of the car at Parramatta Park meant that the labour force was absorbed into building another siding and extending the area of depot accommodation. This further delayed progress in the restoration of 74 B. Another stay in proceedings of the latter was occasioned when yet further accommodation had to be built for the society to take delivery of an 0-6-0 Stephenson locomotive that had been donated by the Commonwealth Portland Cement Company.

In 1967 work commenced in earnest on 74 B. No. 95 C which had carried the service since 1964 was proving too small for the constantly increasing volume of patronage. This was accentuated by the increasing length of the track — the greater distance that the tram had to travel meant that the intervals between each round trip became less frequent.

The goal set, and eventually attained, for the complete restoration of 74 B was Sunday, 2nd July 1967. This day was chosen for 74 B's grand re-entry to



A group of old 'trammies' gather on the footplate of their one time charge, steam motor 103 A on the occasion of their re-union on Sunday 2nd July 1967 to commemorate the 30th anniversary of the closure of the Sans Souci line. —S.T.P.S.

traffic to commemorate the 30th anniversary of the closing of the Kogarah to Sans Souci line (the last Government-owned steam tramway) on 3rd July 1937. To mark the re-birth of 74 B, the society arranged a reunion for that day at Parramatta Park of the ex 'trammies' from the Sans Souci tramway. All the former staff known to be still living in June 1967 were traced and found to number 20. Each was invited, and agreed, to attend the function. Of the 20 men invited, 19 came to Parramatta Park for the great day, some having travelled up to 100 miles to be present. Some of the group had not seen one another for 30 years and were delighted with our tram and the day it had created for them. Regrettably the 20th invitee was not there — he had taken his final journey only two days before.

Subsequently, No. 74 B, with its far greater capacity took over the bulk of the working from 95 C, although the latter continued to be pressed into service to supplement 74 B in times of peak demand.

In 1970 the society acquired its most modern exhibit, locomotive No. 1022. Upon its arrival at Parramatta Park this engine was immediately pressed into service to relieve 103 A for overhaul and alternatively, to operate in conjunction with 103 A to make up a second tram by hauling 95 C on days of heavy loading.

Meanwhile, progressive extensions to the mainline continued until it reached a point in close proximity to Old Government House. Here the line presently terminates. The geographical location of this scenic line is such that there is now loading potential at both termini. Although the majority of passengers are tourists and enthusiasts, the line is now of sufficient length to encourage an increase in the number of people who use the tramway as a commuter service through the park.

In 1972 the society took delivery of another, now unique, tramcar, KA 84. This car is the last of its type surviving and is now the oldest existing tramcar in N.S.W.

The most recent tramcar to be received at Parramatta Park arrived in 1974. This car, No. 37 C, is a four wheel saloon and now in regular service on the society's tramway as a supplementary vehicle.

At present there are ten items of rolling stock at Parramatta Park, all of which are listed below:-

STEAM TRAM MOTOR No. 103 A was built by Baldwin in U.S.A. in 1891 for the N.S.W. Government Tramways. It is an 0-4-0 saddle tank locomotive completely enclosed in a wooden cab. Originally designed for operation by a two-man crew it was subsequently converted for use as a one-man motor. It was used extensively on the Sydney city lines and then on the various isolated suburban tramways until the closure of the Kogarah-Sans Souci line in 1937 when it was sold to Sydney Ferries Limited for that company's Parramatta tramway (1937-1943). In 1943 it was resold to Waddington's which firm in turn eventually donated this engine to the society. It has been in regular service at Parramatta Park since its arrival there, its first duties being as 'construction engine' to assist the perway gang. This engine is referred to by members as 'the motor'.

No. 2 is an 0-6-0 saddle tank locomotive built in 1908 by the British firm of Robert Stephenson for the Commonwealth Portland Cement Company. The engine served that company for 57 years at its Portland (NSW) works until donated to the society in 1965. It is in running order and is currently held in reserve. It is known at Parramatta as 'the Stephenson'.

No. 1022 is an 0-4-0 saddle tank loco built in 1916 by the Vulcan Ironworks of America. It was initially used by the NSW Public Works Department and then transferred to the NSW Government Railways where it mainly performed shunting duties at the Enfield Locomotive depot. During World War II it saw limited passenger service as one of the engines on the military 'tramway' at Sandown, part of which was located along the site of Sydney Ferries Redbank to Parramatta line. The locomotive has been in regular service since arriving at Parramatta Park in 1970. It is known as '1022' or 'the Vulcan'.

CAR No. 74 B, a 'standard' steam tram trailer was built by Hudson Brothers of Sydney in 1889. It is a cross seat, bogie, footboard car with seating for 70 passengers in eight compartments. It was used on the Government tramways in both Sydney and Newcastle being withdrawn at Newcastle in 1924 and sold to the North Coast Steam Navigation Company for use on its Byron Bay tramway, 550 miles north of Sydney. No. 74 B arrived at Parramatta Park in 1957 and is now in regular service. It is known as '74'.

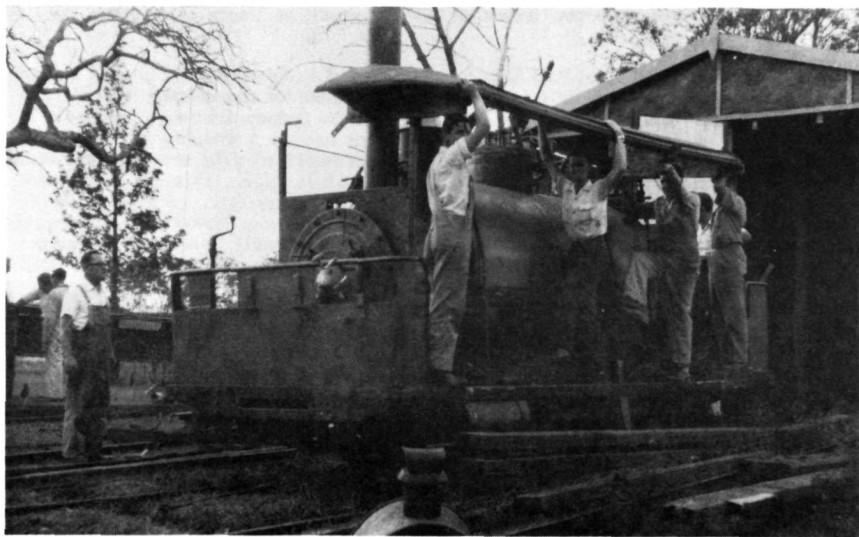
CAR No. 95 C, built by Hudson Brothers

in 1899, is a four wheel, end loading saloon car designed for the electric service and used on the Sydney Tramways until sold in 1922 for use as a dwelling at Blakehurst where it remained until removed to Parramatta Park in 1962. This car was placed on the truck from 68 C (acquired from the Randwick Tramway Workshops) and renovated at Parramatta where it re-entered passenger service in 1964. It is still available for traffic unless otherwise required for use by the society as an interim bookshop. This car is referred to as '95'.

CAR No. 191 B, built by Morrison in 1891 as a 'standard' steam tram trailer, was originally the same design as 74 B. However, this was one of several cars later modified internally at Randwick Workshops by having two additional bulkhead partitions fitted and the original fixed contoured seats in each end compartment removed and replaced by hinged, flat plank-type seating which, when necessary, could be folded against the bulkhead to allow additional floor space for the conveyance of parcels and mails, etc. The car was used on the Sydney city, and later, outer suburban lines. It was sold in 1934 for use as a dwelling at Jannali where it remained until removed to Parramatta in 1965. It is known there as '191', and is being currently renovated to incorporate the abovementioned modified features.

CAR No. KA84, is the only tramcar of its type now existing. The car, built by Hudson Brothers in 1885 for the Government owned rural tramway between Campbelltown and Camden, like others of its type, also saw service on the short Yass Junction to Yass Town rural tramway. Although cars of this type had vertical steps to facilitate loading from ground level, the floor height equalled the level of standard railway platforms. In height, design and general appearance, the KA cars more closely allied themselves to railway carriages than conventional tramway rolling stock.

Each car of the class was an open-platform end-loading, centre aisle bogie vehicle, divided by wooden partitions into three inter-connected compartments which could accommodate 12 First Class and 20 Second Class passengers plus the conductor/guard (with parcels, luggage, etc.). When KA84 was withdrawn from passenger service in 1910 it became a mobile fettlers' van until 1939 when it was placed on blocks at Cootamundra loco depot (260 miles south of Sydney) for use as an office by the district



Assembling motor 103 at Parramatta Park after its arrival from Homebush.

—S.T.P.S photo

locomotive engineer. It was subsequently used there as a first aid room but was in a state of disuse when acquired by the society in 1972. It was transported to Parramatta where it is known as 'the KA'; and is now awaiting restoration.

CAR No.37C, is the most recent tramcar to arrive at Parramatta Park. A saloon, of the same class as 95C, this car is of special historical significance to the society as it operated in conjunction with 74B on the Byron Bay tramway. It was built by Hudson Brothers in 1899 for the Sydney tramways where it ran as an electric tram on the city and North Sydney lines until sold in 1924 to the North Coats Steam Navigation Company for use as a trailer. It

remained at Byron Bay until the 1960's when it was obtained for private preservation. As a result of a generous offer by the present owner, the society now has the use of this car which has been in regular service at Parramatta since its arrival in 1974. The tram is known either as '37' or 'the saloon'.

OTHER ITEMS of rolling stock presently housed at Parramatta Park are a 4-wheel converted railway coal hopper presently awaiting redecking and a small 4-wheel manually propelled fettlers' trolley.

Where, in the foregoing, it is stated that an engine or car is in regular service this, of course, is subject to withdrawal from traffic for maintenance or other reasons.

Total membership of the society has remained reasonably static over the years although only three of the original members remain, Cedric Thomas, Len Manny and Frank Moag, each with a proud 21 years service to the steam trams behind them. Sadly, four loyal and valued members have now passed beyond the terminus of life.

The society is now a corporate body registered as the *Steam Tram and Railway Preservation (Co-operative) Society Limited*. It is administered by a board of five directors under the chairmanship of the Governing Director. The board meets as often as society business demands while a general meeting for all members is convened annually, the latter occasion being, inter alia, when the directors are elected for the ensuing year.

Perhaps a little known fact is that the name of the society is recorded for posterity in a rather unusual way at Canberra, the National Capital. On the wall

of All Saints Church at Ainslie, a Canberra suburb, is a plaque commemorating that the bell which tolls over this fine structure was formerly a locomotive bell donated by this society when the church was dedicated. The significance of a locomotive bell to summon the parishioners exists in that the church, prior to being moved stone-by-stone to Canberra for rebuilding into its present usage, was a railway station at Sydney's Rookwood cemetery.

Looking back on the achievements of the past 21 years, one must thank and be grateful for the foresight of those early members. Working with primitive equipment and against odds they gathered together a collection of steam trams and associated equipment some of which had not turned a wheel or carried a passenger for over 40 years, and painstakingly rebuilt them into a viable operating museum.

