

TROLLEY WIRE

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AUSTRALIAN TRANSPORT MUSEUMS

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DECEMBER 1975



The New Zealand Tramway Museum Scene – 1975

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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

DECEMBER 1975

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A WORD OF THANKS

Another year has passed, a year which has seen the continued growth of *Trolley Wire*. We would like to thank all those people who have assisted during the year with special thanks to all the correspondents who have supplied notes, news and articles with special mention of Ian Waddell whose offer to assist with production was gratefully accepted.

Not many of our current readers would remember back that far, but in October 1955, the then publishers of this magazine announced that with the December 1955 issue, *Trolley Wire* would cease to appear. Now, twenty years later, we are able to confirm that this 'death notice' was indeed premature. In those days the decision was wholly within the control of the people in charge. Today, many disturbing factors outside our control have some influence over the magazine. All things considered, however, *Trolley Wire* could be said to be in quite a good position at the moment, confirmed to some extent by our not being forced to raise prices for 1976.

Having reached the level of our present standard, though, we are left with little we can offer in the way of improvements. In 1976, therefore, we propose to devote our efforts more to enhancing the technical side of production. The quality of articles and photographs we leave in the capable hands of contributors.

—The Editors



To all our readers...

MERRY CHRISTMAS and a HAPPY NEW YEAR

FRONT COVER: *A three state meet of a kind, as Sydney P class car 1497 and Brisbane dropcentre 295, pals now for over seven years, discuss the relative new-comer to the fleet, Ballarat car 37 at the Sydney Tramway Museum.*



Auckland car 253 battles through heavy rain while climbing the hill at Western Springs.

—John Radcliffe

The NEW ZEALAND TRAMWAY MUSEUM SCENE – 1975

by John C. Radcliffe

Although New Zealand remains a bastion of the trolleybus, its trams have long gone. Never blessed with modern cars, its most recent cars were the small maximum traction *Fiducia* cars in Wellington. Attractive in coloured slides, but not a high performance vehicle, they seated less passengers than many buses.

Dates of tramway closures were Gisbourne-1929, Napier-1931, Wanganui-1950, Invercargill-1952, New Plymouth and Christchurch-1954, Auckland and Dunedin-1956 and Wellington-1964. Little was heard of museum activities from New Zealand at the time of the more recent closures, but small groups were working away patiently, often under even greater handicaps than those experienced in Australia. Like their Australian counterparts, they initially toiled under responses varying from indifference to ridicule, but their achievements have now earned public respect.

AUCKLAND

The visitor to Auckland cannot fail to be impressed by the Museum of Transport and Technology (MOTAT) at Western Springs. Although established on a small site, a village street, albeit on a reduced scale, has been successfully

created. A tramway winds its way up a hill between period shops, cottages and transport relics. Using power tapped from the trolleybus line outside the front gate, two cars are regularly operated. These are Auckland 253, a large and sprightly equal-wheeled bogie car, and Wellington 257, one of the Fiducia cars. The line is no mean feat since dual gauge track had to be laid. The cars are housed in 'A' frame shelters at each end of the line. A \$100,000 display hall, built with a grant from the Auckland Savings Bank, includes a range of well preserved transport exhibits and also houses the tramway workshop. Visitors can inspect the work in progress from a gallery overlooking the cars. Current work includes the restoration of Auckland car No. 11 which was housed at the local Zoo for some years. Other work includes preparations for the restoration of Wellington's last double decker, car 47. Some exhibits are stored off-site.

MOTAT has a Board of 12 Trustees who appoint the Director of the Museum, currently Mr. Ron Richardson. A Management Committee of 6 elected and 6 appointed members directs the day-to-day activities of the Museum. The Director is responsible for routine administrative and developmental operations, but any formal approach to Government can only be made by the Chairman of Trustees, who is nominally custodian of the collection. A series of member divisions look after different activities including aeronautics, railways and tramways. Each has an annual budget and goes about its business within general guidelines approved by the Management Committee.

Staff at MOTAT include office assistants, cafeteria and bookstall attendants a cleaner, two fitters, a motor mechanic, a carpenter, two handymen and a keeper who acts as a tram driver. Casuals are also employed as attendants when required. An Education Officer is stationed at Western Springs by the Education Department to cater for visiting school groups. Two London lowbridge buses are used to



The rugged foothills of the Tararua Range form a backdrop to Fiducia cars 239 and 260 as they pass on the loop in Queen Elizabeth Park near Wellington.

—John Radcliffe



An impressive steel framed depot is nearing completion at the Wellington Tramway Museum, but open storage of vehicles has taken its toll.

—John Radcliffe

bring children to the museum, and are also used to give rides at weekends. Since there is now a significant paid staff at MOTAT, maintenance of understanding between the paid staff and the volunteers has become an important facet of the operations.

A second site has recently been acquired, and it already houses several aeroplanes which are floodlit at night. Plans call for the construction of a tramway over 2km in length to link the two sites, and no major difficulties are foreseen in securing a suitable reservation.

MOTAT aspires to be New Zealand's national technology museum. Its progress is impressive, much of it due to a well thought out administrative structure which helps maintain harmony in the multidisciplinary organisation.