With many other Australian transport museums, a lot of the exhibits were collected as a going concern just as they came out of service thus saving them from the scrap heap — a case of stimulating the dying. With steam trams it was more akin to resurrecting the 'dead'. Restoration of this society's exhibits has meant a degree of improvisation and much fabrication. When, for example, a kitchen or a bathroom which had been substituted for a passenger compartment was dismantled, fitting and fixtures were not always readily on hand for the society to restore the tram back to its original decor'. It was more than certain that when the resident-owner removed a partition or seats they went into the chip heater for the next hot bath, much to the pleasure of the 'vandal' taking his ablutions but very much to the frustration of the tramcar preservationists who followed in his wake.

The writer is indebted to Len Manny for having made available photographs and notes and to Cedric Thomas, Frank Moag, Frank Millier and the late Malcolm Baker for reminiscences too numerous to fully mention in this article. Whilst it has been endeavoured to refrain from making this article just a series of historical facts it is hoped it will convey to the reader in a generalised way the story of this society's coming of age and its Parramatta Park Tramway.

Readers are reminded that a steam tram normally runs in Parramatta Park on the *THIRD SUNDAY of each month* commencing at 1.30 pm (the service has only been cancelled once in ten years — due to inclement weather). Return fares currently charged are 20 cents for adults and 10 cents for children. The tram depot is directly accessible by road with ample parking and is within easy walking distance across open parkland from Westmead railway station.

It is hoped that when visitors see, and hopefully, ride on our trams steaming through the picturesque and historic setting at Parramatta Park they will agree that the efforts of the members have honoured the society's motto — "Preserving the past — enriching the future".

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Victoria's Tramway Heritage

by Graeme Breydon

Victoria was neither the first nor the last Australian state to commence operating street tramways, but it is now the only one to have retained this system of transport on a large scale. It is also the only state in which portions of two of its former tramway undertakings are now operated as tourist lines. With this background, and as a corollary to the article in the February 1975 issue of *Trolley Wire* relating to Victoria's first street tramway, let us look very briefly at the many other undertakings which have produced 'Victoria's Tramway Heritage'.

Sorrento

Sorrento is a township some 58 miles south of Melbourne on the peninsular between Port Phillip Bay and Bass Strait. In 1890 the Sorrento Tramway Co. Ltd. commenced operation of a 3 ft 6 ins gauge double track steam tramway on a one mile route between the bay beach and the ocean beach. Services were provided during the summer months with two steam tram motors and four trailer cars, with a horse car for 'off-peak' traffic. The tramway was abandoned on the expiration of the lease in 1920.

Geelong

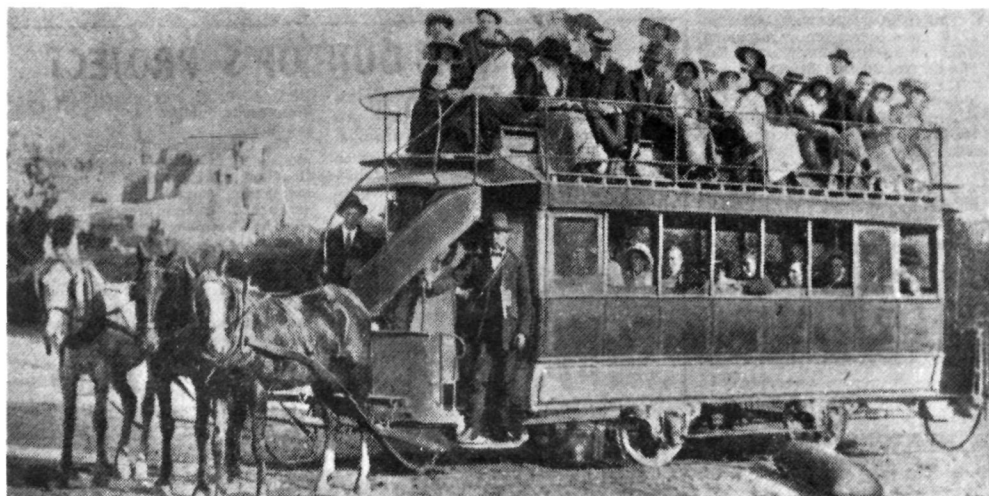
In March 1912, the Melbourne Electric Supply Co. Ltd. introduced tramways to Geelong. Seven single truck standard gauge electric cars and four trailers provided the first services. Two of the trailers were motorised and further cars acquired in the 'teens and 'twenties as the system expanded, including two Birney cars assembled in the depot in 1924 from materials supplied by the J.G. Brill Co. The State Electricity Commission of Victoria acquired the Company and its tramway in 1930. In 1936 a further four Birney cars were purchased from the Municipal Tramways Trust, Adelaide, all six cars being subsequently transferred to Bendigo. After World War II bogie cars were introduced, purchased from Melbourne. Despite this action, the overall condition of the system was poor, leading, in conjunction with social changes, to the abandonment in 1956 of the 12 mile system. Eight of the bogie cars were transferred to Ballarat and Bendigo.

Ballarat

The Ballarat Tramway Co. Ltd. opened a service of horse trams in 1887 under a concession from the Ballarat City Council. In 1902 the Company and the local electric supply undertaking were acquired by the Electric Supply Company of Victoria Ltd., and electric cars replaced the horse service in 1905. Horse cars were retained as trailers while the motor cars were a mixture of new and second hand vehicles. The State Electricity Commission of Victoria obtained control of the system in 1931 and took over day to day operation in 1934. Unemployment relief funds were utilised in the middle 'thirties to re-build the run-down system and second hand trams were purchased from Adelaide and Melbourne to replace the early rolling stock. Increasing motor traffic in the 'fifties and 'sixties led to the fitting of additional markings and lights to the ends of the tramcars. Mounting losses and diminishing riding caused abandonment attempts in the 'sixties but it was not until 1971 that the last car ran.

Bendigo

In 1890 trams appeared on the Bendigo streets only to vanish 14 weeks later. These battery powered cars proved unreliable and underpowered and forced The Sandhurst and Eaglehawk Tramway Co. Ltd. into liquidation. The Bendigo Tramway Co. Ltd. acquired the plant at a bargain price, arranged for the battery cars to be rebuilt as trailers and purchased five steam tram motors. These vehicles



An early photo of a double deck horse tram on the Beaumaris line.

—Keith Kings collection



Cable trams in Collins Street, Melbourne, viewed looking east from Market Street.

—Keith Kings collection

resumed service in 1892. Seven years later The Electric Supply Co. of Victoria Ltd. purchased the company along with the local power supply undertaking and introduced electric trams in 1903. The Company was taken over by the State Electricity Commission in 1931 but continued to operate under S.E.C. supervision until the Bendigo franchise expired in 1934. Rehabilitation and fleet replacement programs similar to those at Ballarat were introduced in Bendigo, but in 1972 public service concluded.

Melbourne – the First Electric Tram

At the conclusion of Melbourne's Centennial International Exhibition, the components of an electric railway, which had been exhibited, were transferred to Box Hill where a tramway service by a land syndicate commenced in 1889 to Doncaster. The company soon failed and the line struggled on under a succession of operators, relying mainly on tourists for traffic, until 1896 when it closed and the assets were sold.

Melbourne – Victorian Railways Trams – BRIGHTON

Victorian Premier and land speculator Thomas Bent persuaded the government to build an 'electric Street Railway' from St. Kilda to Brighton. The line opened in 1906 and used the 5 ft 3 ins gauge of the state railway system, although public through services on the St. Kilda branch railway were never provided. In 1907, fire destroyed the depot and cars, but replacement trams were promptly acquired. The area developed from a swamp to an inner suburb during the life of the line which concluded in 1959.

Melbourne – Victorian Railways Trams – SANDRINGHAM

Between 1888 and 1915 privately owned horse trams linked Sandringham with Black Rock, Beaumaris and Cheltenham. In 1919 the V.R. opened a standard gauge electric line between Sandringham station and Black Rock. An unsuccessful extension to Beaumaris through sparsely settled ti-tree scrub functioned only between 1926 and 1931. The main section functioned until 1956 when V.R. buses were substituted.

Melbourne – Cable and Horse Trams

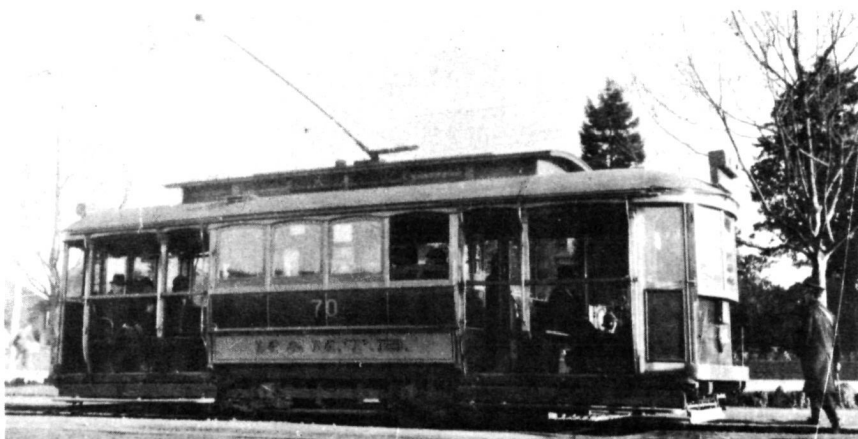
Melbourne's first tramway was a horse line at Fairfield operated from December 1884 in conjunction with real estate sales in the area. Little is known about the line's operations, but it did not last for long. A combination of trains, horse omnibuses and cabs met Melbourne's transport needs until the Melbourne Tramway and Omnibus Co. Ltd. introduced cable trams in November 1885. The 'problem' of a private organisation occupying part of a public street was solved by twelve municipalities forming the Melbourne Tramways Trust which borrowed funds and built the fixed plant (track and engine houses). This was leased to the Company which provided car sheds, vehicles and other items to operate the system. The Melbourne cable tram system was immaculately engineered and was one of the largest in the world.

An independent company operated a cable tramway at Northcote from 1890 but financial difficulties resulted in the line passing to a bank. It was later operated by the municipal council. The main system operated successfully until the Company's lease expired in 1916, when a temporary body, the Melbourne Tramways Board, replaced the Trust and Company as owner and operator pending a complete reorganisation of Melbourne's tramways.

The Melbourne Tramway and Omnibus Co. operated horse tramways on lightly trafficked feeder routes to the cable system at Kew, Hawthorn and Royal Park (to the Zoo). Other horse tramways developed at Coburg, Caulfield and Beaumaris, run by independent companies.

Melbourne – Suburban Electric Tramways

The cable tramways served only the then closely settled suburbs within



Ex Prahran & Malvern Tramways Trust, later M.&M.T.B. J class tram No. 70 in Dandenong Road, probably during the middle 'twenties.