WELLINGTON

The Wellington Tramway Museum is located at Queen Elizabeth Park, a relatively undeveloped coastal tract about four miles north of Paekakariki, which is one of the termini of Wellington's electric railway system. The Wellington group established an operating line as one of its first priorities, and has for some years been operating about 1km towards the adjacent beach. Power is supplied from mercury arc rectifiers obtained from the New Plymouth trolleybus system. Much of the overhead was also salvaged from New Plymouth as a result of a successful demolition tender put in jointly by the Wellington and Christchurch museums.

For years, the Wellington group have laboured under the handicap of operating without any covered depot or workshop. Although what will probably be the most soundly constructed museum depot yet built in Australasia is nearing completion, the elements have taken their toll. The Fiducia cars and the New Plymouth trolleybus, all panelled in hardboard, have not enjoyed their enforced

exposure, while the older Wellington cars have deteriorated to the point that only one can be used for traffic. Other exhibits include a Farmer's trolleybus from Auckland, Dunedin's No.1 trolleybus, a Birney body from New Plymouth and a Wanganui body in surprisingly good condition. The two Brisbane cars, though stored in the open, appeared in sound condition.

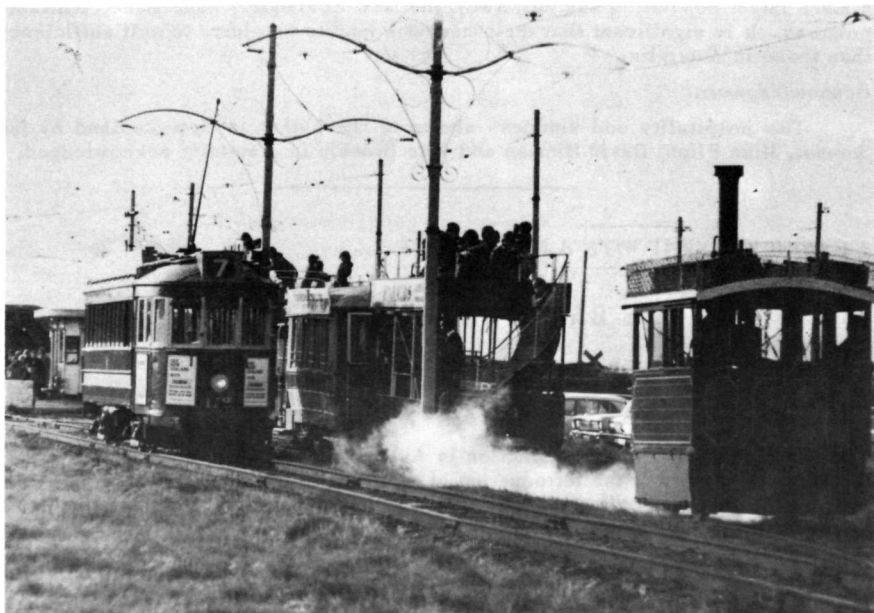
One particularly impressive feature of the Wellington museum not seen by the public is the small store with its creditably catalogued and stacked collection of spare parts. This building serves as a lesson to most of the world's tramway museums, whose spares are usually spread or heaped rather than stored.

The Queen Elizabeth Park Domain Board recently released a development plan for the park. Details include a village square, picnic areas, playing fields and the relocation of the roadway south of the tramway. Although the completion of the depot will allow major restoration to begin almost immediately, one is left with the impression that the Wellington group faces several more difficult years before it achieves the success which it deserves.

CHRISTCHURCH

Although a number of interesting relics were preserved privately in Christchurch, the Tramway Historical Society did not commence until some years after the last cars had been scrapped. Not daunted by this, the group has assembled a representative collection of bodies, some in parlous condition, and is preparing to rebuild them one by one. The first triumph was Brill 178. Mounted on trucks from a Melbourne W2, operated with electrical equipment from an Adelaide H type car and driven with Christchurch controllers made available by a SPER member who had purchased them years earlier, the car is a delight to operate. More recently, Dunedin 22 was completed, using a truck imported from Glasgow. Though hard-riding, and with a rather insensitive handbrake, its spectacular performance shows what can be achieved with hard work and initiative. The Kitson steam locomotive continues to faithfully augment the electric service by towing a fleet of trailers. A ride in the open top double deck trailer is especially valuable for visiting critics who wish to examine the overhead at close quarters. Two large electric locomotives, a Christchurch trolleybus and a 'Q' type motor bus offer interesting contrasts to the trams. Most of the exhibits are housed in a depot which has been completed for several years. Exit is gained by a traverser, an impressive but potentially hazardous arrangement in the author's view. Depot extensions are in hand. A one kilometre track is now being extended at a fast pace, while considerable attention is being given to track surrounds, provision of street furniture and an interchange with the adjacent steam railway.

The tramway is built on part of an area of almost 40 hectares under the control of the Ferrymead Trust, occupying a significant area of the Heathcote Valley. Two main sites at Bridle Path Road and Truscott's Road are presently linked by railway, and will later be linked by tramway, and possibly also by a combined cable car - trolleybus route. Activities include trams, railways, horse-drawn vehicles, aeroplanes, fire engines, science and industry, printing, a miniature railway and exhibits held by the N.Z. Antarctic Society. Each interest group contributes members to the Ferrymead Trust, which also has four co-opted members. A full-time executive officer, Mr. John Shanks, directs activities on the Ferrymead site. Much of the area remains undeveloped, and it is evident that some interest groups are making faster progress than others. The tramway group has probably been the most successful, while the railway and aeronautical sections have also made significant progress. One is left with the distinct impression, however, that the amalgam of different interest groups is less comfortable at Ferrymead than at Western Springs. Nevertheless, the Ferrymead project has impressive potential.