—Keith Kings collection

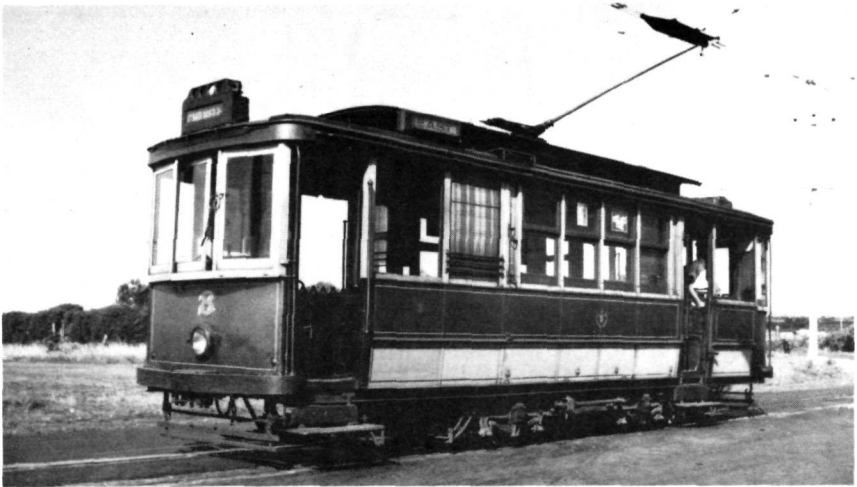
about three miles or so of the city. When a demand for tramways in the newer suburbs developed, the high costs of cable systems, improvements in technology, and the lower population densities resulted in the adoption of electric traction. First after the V.R.'s St. Kilda line was that of the North Melbourne Electric Tramway and Lighting Co. Ltd. from the cable tram terminus at Flemington Bridge to Essendon and Maribyrnong, opened in 1906. Subsequent electric tramways were built by groupings of municipal councils which established 'Tramway Trusts'.

The Trust lines were feeders to the cable tramways and suburban railways and also catered for short distance cross-suburban traffic to shopping centres and beaches. From a modest beginning in 1910, the Prahran and Malvern Tramways Trust grew to include the municipalities of St. Kilda, Caulfield, Melbourne, Hawthorn, Camberwell and Kew in addition to the two original councils. The Hawthorn Tramways Trust, opened in 1916, delivered travellers from Wattle Park and Burwood to a terminus at Batman Avenue on the southern fringe of the city proper, while the Melbourne, Brunswick and Coburg Tramways Trust carried passengers from the northern suburbs to the northern fringe, also commencing in 1916. The Fitzroy, Northcote and Preston Tramways Trust constructed a line from the North Fitzroy cable tram terminus, and the Footscray Tramway Trust's routes radiated from the local railway station, far removed from other suburban tramways. These latter two Trusts were absorbed by the Melbourne and Metropolitan Tramways Board before opening their routes.

Melbourne — *the Melbourne & Metropolitan Tramways Board*

The M.&M.T.B. was established in November 1919 to take over all tramways in Greater Melbourne except the two Victorian Railways tram routes. It acquired a standardised cable tramway system, four isolated electric tramways with a mixture of equipment types and two further electric tram systems which had not been completed and opened for traffic. These incomplete systems were soon running and additional cars were introduced on both the cable and electric routes to cope with the expanding traffic.

To replace its heterogeneous collection of electric trams the Board designed a standard large bogie car. The first, W class No. 219, was built during 1923 and a total of 200 were constructed (all subsequently rebuilt as W2 class). In the period to 1931, 410 of the W, W1 and W2 class cars were introduced along with



Geelong No. 8 at the East terminus of the Geelong lines in February 1951. The tram had, by that stage, been converted for one man operation.

—Keith Kings

various trams built to other designs. In early 1925 the Board became an omnibus operator and has operated these vehicles continuously ever since. A central tramway workshop was established at Preston in 1925. The Board decided to adopt electric traction on all its tram routes and in accordance with this policy commenced conversion of the Swanston Street group of lines in late 1925. Other conversions followed but it was not until 1940 that the last cable tram ran. Buses were utilised as replacement vehicles on the heavily trafficked final conversion, but in 1943 the Board concluded that they had not been as successful as expected and resolved to introduce electric trams once the war concluded. The Bourke Street electric trams were established in 1955, and throughout the 'fifties and 'sixties a continual program of track renewal was maintained. To complement these continuing track renewals, fleet renewal was investigated in the early 'seventies and the first group of the production batch of the new trams went on the road in mid 1975.

Preservation

Numerous tramcars have been placed on public display after being withdrawn from service. The principal projects are:-

a) *the Tramway Museum Society of Victoria Ltd.*

Victoria's Tramway Museum, Union Lane, Bylands - on the Hume Highway, 50 km north of Melbourne. Sixteen tramcars representing all major Victorian tramways. Four trams, privately owned, promised to the Society. The T.M.S.V. is constructing an operating museum. Horse tram operation commenced Easter 1975.

b) *the Ballarat Tramway Preservation Society Ltd.*

Botanical Gardens, Ballarat. Have preserved seven Ballarat tramcars and restored a portion of the Gardens line of the former Ballarat system. Trams run at weekends for tourists.

c) *the Bendigo Trust.*

Pall Mall, Bendigo. The Trust operates a tourist service at weekends over a portion of the former Bendigo tramway system.

d) *the Science Museum of Victoria*

Library Building, Swanston Street, Melbourne. Open daily. Photographic and model display of urban transport. Melbourne cable tram set No. 1 has been restored for public display.

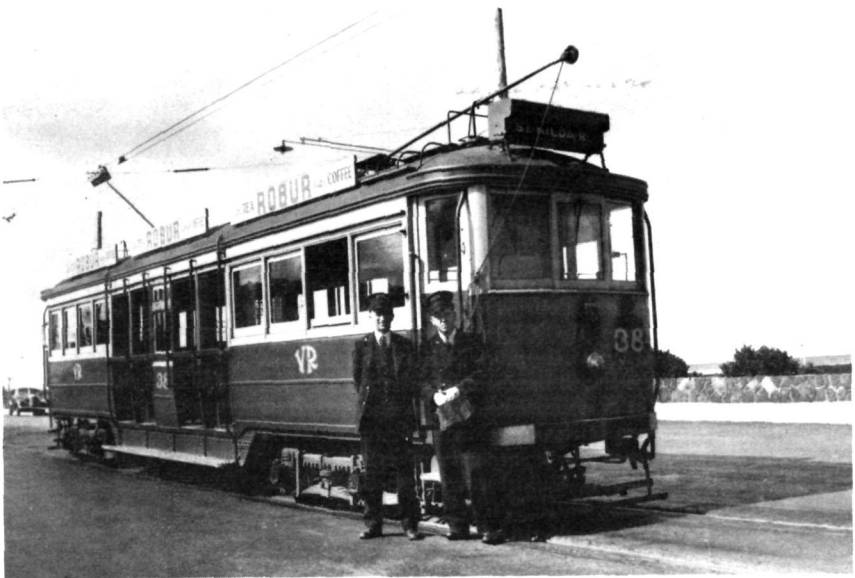
In addition, trams from the various Victorian systems have been taken to tramway museums in Western Australia, South Australia and New South Wales for operation or proposed operation in museum service.

Summary

System	Motive Power	Commenced	Concluded
Sorrento	Steam	1890	1920
	Horse	1890	1920
Geelong	Electric, trolley-wire	1912	1956
Ballarat	Horse	1887	1913
	Electric, trolley-wire	1905	1971
Bendigo	Electric, battery	1890	1890
	Steam	1892	1902/3
	Electric, trolley-wire	1903	1972
Melbourne	Horse	1884	1923
	Cable	1885	1940
	Electric, trolley-wire	1888	1896
	1906	Still operating

A battery (electric) tram was demonstrated in Melbourne and Ballarat in 1888 but was not adopted in either city.

All systems were of standard (4' 8½") gauge except the Sorrento line (3' 6") and the Victorian Railway's 5' 3" gauge Brighton tramway.



V.R. tram 38 and crew pose at the Brighton Beach terminus of the 5' 3" gauge St. Kilda - Brighton tramway on 1st March 1953.

—Keith Kings

Undertakings Absorbed By the Melbourne & Metropolitan Tramways Board

Melbourne Tramways Board	1. 11. 1919
Northcote City Council (tramway)	2. 2. 1920
Prahran and Malvern Tramways Trust	"
Hawthorn Tramways Trust	"
Melbourne, Brunswick and Coburg Tramways Trust	"
Fitzroy, Northcote and Preston Tramways Trust	"
Footscray Tramways Trust	"
North Melbourne Electric Tramway and Lighting Co. Ltd. (tramway portion of the company) ..	1. 8. 1922

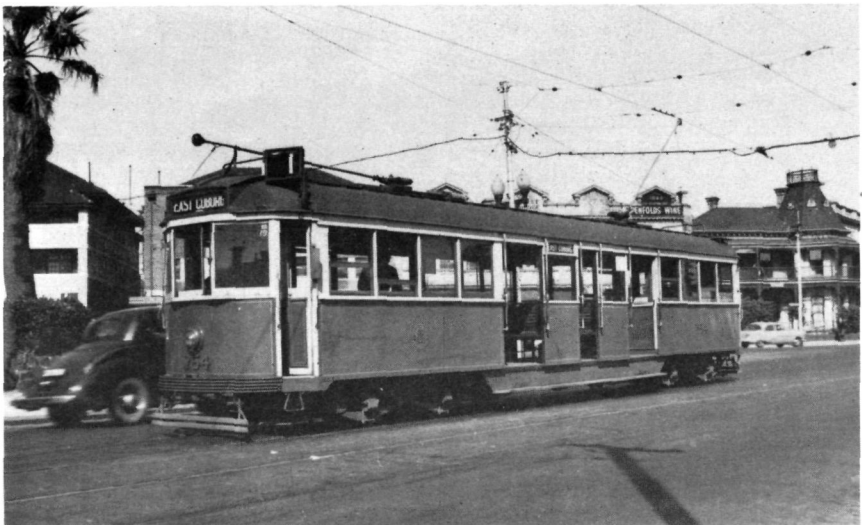
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The author also acknowledges the research of Messrs K.S.Kings, A. Twentyman, R. Green, A. Howlett and the late L. Marshall-Wood from which this summary has been prepared.



M. & M.T.B. W5 class car 754 at the old South Melb. & St. Kilda Beach terminus in 1953.

—Keith Kings



the MUSEUM OF APPLIED ARTS & SCIENCES

In past editions of *Trolley Wire* the editors have on numerous occasions acknowledged the assistance and co-operation of the Museum of Applied Arts and Sciences, particularly of its Department of Transport and Engineering. From time to time the MAAS has supplied this journal with photographs from its extensive collection, as well as information concerning history and restoration projects.