The Kitson steam motor steps off around the loop at Ferrymead to follow Brill 178 towards the loading platform before rejoining its trailers. A train carriage can be glimpsed at rear.

—John Radcliffe

DUNEDIN

In Dunedin, the recently formed Dunedin Museum of Transport is a late starter into the tramway museum field. Its members have examined most of the remaining bodies in the South Island, and have already taken possession of several. The fact is, however, that all will require major rebuilding. As yet, no mechanical equipment has been obtained, nor has a site been secured. Dunedin remains a small provincial city, and its Scottish origin has led to the suggestion that finance may not come easily. Despite these difficulties, some of the founders of the Dunedin museum have already had preservation experience through their involvement with the successful project to save Dunedin's Regent Theatre in the Octagon, and to restore it to active community service.

The New Zealand museums have laboured under greater handicaps than those in Australia. Their cars, made of native timbers, seem more susceptible to rot damage, and this was observed in all three operating museums. Higher rainfall has not helped where cars have had to be stored in the open. Government funds have been less freely available. Unemployment relief schemes have not offered the opportunities which have occurred in Australia. (There were 23 people registered as unemployed in Wellington in June 1975.) Some museums have been able to use 'day release' labour, a scheme whereby persons convicted of minor offences are given the alternative of working at weekends on community projects rather than going to gaol. Though one may view the establishment of four tramway museums in a country of only three million people with some concern (Britain with

a much larger population has only two), the New Zealanders have made creditable progress. It is significant that their museums tend to be closer to self sufficiency than those in Australia.

Acknowledgement

The hospitality and kindness shown to the author in New Zealand by Ian Stewart, Mike Flinn, David Hinman and Eric Brockie is gratefully acknowledged.

A CABLE TRAMWAY WITH A DIFFERENCE

THE BALLS HEAD COAL LOADER

by KEN McCARTHY

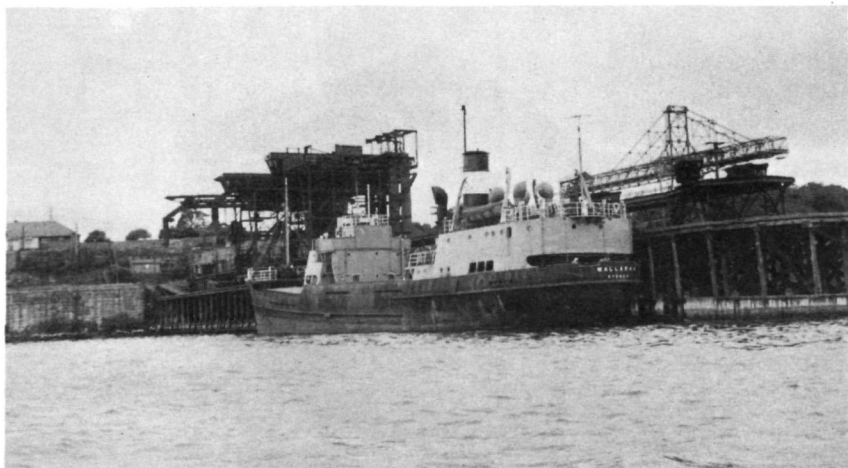
TIME IS running out for cable traction in Australia. The year 1975, which marked the 90th anniversary of the introduction of this form of traction in Melbourne, could well be the last full year of operation of the last example of this form of traction in Australia the Balls Head Coal Loader.

This industrial railway, which operates on conventional cable tramway principles, is located within two miles of the Sydney G.P.O. on the eastern shore of Kerosene Bay (now Balls Head Bay) and serves the Coal and Allied Co.'s coaling station on the North Shore of Sydney Harbour. The cable line, perhaps one of the few outside San Francisco, links the huge coal store hopper with a jetty gantry, and has the capacity of transporting coal at the rate of 700 tons per hour.

The coal loader's original task was that of supplying fuel to coalburning steamers. These ships could either be brought alongside, or bunkered at city wharves from coal hulks with elevators. One such broad beam, wooden hull, coal elevator, seen around Sydney Harbour during the late 1930's was reputed to be a cut down British 'Ship of the line' dating from Nelson's era! (Here, no doubt, would be a story which would challenge the research of shipping historians.) The Balls Head Coal Loader is now used for storing export coal and for serving barges of harbourside customers and the 700 tons per hour delivery rate by the cable railway can now be easily exceeded by a conveyor belt system, a method planned to replace the railway during 1976.

The cable railway was constructed by Mead Morrison of Chicago, U.S.A. in 1920, the winding gear carries their builder's number 17748. The track is laid to the small 20 inch gauge; a total of 33 hopper cars are spaced along the 3,200 ft cable which is located in the conventional tramway position between the two 35 lb (approx) rails. Although the gauge is possibly the smallest commercial size available, the hopper cars are of substantial proportions with a capacity of 4 tons each. Thirty four wagons are reputed to have been initially available on the line but one has been withdrawn to provide spare gear for the remaining vehicles.