Originally called the Technological, Industrial and Sanitary Museum, the Museum's first home was in the Botanical Gardens near Macquarie Street. The building was destroyed by fire in 1882 and the remnants of the exhibits were moved to a former cattle pavilion in the Domain. This building, however, suffered from a severe leaking roof, while moisture condensed inside and fungus thrived. In 1893 the rapidly growing number of items were brought to their present location in Harris Street, Ultimo.

After successive changes of name, the Museum was given its present title of *Museum of Applied Arts & Sciences* (MAAS) in 1945 and its functions were defined as "the display of selected objects arranged to illustrate the industrial advance of civilisation and the development of inventions and manufactures" and "the promotion of craftsmanship and artistic taste by illustrating the history and development of the applied arts".

The Museum possesses a large collection of every major type of road and rail vehicle in full size exhibits and full size and scale replicas, including such memorable conveyances as Sydney steam tram motor No. 1', NSWGR loco No. 1 and two early four wheel carriages, a horse drawn bus and trolley bus No. 1. Other tramway items include C class car 11, O class 805, R 1738, hearse No. 27 S, horse car No. 199, a cable trailer car, a replica cable grip car built from components salvaged from Melbourne and a replica double deck steam trailer car. Due to the sheer bulk of these items and the demand for exhibition space for other items, only one transport item is on display, a Cobb & Co. coach. The other vehicles are in store in the former Ultimo tram depot nearby, and in a woolshed-cum-store at Alexandria.

The tramshed was intended to become the Transport Annexe to the Museum

but for a number of reasons unexplainable here, this has not eventuated. For a time it was suggested that the Museum might be transferred to a proposed site at Campbelltown, south west of Sydney, but recent events have shown that an area has been set aside in the Macquarie University grounds for the new MAAS. Plan is now well into the preliminary stages and it is hoped that not too many years will elapse before the Museum collection is rehoused and the large transport exhibits placed on public display.

Information and photo courtesy MAAS.



San Francisco's newest cable car, No. 23 stands ready at the exit to the Cable Car Barn to run out into Washington Street.

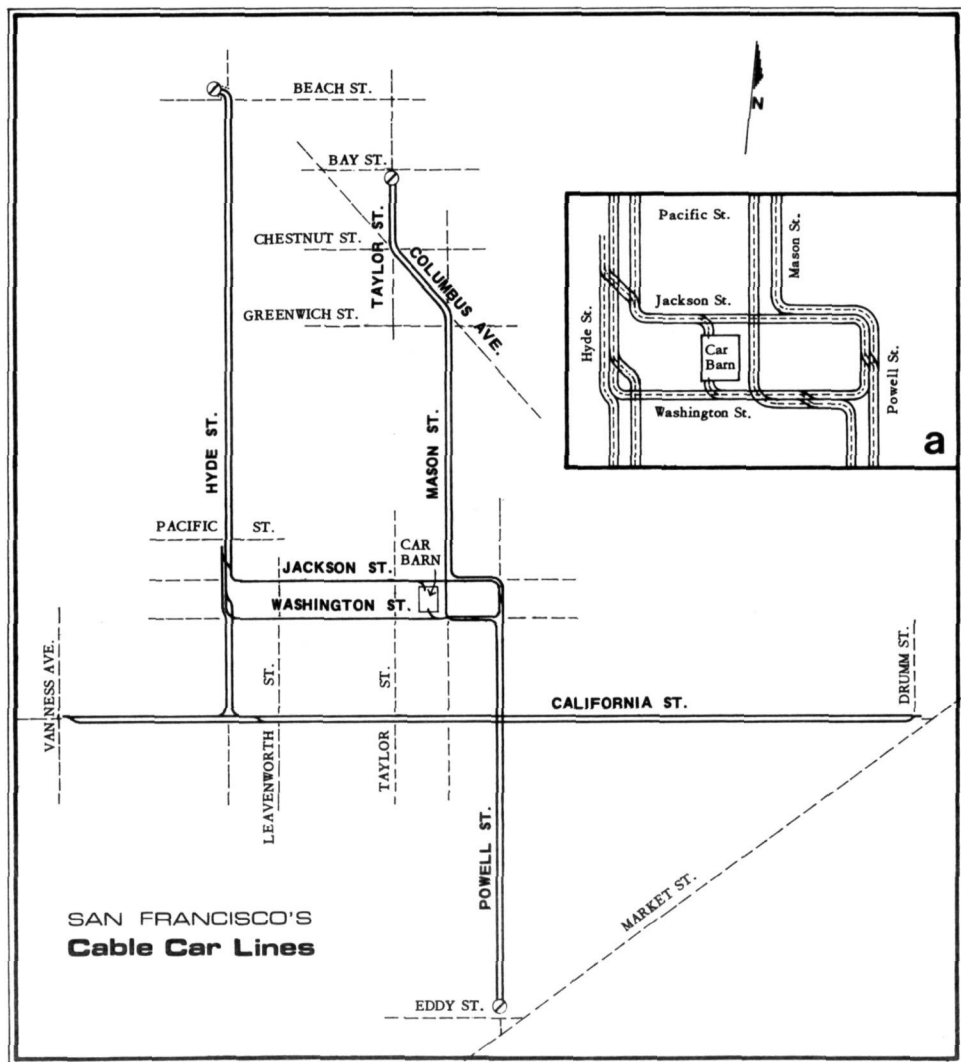
SAN FRANCISCO'S Cable Car Lines

In the June 1968 issue of *Trolley Wire* we presented an article by Dale Budd entitled *Hold On For The Curve*. This was a resume of the San Francisco cable trams. Surprisingly, the most persistent comment resulting from that article was in effect, how do the California Street cars reach the car barn? Reference to the published material to hand at that time showed only route maps for the three cable lines. So the query has lain in the *Trolley Wire* files awaiting an answer.

Recently, SPER members Bob Harvey and Mal McAulay made a quick trip to the U.S.A. and brought back, amongst other things, publications and details which throw considerable light on the subject. Reference to the map and the description below may answer many of the puzzles.

Before describing the route, however, consideration of the cable route is of some importance. Four cables are in use, each radiating out from the car barn/power house. Three follow the general track route, ie Car Barn to Powell and Market Streets and return; to Bay and Taylor Streets and return; and to Hyde and Beach Streets and return. The California Street cable, however, leaves the car barn via Mason Street independent of tram track, joins the California Street line and runs to Van Ness Avenue deviating up Hyde Street to Pacific Street and back on its way. From Van Ness Avenue the cable then reverses back to Drumm Street, then back to Mason Street and the car barn.

The California Street cars leave the car barn via Washington, Powell, and Jackson to Hyde Street where they are gravity shunted across the inbound track to



The inset 'a' shows diagrammatically the unusual track arrangements in the area around the Car Barn. Double track solves some cable routing problems, the common running rail is due in part to the narrow street widths. Rails are shown as full lines, cable slots dotted.

the stub terminal near Pacific Street. Being double ended cars allows the gripman to simply change ends, pick up the outbound California Street cable and the car is towed along Hyde Street to California Street. Car barn-bound cars either reverse at the crossover near Hyde Street or run straight into Hyde Street, coast across Washington Street, reverse and pick up the Hyde Street cable and run via Washington, Powell and Jackson Streets until clear of the Jackson Street entrance of the car barn. The cars then drop back into the car barn yard by gravity.

Acknowledgement is made to details contained in the publications *Cable Car* by Christopher Swan, *the Cable Cars of San Francisco* by Phil and Mike Palmer, the various publicity handouts issued by the 'Muni' and to Mal McAulay and Bob Harvey for photos and personal verification.



BUS STOP

Fifty years of operation by Rutty's Bus Service in Wollongong was marked in a most interesting manner, on Saturday 12th July, when a restored 'T' model Ford bus again ventured over the original Wollongong to Mt. Kembla route for display at the annual Mt. Kembla Community Arts and Craft Festival.

The bus is a replica of the one which departed from Wollongong station at 5pm on 11th November 1922, driven by Mr. Jack Copas, when proprietor Mr. A. Wilson replaced his regular horse bus operation with the model 'T' Ford on the Mt. Kembla service. The route passed to Mr. Benham, in 1924, who sold out to Rutty's, the present operators, in 1925.

The original 16 seat bus was constructed by the Wollongong bodybuilding firm of Commens and Tuckey in 1921 on a Ford truck chassis, carried on pneumatic front and solid rubber rear tyres. The vehicle entered service registered as NSW/44 108.

Mr. E.J. Rutty (1870-1943) with his sons Messrs William, Edward and Sydney Rutty, and later assisted by his grandsons, expanded this 'one bus' route to Mt. Kembla into the present major undertaking which operates some 50 buses into the rapidly growing south west area of Wollongong city.

Grandsons Mr. W. and Mr. N. Rutty, both well known in Wollongong vintage car circles, constructed a replica of the original bus on a Ford 'T' truck chassis obtained several years ago at Merrylands. A four cylinder engine ($3\frac{3}{4}$ in bore x 4 in stroke) transmits power through $7\frac{1}{4}$:1 and 5.1/6:1 gear box and a worm and pinion differential to the rear axle. The only departure from the original design is

the provision of pneumatic 32 in x 4½ in tyres on the rear wheels, while standard 30 in x 3½ in tyres are used on the front, providing a wheel base of 124 inches.

The reconstruction occupied over 400 man hours, an effort well repaid when the Rutty Brothers were able to proudly re-enact their grandfather's pioneer operation of half a century before, when the bus again traversed the Mt. Kembla route on Saturday 12th July 1975.

.....oooooOooooo.....

Ken McCarthy sincerely thanks Messrs W. and N. Rutty for providing the information for this brief account of their superb effort.

.. . . .



ABOVE: Restored replica of "Rutty's Bus No. 1" in Rutty's Figtree depot, about to depart for Mt. Kembla on 12th July 1975.

—Ken McCarthy

OPPOSITE: 'T' model Ford bus built new in 1922 for A. Wilson, as repainted for proprietor Benham in 1924.

—N. & W. Rutty collection

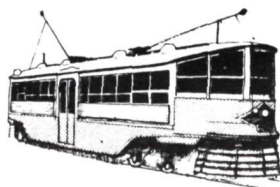
MOVING???? Please let us know, at Box 103, PO, Sutherland, your new address as soon as possible.

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

* MUSEUM Notes & News *

from **WANNEROO**



Western Australian Transport Museum

Another Tram Museum Scores a Site!!

It has been six years since the W.A.T.M. was formed, and for the past 18 months or so they have been operating a museum bus in the Wanneroo area in the Bullen's Lion Park. For most of the time since formation the group have received kind permission of the Castledare Boys Home to store tram cars on the site. We have now received the information that permission has been given to establish a museum and tramway on the site.