The heart of the system is located in the 26 ft x 21 ft winding house which stands near the shore end of the jetty under the elevated section of the railway. Within this house stands a large 125 hp 450 volt D.C. electric motor which drives the winding gear at 600 rpm. The motor is a General Electric of Schenectady, U.S.A. product (Type RG-39, No. 1157990, 213 amp - compound) and the winding gear train reduces the speed in the ratio of 40:1. In more recent years the motor has been arranged to work at 660 rpm, thus speeding the cable winding drums from

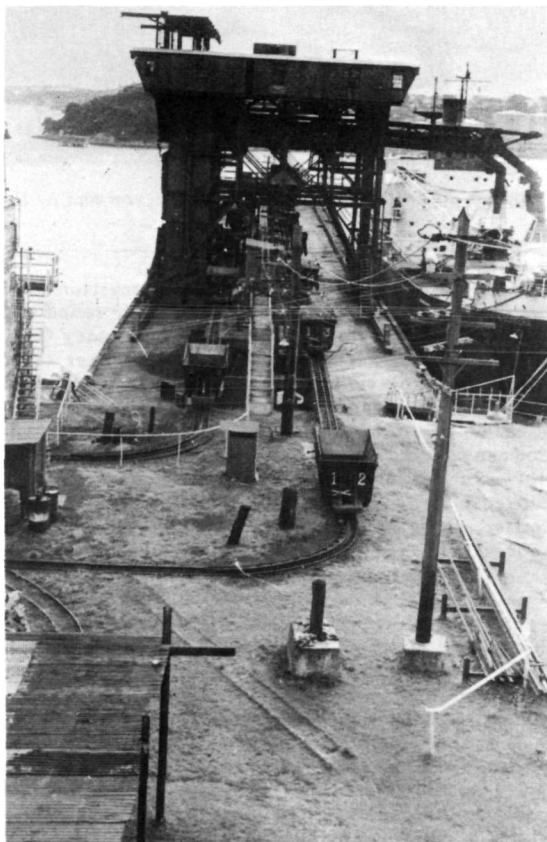


Above: A view from the seaward end of the Balls Head Coal Loader with the s.s. Wallarah alongside in March 1968.

—Vic Solomons

At right: A general view of the Coal Loader installation. The tracks traverse tunnels under the store bins at the left, while two maintenance spurs are in the foreground. Photo taken in April 1973 when the Woomera was alongside.

—Ken McCarthy





Hopper 20 on the balloon loop at the sea end of the Balls Head jetty, April 1975.
—Ken McCarthy

15 rpm to 16.5 rpm. This produces a traction cable speed of 3 mph which means that each wagon can traverse the 0.6 mile round trip 5 times each hour.

The Coal Loader was built for the Sydney Coal Bunkering Co. to mainly serve ships of the British India Line. Passenger steamers were usually coaled from barges with elevators at the passenger terminals, but cargo ships would berth alongside the loader's jetty to be bunkered from the gantry. This was a great advance on the procedure of a decade before. According to the Bellambi Coal Company records, that undertaking's small colliers would steam directly from their Illawarra colliery jetty to the steamer's side in Sydney where planks would be hurriedly rigged between each craft. To keep these planks horizontal, the small collier would be rigged with a longitudinal beam to support the plank ends well above deck. The mast hoists of the collier would be positioned with baskets, one beside each plank, and the labourious bunkering operation would get underway. 'Coal lumpers' in the collier would shovel coal into the baskets, the 'Donkey Men' would operate the winches to lift the baskets, while the 'Plank Man' would grab the basket and heave it like a pendulum across to the ship being coaled. The cycle would be completed by the deck crew tipping the contents of the basket down the chute to the bunkers. Five plank gangs could deliver 100 tons per hour, but during wet weather this operation would be suspended due to the dangerous task of the 'Plank Man' on his slippery board. The Balls Head Coal Loader was certainly a great improvement over this old established system.

The delivery circuit at Balls Head was highly mechanised. The colliers would be unloaded by two travelling 'Brownhoist' electric gantries, the grabs of which would deposit the coal on the top of a large concrete and stone bin. From

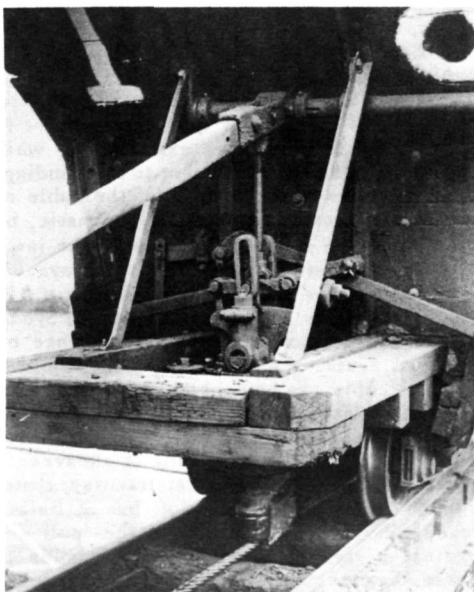
here, the coal was released in four ton lots through chutes to the cable hopper cars moving through tunnels under the bins. The loaded wagons were then hauled onto the elevated railway on the jetty, the entire length of which was served by another large, travelling delivery gantry. This delivery elevator gantry could be positioned alongside the receiving ship's bunker chutes and when the cable cars were adjacent to the gantry, a trip would trigger a lever protruding above the right hand side of the wagon dumping the coal into a receiving hopper under the track attached to the elevator gantry. From here the coal was lifted to the top of the structure and then gravitated into the ship's bunker.

The now empty cable car proceeded along the jetty still on its outwards journey where a balloon loop diverted the railway onto the parallel inward track. A second trip near the winding house was designed to strike the hopper door lever and close the side flaps thus preparing the car to receive another load of coal in the tunnel. So the cycle would be automatically repeated.

To engage in 'shop talk' at the loader is like returning to the turn of the century and the golden age of cable traction Worn grip jaws, dropping the cable, the 80 ft splice, rope stretch, are all important day to day topics when dealing with a technology which is almost a dead art.

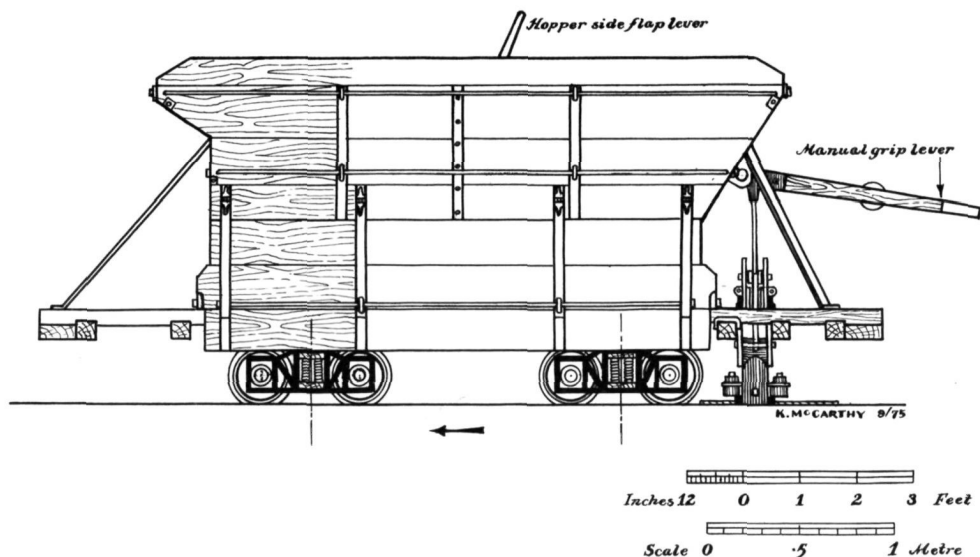
The 3,200 ft cable is $3\frac{1}{8}$ inches in circumference formed to the 'Lang Lay' where the wires within the strand are twisted in the same direction as the main strands. Wire cable used in lifting tackle is generally formed with these elements wound in counter direction, but on traction service this latter form would have the high point on each twist fractured by the action of the grip, but the 'Lang Lay' rope has its strands gradually drawn smooth with use.

The limited service of the Loader, in recent years, has given a cable life of around five years. Recent ropes have been obtained from the British firm of John Shaw, but the famous old cable tramway rope names of Craddock, White Cross and Bullivant are remembered at Balls Head. Each rope has its own peculiarities but the imported ones generally stretch 20 ft during the first week of use. The tensioning gear is mounted on a 30 ft track, with over 20 ft of this available for compensation. As the traction cable changes direction over the tension race pulley,



Grip mechanism and grip hand lever on hopper 18. April 1973.

—Ken McCarthy

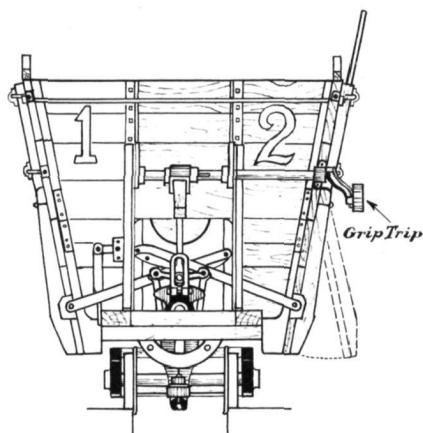


just over 40 ft of stretch can be automatically accommodated. This tensioning device is kept taut by a 6 ton weight, a force almost twice as great as the conventional street tramway cable lines, but considering that a load of up to 70 tons (plus the empty weight of 33 cars) can be on the rope when the loading gantry is towards the end of the jetty, the need for this 6 ton counterweight on the tensioning gear is appreciated.

During World War II, Australian made cables were employed at Balls Head, but these are reputed to have suffered from a shorter working life than the imported ropes, due to a lack of flexibility and a tendency to be brittle.

Each car is fitted with a 'bottom grip' where two moving side jaws grip the cable which enters from below. The jaws are of cast steel with hardened faces and these can be activated by two methods: By a grip lever worked from the trailing end platform of the hopper car or from a side lever fitted with a wheel. This latter device is an external trip which engages a raised side rail at the change of cable point adjacent to the winding house on the outward loaded journey; thus the release and take-up of the cable at that point is automatic. The entire process, however, is normally automatic, but the grip lever can be worked by a grip man in an emergency, although the jaw pressure cannot be varied by the grip lever as on conventional cable tramways. The fulcrum action of the body of the grip only allows full release or full grip. Unlike the side grips used on the Melbourne tramways and on one of the two Sydney cable lines, if the cable is dropped at Balls Head, other than at the change of rope point, it cannot be readily re-engaged again. Cable hooks are positioned at strategic points along the line so that the cable can be hooked and lifted within jaw range if it is lost.