The Castledare Boys Home is already well known in world enthusiast transport circles as being the home of the extensive 7¼" gauge *Castledare Miniature Railway*. The tramway, as proposed, will be set out in conjunction with future development of the railway.

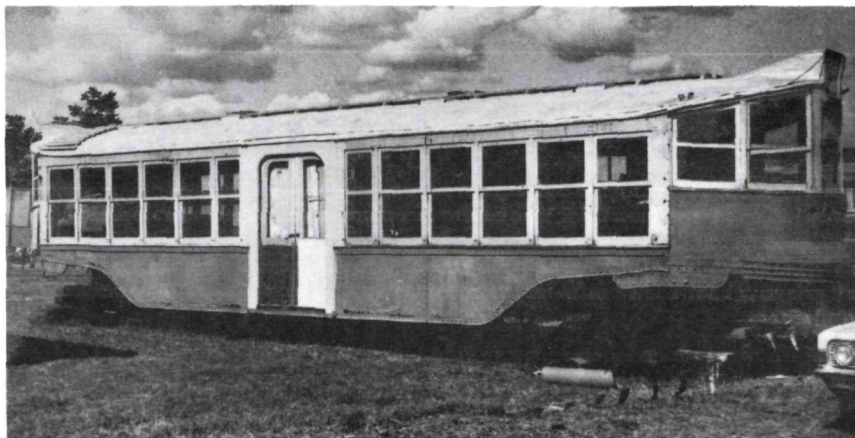
It is understood that the Cannington Shire Council may be making available assistance in filling and levelling the land required for the tramway as well as the construction of the bridge necessary to cross the lake.

The W.A.T.M. are negotiating for a second tram to place in operation with their present car, Ballarat single trucker No. 31 which was trucked to Western Australia after the Ballarat system closed in 1971.

The new site offers the possibility of laying approximately ¾ mile of 4' 8½" gauge tramline.

Bus Notes

The latest acquisition is ex W.A. Government Tramways and M.T.T. Guy



The Perth Stepless Car, No.36, as it appeared at the Castledare Boys Home in November 1974.

—Chris Jacobs



W. A. Transport Museum buses, Guy Arab No. 325 and Leyland RTL at the Lion Park, Wanneroo on 31st March 1975.
—Nicholas Pusenjak

Arab bus No. 325 (W.A.G.T No. 101) which was only recently phased out of service by the M.T.T. and is one of the original Bolton bodied vehicles. The bus has been transferred to the home of member Nicholas Pusenjak for restoration and will be finished in its original Tramways colour scheme.

from BYLANDS



Tramway Museum Society of Victoria

Trackwork

The laying of the fan connecting stage one of the depot to the main line has been completed. Three-quarters of the new trackwork has been ballasted and attention is now being given to the rail joints. The No. 2 road connection was first used by the horse car on Sunday 11th May, while our caretaker, George Wilcock using 80 lb rail with bolt on flange, completed the No. 1 road curve in June.

Workshop

Development of this area of the depot continues steadily. A heavy duty bench grinder has been purchased and installed, improvements to the benchwork made and the shadow board, obtained with the wheel-lathe, erected and fitted out with the appropriate tools.

Depot

As the depot trackage neared completion, work began on erecting two pairs

of doors (ex Ballarat) at the front (north) end of the depot. The centre post has been aligned and bolted in position. The cracked fibro-cement sheeting has been stripped from the door frames and by the end of June, the No. 2 road doors had been hung.

Restoration

The tower wagon work is proceeding well. The engine has been given a valve grind, overhaul and tune-up. Repairs are being made to the tower platform with its fold down rails before the tower itself is painted.

Two cable tram bogies, for many years used by the M.&M.T.B. as workshops dollies at Preston, have been delivered to Bylands for use under bogie cable trailer No. 192. With the bogies also came two W2 bolster centre plates which will mate with the bogie bolsters modified after withdrawal from cable service.

Acquisitions

Four pieces of pointwork and several boxes and parts of mechanisms for pointwork have been purchased secondhand from the M.&M.T.B. The Society has also bought a petrol driven welder, mounted on a two wheel trailer. At present it is being serviced, but will soon be welding rail joints, overhead equipment and parts.

Publicity

The Society participated in an exhibition over 22nd to 26th May to celebrate the City of Coburg Centenary. Our display included photographs of the Coburg horse tramway and of the Melbourne, Brunswick and Coburg Tramways Trust's electric trams. For the first time our display model was used to exhibit a replica cable tramway conductor's uniform. Also included in the display was a large framed photograph and a scale model of a cable tram grip loaned by the M.&M.T.B.

On 14th and 15th June we mounted a display as part of the St. Kilda Historical Society's *St. Kilda Heyday* exhibition. We again used 'Edward', the T.M.S.V.'s new conductor to maintain silent vigil over the display. Effective he was, too. The function was held in a local funeral parlour and when the elderly lady caretaker came on for evening duty she was rather taken aback to find 6'4" Edward standing in the darkened chapel.

Society officials are regularly asked to give illustrated talks to a variety of interested groups. Recently we provided speakers for the A.R.E. and for the Vintage Drivers Club.

Vintage Train

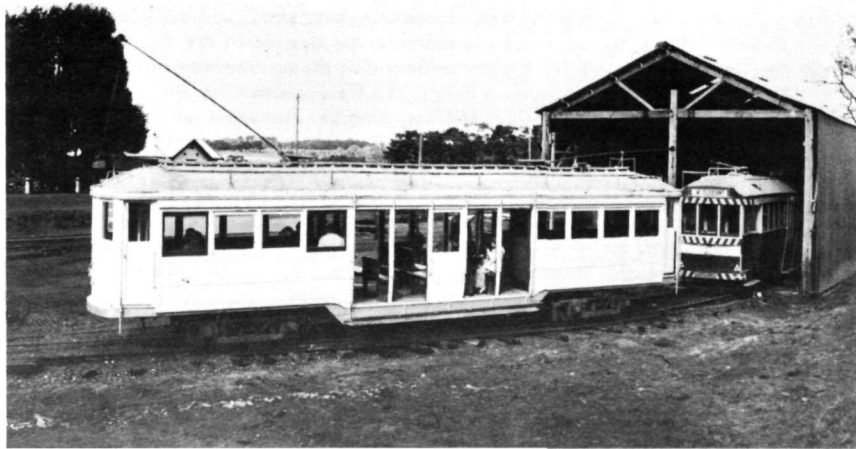
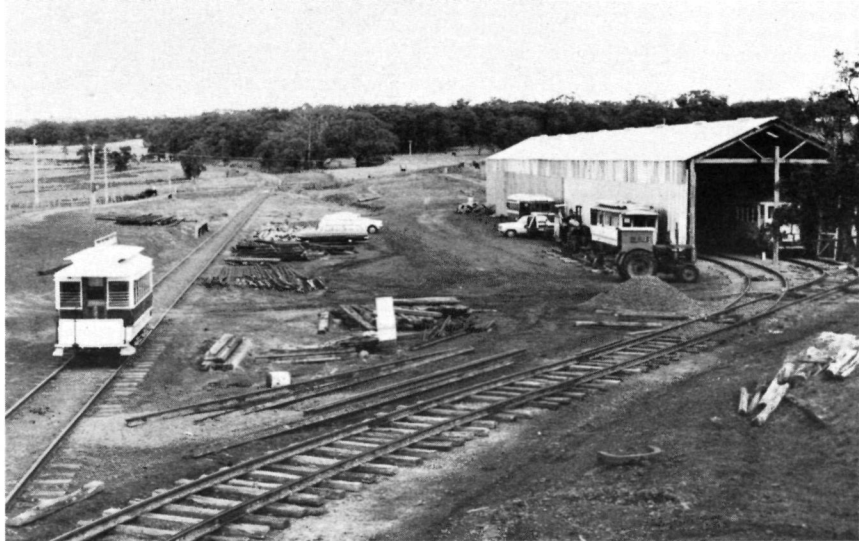
This steam hauled train makes monthly excursions to points of interest around Victoria. On Sunday 6th July the patrons visited Bylands museum arriving in three groups of buses at approximately two hour headway. The day was so organised to distribute the loading on the horse car, and George Horse himself, and to enable the visitors to have a good, leisurely look around the site.

VR car 34 was towed out of the depot onto the new curve of No. 1 road, Ballarat 36 being moved up behind 34. The day was quite successful, 206 people making the trip. This was gratifying to those members who spent many hard-working man hours tidying up the site, erecting crowd control fences and preparing the trams.

Around the Site

Electrical wiring for the domestic power supply has been installed for

OPPOSITE: Top; A view of the Bylands depot area taken by Colin Hurst in June 1975. Middle; Edward and part of the Coburg Centenary Celebrations display as photographed by Robert Green. Bottom; A Keith Kings photo of cars 34 and 36 during the 'Vintage Train' passengers visit in July.



power and lighting. The toilets have been improved and gravel spread on the floors. The substation has been fitted out for sales, a glass topped counter and two refrigerators being installed.

Malvern Archives Rooms

The rooms at Malvern depot have had locks fitted to the doors by the M.&M.T.B. The Society has cleaned the years of dirt from the floors and the walls and the rooms can now be used for storing much display material from the tramcars at Malvern.

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

from PARRAMATTA



Steam Tram Preservation Society

21st BIRTHDAY CELEBRATIONS

AS READERS will recall, from the June *Trolley Wire*, the ST&RPS has celebrated its 21st Birthday. We decided to formally celebrate this happy occasion with a 'Coming of Age' steaming, a 'key to the door' and, of course, a birthday cake, on 29th June last.

Weatherwise, the day was perfect. Activity commenced early with bunting to be hung, brass to polish, cars to clean and the million and one little chores necessary to ensure a successful day. By 11 o'clock, Motor 103 A, cars 74 B and 37 C were ready to do the honours for the afternoon. Loco 1022 was in steam but only on a standby basis.

The tram was operated mainly for the enjoyment of our guests. Invitees comprised representatives from kindred societies (including two interstaters from the BTPS), Park Trust members, prominent local dignitaries and lastly some old 'friends' of 103 A. These 'old friends' were six trammies who tended 103 A's needs when the motor was allocated to Sandringham shed, and still in the service of the Crown. (Sandringham shed closed with the demise of the Kogarah-Sans Souci line in 1937, the last Government-operated steam tramway in N.S.W.).

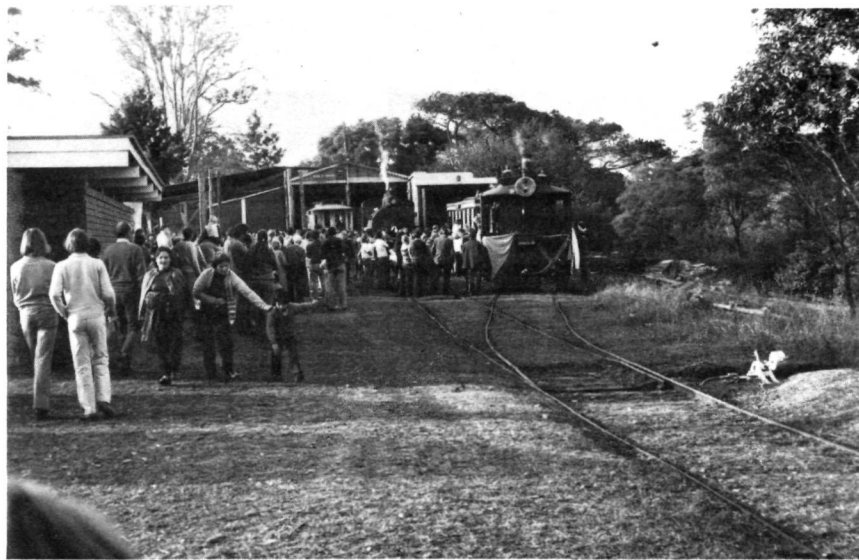
During the afternoon's proceedings, the Parramatta City Band provided a musical background, the Historical Military Vehicle Association stood guard, the Hudson Car Club ended a rally in the Park and an ex-Orange veteran bus made a welcome appearance. Unfortunately the Historic Commercial Vehicle Association and the Fire Engine Preservation Society had problems moving their vehicles from their depot owing to the heavy rain in the previous weeks.

Our President, Mr. Frank Moag, formally welcomed the guests present, led three cheers for the old 'trammies', and asked the Mayor of Parramatta, Alderman Brian Wood, to blow out the candles and cut the cake. This being done, our local Federal member, Mr. Phillip Ruddock, was invited to present the driver of 103 A with the 'key of the door'. This 'key' is made as a facsimile of the token once



Fitting a bolt-on flange to an 80 lb rail leading into No. 2 road at the Bylands depot on 11th May 1975.

—Keith Kings



Part of the crowd at Parramatta Park waiting for the formalities to end and that most important part of the day — the tram ride — to begin.

—R. Hall



TOP: Steam motor 103 A hauling cars 37 C and 74 B sets out on the ceremonial anniversary run. BELOW: Jack Midgley, driver of 103 A accepts congratulations and the silver staff from Mr. Phillip Ruddock, M.P. for Parramatta. —R. Hall



used for single line steam tram working, but our one is engraved for future use on the Parramatta Park Steam Tramway. The band was invited to board 37 C and the invited guests filled 74 B for the Birthday run. With the band playing, the happy cavalcade moved ceremonially and musically off up the track. On their return, a splendid afternoon tea was served by our Ladies Auxilliary in a truly festive tramway fashion (in the tramshed) with the pieces of birthday cake being washed down with 200 cups of tea.

The members would like to thank all concerned who helped to make the day the success it was.

Works Report

It has been felt for some time that the tramcar KA84 must be brought under cover to protect it from further ravages of the elements. After some searching, the society was fortunate to obtain the necessary building materials and the services of a competent carpenter. To this end, it was decided to completely re-roof and extend the western half of the existing depot building when this work was completed we will have sufficient room to undertake any vehicle restoration completely under cover. It is anticipated that a sales office will also be included.

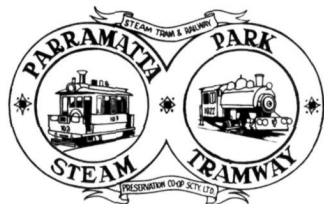
Loco 1022 has now been equipped for night service. The Pyle-National generator has been connected to headlights, fore and aft, and the cab lamps are also in operation. This now gives good light on winter evenings when 1022 is in steam and the rolling stock is being put away.

Car 191 B is finally to the stage of having the last of its seats fitted. The work is taking longer than originally anticipated, when this is completed the doors will be refitted, prior to a comprehensive repainting.

New Society Insignia

Since we finalised the current layout of the News pages of this magazine the S.T.&R.P.S. have introduced a new insignia, at left, depicting motor No. 103 A and loco 1022. This will replace the front end view of a tram motor which had been offered as a temporary expedient since the beginning of the

year. to fill what would otherwise have been an unfortunate blank. We apologise to the S.T.P.S. for the delay in changing over, but the new headings had been optimistically pre-printed for several years! (Editors.T.W.)

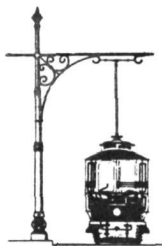


from LOFTUS

South Pacific Electric Railway

Depot Roof Renewal

Work is proceeding on the replacement of the remaining section of the old roof over the rear of 1 to 4 roads. This has been helped to a considerable extent by the donation of a large amount of corrugated iron by local resident and ILRMS member Bob Hague, to whom the society extends grateful thanks. Completion of



this task will afford the trams considerably more protection from the weather. The old material had deteriorated so badly over the past few months as to render the rear of the shed virtually open to the sky.

Completion of the roof structure will also enable our overhead crew to undertake one of the most important items still on the agenda – the installation of troughing and overhead wiring within the shed. This in turn will make the movement of trams in and out of the shed so much easier, especially the ever increasing (so it would seem) shunting of the cars within the shed precincts for maintenance and painting purposes.

Bob Cowing would, however, be pleased to receive any further donations of corrugated iron as there is still need for the odd sheet for the roof and also some to extend the walls to the level of the new roof.

Now We Know...!

One question posed in early days at Loftus was 'How long would the trams be operating before the stranded steel trolley wire wore out the trolley wheels?'. Now we know.... On Sunday morning, 15th June, the traffic crew arrived at Loftus to find that the trolley wire had snapped some three hundred feet from the South terminus. The live end of the wire was subsequently tied up out of reach of busy fingers and a truncated service run with cars shuttling between the end of wire and the North terminus.

The verdict.... ten years and three months operation had worn each strand in succession and finally the centre strand gave up. On the other hand, no trolley wheels have yet been replaced due solely to wear!

Later in the day, Col Rhodes and Bill Denham, who both happened to arrive at Loftus for social visits, donned overalls and about lunchtime commandeered the ballast motor/overhead line car 99 U and proceeded to undertake emergency repairs. Several hours later, after nearly freezing in a sudden cold snap and then getting soaked in an abrupt cloudburst, they were able to drive 99 U back to the depot and report that trams could now proceed to South terminus. Only then was it realised by the overhead crew that some 70 passengers had been patiently waiting in Brisbane dropcentre car 295 for up to 30 minutes in the cold and damp; firstly while the power was shut off during the actual mating and splicing of the two ends of the wire, and secondly while 99 U was shunted up and down the mainline testing the splices and attending to other areas where the overhead had been dislocated due to loss of tension.

The starter's whistle was greeted by cheers. Service had been restored.

RED Scheme Grant

A grant has been received from the Australian Government for the lifting and transporting to Loftus of the rails and sleepers from a disused railway siding at Auburn. Approximately 2000 feet of track including 3 sets of points were made available by G.E.C. Australia Pty. Ltd. However, before work commenced, one set of points were removed together with other rails and points on the adjoining P.T.C. property. Steps are being taken to clarify the situation regarding the missing set of points and recover same if possible.

Five men commenced work on 18th June and two semi-trailer loads of rail were despatched to Loftus on 18th July. The first load of sleepers left on 29th July. The project will be finished on 15th August.

The track being lifted comprises the exchange siding and run round loop of the line to the former Sydney Meat Preserving Company's works some $\frac{3}{4}$ mile to the north on Parramatta Road and a siding off the loop into the former A.E.I. Auburn Works. It is situated on the northern side of the Main Western railway between Lidcombe and Auburn. The line to the meatworks was constructed in 1886, the works having been opened in 1870. Following the closure of the meatworks in



Some of the depot rebuilding crew under the direction of Bob Cowing commence the final stage of the roof work. Note the apparent security of the sheets of corrugated rust in the foreground.
—R. Hall

1965 and of the A.E.I. factory after that company was taken over by G.E.C., the line fell into disuse and the mainline connection was removed. The A.E.I. buildings are also being demolished. The factory and exchange sidings site are to be exchanged with Auburn Council for use as parkland.

Election of Directors

At the Annual General Meeting of the South Pacific Electric Railway held at the Railway Institute on 25th July 1975, four retiring Directors presented themselves for re-election, while two new candidates also stood for election.

The first ballot saw Dave Rawlings, Peter Kahn and Vic Solomons re-elected while a second ballot resulted in the defeat of former Secretary Mike Giddey and his place on the Board filled by Phil Parker. The Board of Directors for 1975-76 is therefore:-

P.C.Kahn
M.J.McAulay
W.W.Turnbull.

V.C.Solomons
R.W.Cowing

D.H.Rawlings
P.T.Parker.

The offices to be held by these various members will be advised in due course.

In Case You're Wondering

Such is the magnitude of the development of the new site at Loftus that we cannot really offer much in the way of a progress report, except to say that once the exact boundaries are defined, and the total extent of the projected tramline is known, a Planning Committee will develop broad proposals after which the membership will be brought together so that all members may be given the opportunity to discuss the plans and as much information and as many suggestions as are presented by the members as possible will be incorporated in the new scheme.

It would seem that the small triangle of land at Loftus was the key piece to

a large puzzle and the consequences of the area being handed into the Trusteeship of the Society have been staggering. This coupled with the 'I don't believe it has happened!' feeling of the membership means that a lot of behind-the-scenes work (no, Glenn 'behind-the-scenes.... not 'secret') will be carried out to get all the legal and other matters on signed papers before too much information can be published. After eight years of effort, it would seem, we are about to be rewarded.

For What It's Worth.... Department

Production Editor of *Trolley Wire* since February 1972 has been Bill Denham who recently found himself elected to the position of Secretary/Treasurer of the New South Wales Branch of the Museums Association of Australia. We wonder if having 'someone on the inside' so to speak will have any benefit. Only time will tell.

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

from ALBION PARK



Illawarra Light Railway Museum Society

Leyland-Krauss Arrives

On Wednesday morning 18th June, the ex Newbold's Leyland 2 ft gauge petrol loco arrived at Albion Park. (See page 28, *T.W.* April 1975.) Due possibly to an 'error of communication' this loco was removed from the Home Rule quarry, near Mudgee, N.S.W., by a local museum after it had been donated to the ILRMS and its arrival at Albion Park was only ensured after the Society's honorary solicitor investigated and settled the matter. The main reason for pursuing this matter was governed by the fact that the other museum was only interested in having the loco as a static relic, in what is otherwise a folk museum, while the ILRMS was willing to carry out the work and to outlay the money to get the unit back into working condition.

The weekend following the arrival of the Leyland at Albion Park, work commenced on cutting back the paintwork and applying a protective undercoat, while the internal combustion engine experts commenced dismantling the four cylinder engine. While these operations were being undertaken some very interesting discoveries were made on this vehicle. The condition of the engine is very good, considering it is a 30 hp unit of circa 1920 vintage. Several cracks in the cylinder units were discovered but these can be readily repaired, while the NSW Fire Engine Preservation Society has come to the rescue with a reconditioned magneto to replace the damaged one received with the loco. The only other major item which has to be repaired is the cast aluminium radiator header tank, which is cracked, and any information from readers on the location of a replacement radiator head would be welcomed at PO Box 1036, Wollongong, NSW, 2500.