The hopper cars travel with the grip platform at the rear and all are arranged in numerical order along the rope. All curves are powered 'pull curves' where the cable is directed along a gang of sheaves. These engineering masterpieces were shielded from view in street tramway systems due to the cable being hidden in conduit below the street slot, but at Balls Head all the mechanical secrets are revealed! As the grips round the 'pull curve' the side of the grip body wipes against a greased guide rail which holds the jaws and the cable away from the guide sheaves. Car maintenance is carried out at the Coal Loader on two sidings

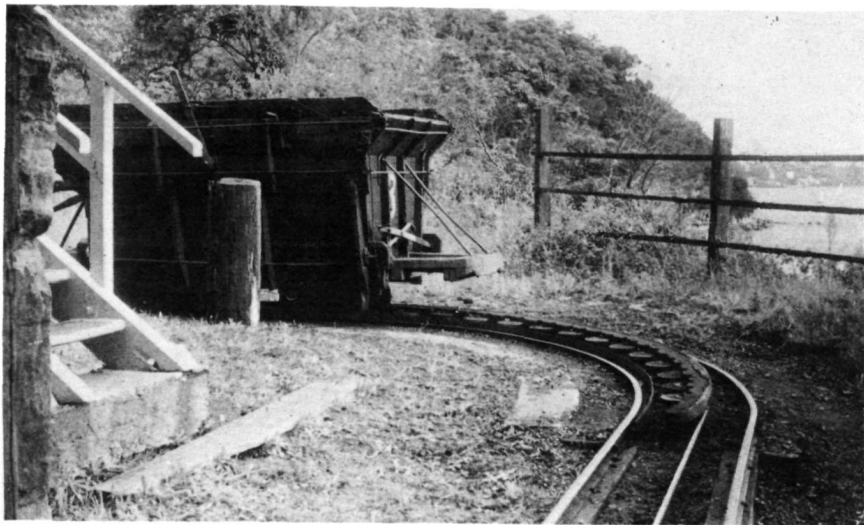


not served by the traction cable, access being gained by placing a temporary point rail across the cable to form a junction point.

To reach the coal chute trapdoors in the tunnel under the store bins, another railway oddity is provided. Along the two tunnels through which the 20 inch gauge line operates, rails are located against the tunnel walls, thus giving a gauge of almost 8 feet. On these rails operate four 'Daddy Long Legs' cars which straddle the cable worked hoppers forming a moving platform above them. These resemble the car (without the refinements) on the old Brighton to Rottingdean railway in England where the rails were covered at high tide and the car seemed to move on its own accord through the sea. The loading chute operators reach the travelling platforms by steps

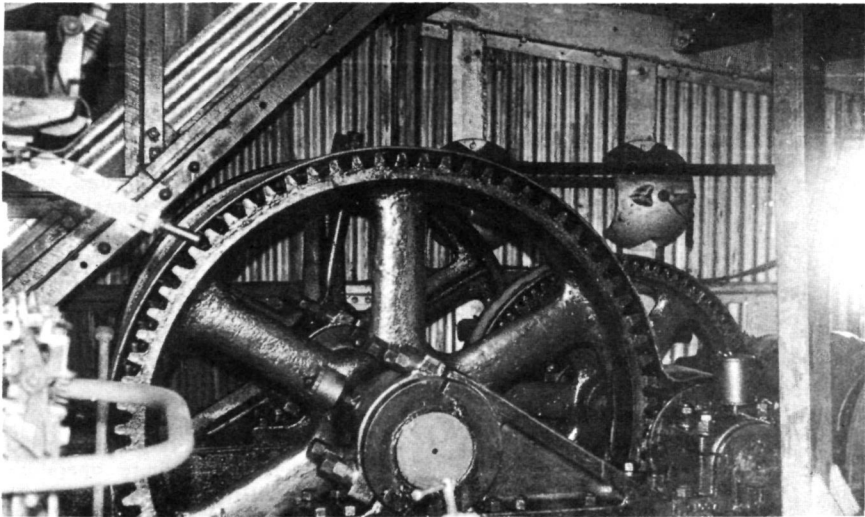
at the tunnel ends and then move at pleasure, along the tunnel, from trap door to trap door, by powering the straddle vehicle by a hand crank which actuates the wheels by a chain drive.