The other amazing discovery was that the loco is built on the underframe of a Krauss 2 ft gauge steam loco! A co-operative steam fitter, perhaps 50 years ago, chiselled the number '1024' on the buffer beam, thus the identification of the



The Perry loco, Tully No. 6, as it appeared after receiving some attention in the form of a protective coat of paint.

—Ken McCarthy.

Krauss was a relatively easy matter. Mark Plummer in *Light Railways* (No. 27 - Autumn, 1969) reveals that the Krauss was one of six 2 ft gauge steam locos supplied in 1889 for the Victoria Dock construction in Melbourne, the ILRMS unit carrying builder's no. 2179. The six locos went to South Australia to work on the Happy Valley water project which was completed in 1894. Just after a decade later, Krauss 2179 was employed on construction jobs in NSW used by Norton Griffiths and the P.W.D. A photo of the loco appears on page 93 of *A Century Plus of N.S.W. Locos*. Between 1918 and 1924 it carried NSWGR No. LO 43 and with the new number-classification scheme of 1924 the unit received 1024 of the X 10 class.

Mr. Jack Southern of Wollongong has provided the next section of the story, but he emphasises that there are gaps which still need to be filled. The Krauss was employed on railway construction works at Coonabarabran and on the NSW North Coast and after a period of possible inactivity it was sold to Newbold Refractories of Thirroul in 1936 and was used on their Bannister Point to North Podmore and Yatteyatah railway at Mollymook (near Milton) until 1938. This railway commenced operation in the 1920's using horse traction and after the departure of the Krauss the work was handled by a kerosene powered unit and later a diesel loco.

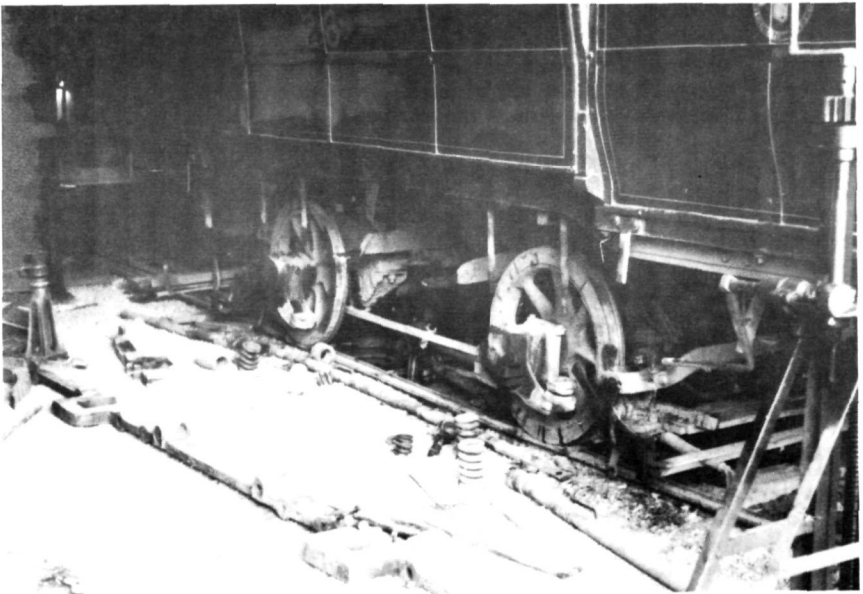
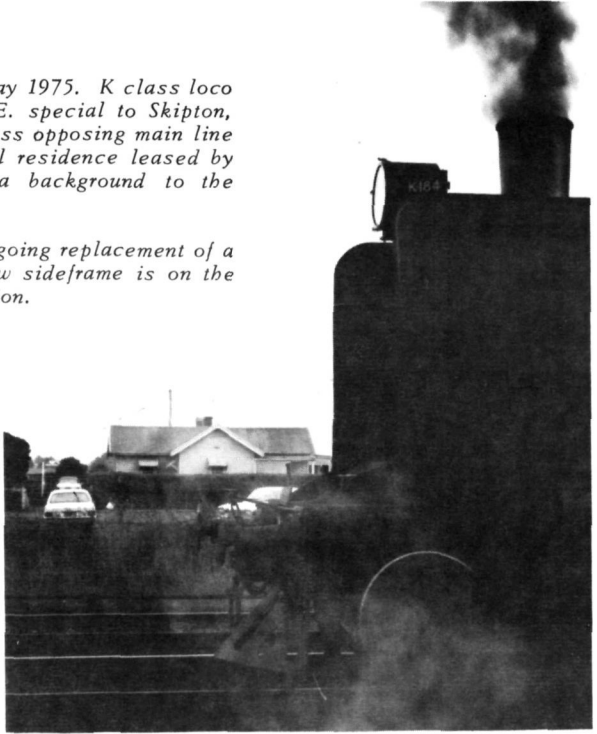
The railway started at a jetty at the southern end of Mollymook Beach on the headland known as Bannister Point, skirted the beach northwards, crossing Narrawallee Inlet on a trestle structure. The quarry was located in this area south of Lake Conjola, while a motor truck loading hopper, crusher and screens were later erected at Yatteyatah on the Princes Highway. The same company also constructed a light railway system in the nearby Bendalong-Redhead area but it is doubtful if this connected with the Bannister Point line.

The last portion of the light railway was abandoned during the 1948-50 period,

At Right: Saturday 24th May 1975. K class loco No. 184, hauling an A.R.E. special to Skipton, pauses at Bungaree to cross opposing main line traffic. The departmental residence leased by the B.T.P.S. provides a background to the smokey end of the 'K'.

Below: Tram No. 26 undergoing replacement of a broken sideframe; the new sideframe is on the ground ready for installation.

Photos: R. Gilbert



but the right-of-way and sleepers can be seen along Mollymook Beach while the trestle stumps were still visible across the Inlet, two years ago.

Mr. S. Wearne, retired manager of Newbolds, Thirroul, has been able to add the following notes on the subject: In 1938 the Krauss loco returned to Thirroul to be cut down and rebuilt as a petrol unit, receiving the Leyland engine at this time. It seems that the purpose of the conversion was to shunt on the Thirroul 2 ft gauge kiln railway, but it was sent to Home Rule quarry soon after. The Vulcan loco continued at Thirroul, being last seen in use there in 1949 and was photographed, abandoned, in 1953.

At this stage the history of the Home Rule activities is not too clear, but sketchy information suggests that the quarry was abandoned in the early 1950's and the Leyland stood there for a further 20 years until donated to the ILRMS for restoration.

Tasmania Visited

On the weekend of July 12th, the ILRMS Secretary and the Operations Manager visited Tasmania where they were the guests of the Van Diemen Light Railway Group. The journey was made per favour of Sir Reginald Ansett and Ansett Airlines, for the purpose of negotiating and arranging receipt and delivery of point parts, etc. surplus to the VDRLR needs. That group is making excellent progress with the first two miles of their dual 3' 6"/2' 0" gauge Don River Tramway, while Launceston trams 4 and 5 are to be rebuilt by Gunn & Co. of Launceston (the original body builders of that city's rolling stock) into a single restored vehicle.

Heavy Rail Arrives

On Friday 13th June, a 14 ton load of near-new 45 lb rail was delivered at Albion Park. The existing track has been constructed in 30 lb plant as it will later make up the display and loco shed roads, but the main line will be laid with 45 lb rail and this latest donation, together with other quantities in museum store, means that the ILRMS now has enough heavy rail for over 400 yards of main line.

from BALLARAT



Ballarat Tramway Preservation Society

Formation of Maintenance Sub-committee

Recently, a tram maintenance and restoration sub-committee was formed in order to co-ordinate maintenance and restoration to the society's fleet.

Already some tasks have been undertaken by this group, including the replacement of a side-frame on the truck of car No. 26... the ordering of new brake blocks from a local foundry... the replacement, as necessary, of worn brake blocks... and the installation of laminated safety glass in the front wind shields of one end of car No. 14.

Workshop Equipment

In order to facilitate continued maintenance of our trams, a temporary workshop is being installed at the rear of the car barn adjacent to No. 3 road.

Advertising

Invitations were invited from local business houses to place advertisements of their wares in the advertising frames on the roofs of our trams, and to date, we report that some of the firms have accepted our offer. Further details later.....

Our Thanks to the Railway Department

The Victorian Railways have advised us that, from Sunday 2nd November 1975, and every Sunday thereafter, the 9.35 am Down Horsham passenger train, ex-Melbourne, will stop at Wendouree station. This arrangement will offer greater convenience to passengers travelling to the tourist tramway, and, of course, to the world renowned gardens. The Sunday 3.50 pm Up Melbourne passenger train, ex-Horsham, will *not* stop at Wendouree station (except for large pre-booked parties) as it is felt more beneficial for passengers to travel into Ballarat City and partake of an evening meal prior to continuing their journey to Melbourne by train, departing Ballarat at 6.50 pm.

We must express our grateful thanks to the Victorian Railways, as they have agreed to supply the necessary paint so that we can re-decorate the exterior of the house at Bungaree, which (as outlined in the previous issue of *Trolley Wire*) we lease from the V.R. in order to provide overnight accommodation for members.

Overhead

A new pole has been placed at the point where the access line enters Wendouree Parade; this will allow replacement of the pole presently existing which has been found to be rotted at the base.

Passenger Figures

The overall total keeps climbing ever upwards, for since the start of traffic operations in January, *circa* 26,000 fares have enjoyed their round trips between the 'North Lodge and South Lodge Gates'.

Trackwork

Because certain sections of the access line have settled as a result of the passage of tramcars, some members have been employed in lifting and repacking the areas in question to norm.

from ST. KILDAAustralian Electric Transport Museum*Administration*

During the absence overseas of John Radcliffe and Roger Wheaton, Chris Steele has been leading the team in his position as Vice-President and Mark Skinner has been acting Treasurer. Ron White has graciously consented to continue acting as Secretary. While John Radcliffe is in Great Britain on his study leave he is taking a few days off to be at Crich during the period of the 1975 Extravaganza at the end of August. He will examine the marketing techniques of this annual function in relation to the A.E.T.M.'s activities and Australasian transport museums in general.

Permanent Way

The Corporation of the City of Salisbury commenced relaying the causeway



Top: RED scheme workman, Michael Sparre, pauses for a moment from packing the track 5 extension. In the background, General Manager John Pennack proceeds with the roofing of the new stores shed. Below: The last rail of the 80 lb relay on the causeway being positioned by Salisbury Council workmen on 27th June.



track between Samphire Road and the loop with 80 lb rail on Monday 2nd June. A gang of approximately 10 men employed under Australian Government Regional Employment Development Scheme carried out the task under the part-time supervision of Christopher Steele in just four working weeks. A certain amount of sleeper replacement still remains to be done. Meanwhile, the residual gang are repainting the traction poles along the line.