During the 1930's the Wallarah Coal Company (then owners of the Catherine Hill Bay Colliery south of Newcastle, N.S.W.) took over the Balls Head Coal Loader and continued operating the facility until August 1957 when J. & A. Brown-Coal & Allied interests (the present owners) gained title. One of the two Brown-hoist gantry unloading cranes over the store bins was badly damaged in a cyclone in the late 1930's. This was most probably that of 25th January 1937, leaving one

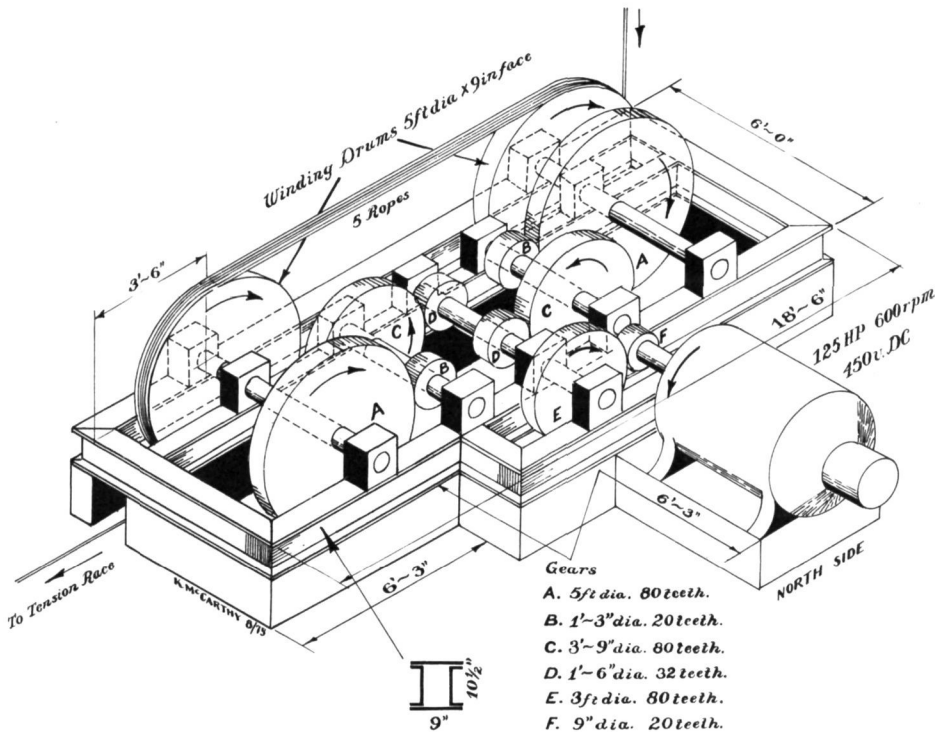


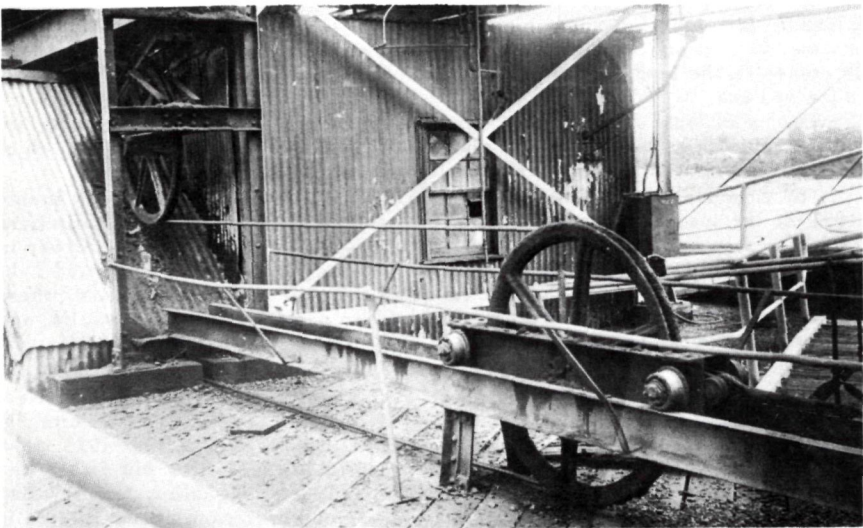
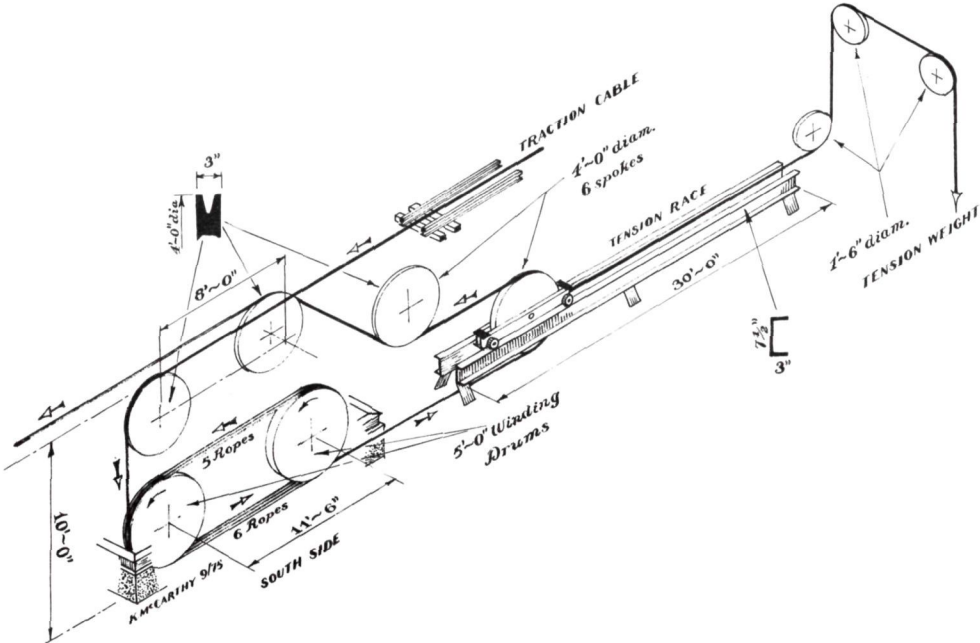
Car 3, showing the pull curve at the south end of the bins, April 1973.