Operations

For the 3 Sundays and the Queen's Birthday when the track was out of commission, cars ran to Samphire Road or to the extent of the relay, and unlimited rides were given for the basic fare. Following the recommencement of services to the St. Kilda waterfront on 29th June, the policy of unlimited rides was continued but the fares were raised to 80 cents for adults and 30 cents for children. A marked increase in riding has occurred with crowds lingering until closing time. For the next three months, as an experiment, services will begin an hour earlier — at 1pm.

Around the Depot

The horse transport box and latterly the inspectors' cabin and signal cabin have been given a refreshing coat of paint. The new stores shed is virtually complete and shelving for the reception of inflammable stores and other stores not immediately required in the workshop, is in the course of being assembled. A water reticulation scheme comprising a 3000 gallon storage tank, a pump and 900 feet of piping with taps at strategic locations has been installed in the environs of the museum. This will be used for fire protection, car washing and gardening. Already additional trees are being planted for windbreaks and to improve the landscaping. Track 6 has been laid in dual gauge (4' 8½"/3' 6") for about 1 chain outside the front of the depot. The horsecar will soon be transferred to this track from the main depot where additional space is required.

The Cars

Robert Magnussen has made good use of the spare parts salvaged from old tramcars. No. 111 has had its air brake valves replaced by a reconditioned spare set and the difference in application has been noticed by appreciative drivers. The other Adelaide cars will be progressively modified in turn without having to be withdrawn from traffic, each succeeding to the previous car's reconditioned valves.

Annual Report

Interstate and S.A. country members should have received their copies of the last A.E.T.M. Annual Report by mail, but due to the high cost of postage, and the shortage of copies left, metropolitan members who desire a copy are advised to collect one personally from the Museum at St. Kilda, while there are some left.



AUSTRALIAN ELECTRIC TRANSPORT MUSEUM
(S.A.) Incorporated

ST. KILDA SOUTH AUSTRALIA

Tramcars, Trolleybuses, Electric Locomotive

Trams operate SUNDAYS & PUBLIC HOLIDAYS.. 2-5 pm

No public transport available. Interstate visitors please contact A.E.T.M. (S.A.) at Box 2012, GPO, Adelaide 5001, if transport is required. In emergency phone (Adelaide) 297 4447.

from **BRISBANE**



Brisbane Tramway Museum Society

Trackwork

After a considerable dormant period, trackwork has been recommenced at the museum. The latest work has involved the extension of the existing track from the workshops and the depot for a distance of about 40 yards towards the eventual main terminus area.

Preliminary work necessitated the excavation of the trackbed to a depth of approximately 18 inches to two feet, and involved the removal of a fair amount of soil. The idea behind the excavations is to drop the track from the workshops point so that the line can enter the fairly complicated pointwork in the terminus area on a level plane.

Once this work was completed, sleepers were laid, and four lengths of 80 lb rail fishplated and spiked. Mobile power unit, scrubber 15, was then utilised to enable welding work on the joints, and the installation of rail bonds back to the workshops points. After this, a quantity of rock ballast was obtained and the rail joints and sleepers were tamped and levelled.

During the last week of July, the museum was visited by Mr. Harding and Mr. Baker of the City Council's Transport Department, and they praised the quality of this section, and indeed, of all our trackwork which made the members of the Works Department in the museum feel that all their toil has been worthwhile. We will now be pushing on with the terminus pointwork, the first stage of which will involve the solid filling of about one hundred and fifty yards of permanent way parallel to McGinn Road.

In connection with this work, the entire permanent way from the terminus at the museum to the end of the first stage of the line through the park (about half a mile) is being measured and pegged. The reason for this is that the Brisbane City Council Parks Department has offered us the use of the large bulldozer which works the nearby dump, to dig and level our trackbed. This will save the society a tremendous amount of expense and will allow the track to be laid in a much shorter time than was originally anticipated. When the terminus pointwork is finished and the trackbed dug level, there will be no stopping the small, but efficient, and hard-working track gang.

Depot Shed No. 1

Welding of the Z-girts continues as time allows. Another extension ladder has been loaned to the society by member John Hinde, which will allow work to re-commence on the walling (the previous ladder collapsed while this work was being carried out some weeks ago). Member Alan Ward has undertaken to paint the roof of the shed with *Silvafros*, and has carried out preliminary testing of his spray painting equipment. By the time this magazine goes to print, the work should have well and truly commenced.

Essential Facilities

Because of the increasing number of members and visitors attending at the museum it was decided to upgrade the toilet facilities at the site. Accordingly, arrangements have been made with Brisbane Sanitation to provide a weekly service to the museum. The outhouse, itself a representative of a well-known Brisbane institution, has been relocated in a position far more suitable to all, and renovated

and painted. This, it is hoped, will suffice until such time as proper sewerage toilet blocks can be built.

Substation

Electrical supervisor, John Hudson reports that the 11,99kV circuit breaker is almost fully assembled. The restoration and cleaning of wiring associated with it is continuing. The extremely weighty sections of the breaker were assembled using a made-up 'A' frame built up over the circuit breaker, and using the steel framework of the substation building.

Restoration

Work on No. 341 continues, work parties are now held every first and third Sunday in the month. The ends of the car are receiving attention, with the metal sheeting being removed and restored. The seating and seat framework in Phoenix car 544 has been cleaned and primed to prevent any deterioration.

S.E.A.Q. Locomotive

Negotiations are almost complete with the S.E.A.Q. regarding the acquisition of the Baldwin electric locomotive which operated over the line from Doboy to the Bulimba power house. Arrangements for the transport of this vehicle to the museum are being considered, and inspection of the Baldwin, and the access to the power were arranged by the Secretary, Stephen Tyrell.

Bus Tours

After a long period, the society held two bus trips in quick succession, the first on 13th July 1975 and the more recent one on 3rd August. The July trip was in Leyland Worldmasters 241, 242, 243 and 244. It was pleasing to see all four buses full of members and their friends. The weather was fine and everything promised a fine day. The trip was to the Gold Coast, Murwillumbah, Kingscliff and return to Brisbane. Unfortunately bus 242 had solenoid trouble at Kingscliff and there was considerable delay while a local mechanic was consulted. Nevertheless, the bods who had to remain behind lit a campfire and joked and talked away the time and we were soon on our way. The return home proved to be the highlight of the trip, with a hot meal on the bus, and several well known members and Councillors displaying their little-known entertainment abilities.

The second trip was in two of the Brisbane City Council's latest buses, Leyland Nationals 724 and 725. Once again member response to the trip was excellent, and both buses were full. A pleasant tour of several suburban routes was highlighted by a visit to historical 'Early Street' in the suburb of Norman Park, where we all enjoyed afternoon tea and an hour long inspection of the interesting exhibits. Most members agreed that the Nationals proved to be a most comfortable bus to ride in.

In all, both trips went extremely well, and heavy bookings for the combined bus trip/Christmas party at the Coast (hopefully using Nationals) in December are expected.

A Few Statistics....

The following interesting statistics have been released by the Treasurer, Tom Carter regarding work-manhours put in by members at the Museum, excluding our hardworking caretaker:-

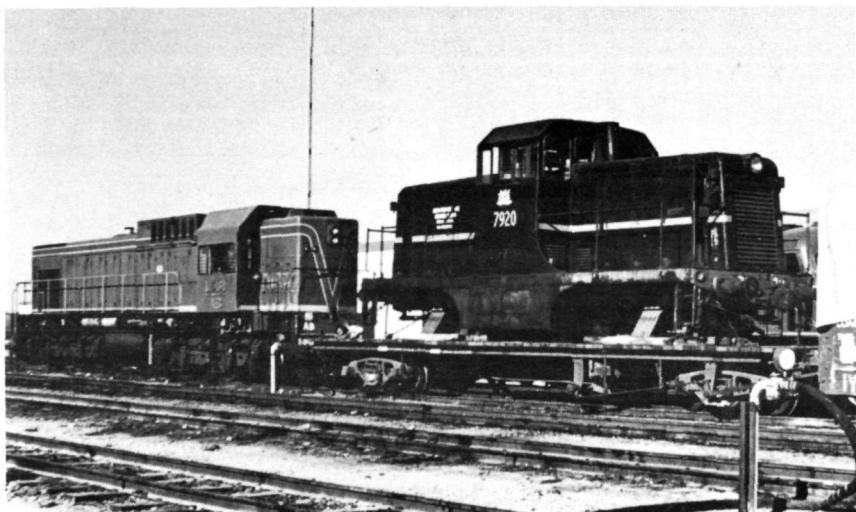
Total Manhours

22nd December 1974 to 23rd March 1975 : 387¾ hours
30th March to 29th June 1975 : 617½ hours

Hours Each Section:

Period	Works	Restoration	Services	Electrical
22-12-74 to 23-3-75:	185½	58¾	74½	69
30-3-74 to 29-6-75:	216½	217¼	126½	57½

It is pleasing to note an upturn in the amount of work being undertaken, even over this short period. We are sure this trend will continue in the future.

HERE and THERE

IN the February 1975 issue of *Trolley Wire* we reported the sale of the two NSW 79 class diesel electric shunting locos to Christmas Island. The locos arrived in WA and were then transported to Geraldton by rail for shipping rather than from Fremantle as previously reported. The photo above shows WAGR 3' 6" gauge Ab class loco 1531 setting out for Geraldton from Forrestfield yard with the body of 7920 carried on a bogie flat wagon. No. 7923 was exported from Kwinana but its arrival and departure within 24 hours was missed by the enthusiasts.

Photo by Nicholas Pusenjak

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CITY SECTION



SW6 class car 904 passes one of the new M.&M.T.B. tramway waiting shelters in St. Kilda Road. (see T.W. June 1975, p.37)

—Graeme Breydon

NEWS OF THE M.&M.T.B.

New Cars For North Fitzroy

As from Sunday 29th June, Z class cars worked services out of North Fitzroy for regular traffic on route 96 — East Brunswick. Six cars, Nos. 1–4, 6, 7 were delivered on 28th June, and a corresponding number of W6 and W7 class cars returned to Preston Workshops. The new cars do not provide the complete service for North Fitzroy, 15 cars being required, but as more cars become available all the W6 and W7 cars will be replaced. The Z class cars run most of the off-peak and all the night-time service.

Subsequent release of the new cars has seen Nos. 5 and 9 while it is reported that Nos. 8 and 10 are ready for issue.

Track Re-laying

The Alfred Hospital portion of Commercial Road between Punt and St. Kilda Roads is being relaid with rail similar to that used in Bridge Road. The new track for route 72 has the tie bars spacing reduced and the rails more supported than was the Bridge Road renewal.

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