—Ken McCarthy

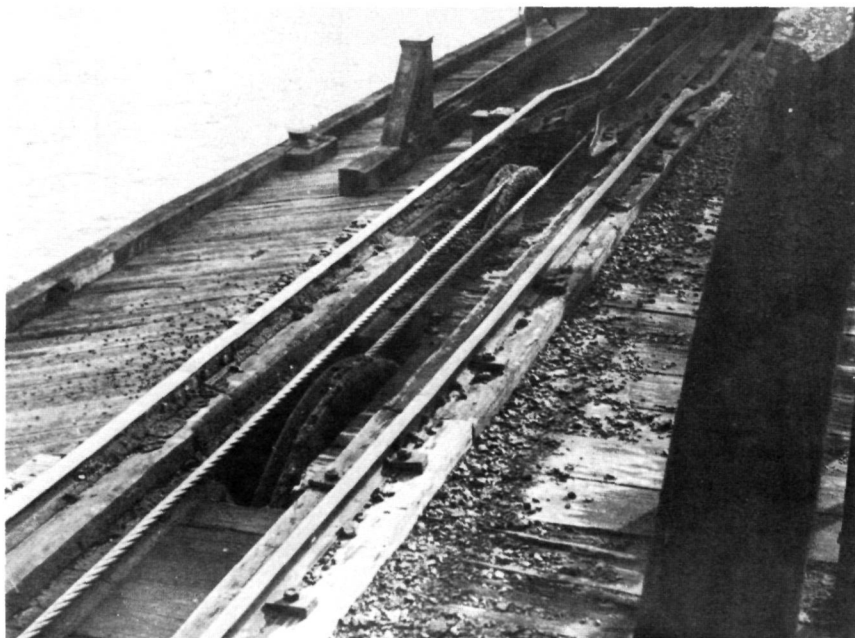


Part of the gear train and thrust bearing on the winding mechanism.
—Ken McCarthy





Cable tension race beside the winding house, Balls Head, January 1975.
—Ken McCarthy



Change of cable point above the winding house.

—Ken McCarthy

unit to continue operations. This sufficed until 1956 when a new, larger, single unloading grab replaced the original unit. The main truss of this new transporter weighs 140 tons and was lifted into position on 6th March 1956 by two large mobile cranes on the land end, and by Cockatoo Dockyard's large floating crane *Titan* on the sea end.

Two additional tunnels were provided under the store hopper, during its construction, for a parallel railway planned to serve a second jetty to the north of the existing pier, but this duplicate facility was never constructed.

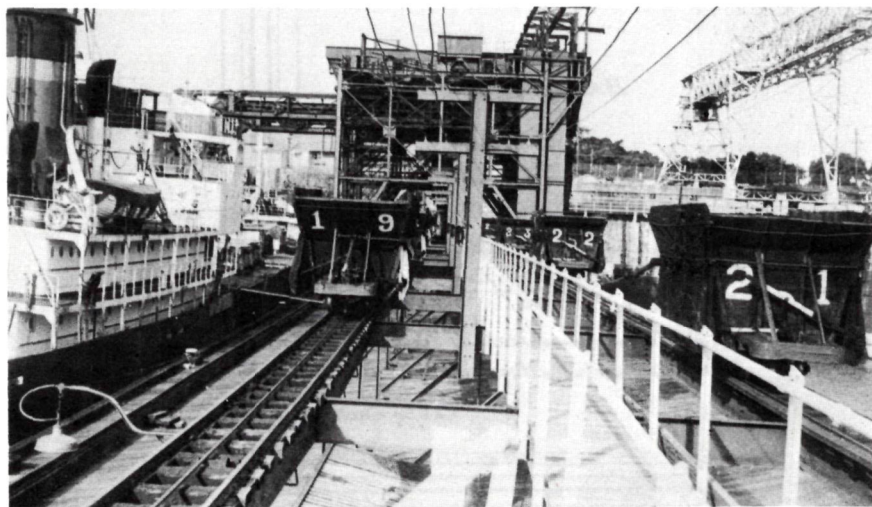
The members of the Illawarra Light Railway Society were fortunate in having a tour of the loader during April 1973. The undertaking is still in an excellent state of repair and it is a great pity that the impending closure of the railway is near at hand, as not only will a very interesting example of a fully automated light railway come to an end, but the last conventional cable traction operation (where cars can grip and release an ever moving infinite cable at will) in Australia, and most probably in the Southern Hemisphere, will cease.

In the preparation of this article Ken McCarthy thanks:- Mr. Brogden, officer in charge of the Coal Loader, for allowing the I.L.R.M.S. visit to be undertaken; Tony Madden, the I.L.R.M.S. Secretary, for organising the visit in 1973; John Shoebridge for his reminiscences on the undertaking on which his father was professionally associated; to Laurie Gordon and Ross McCallum for providing information on the Balls Head history and day to day operation. Brian Holmes is also thanked for his assistance in taking dimensions and for other services rendered!

NOTES:

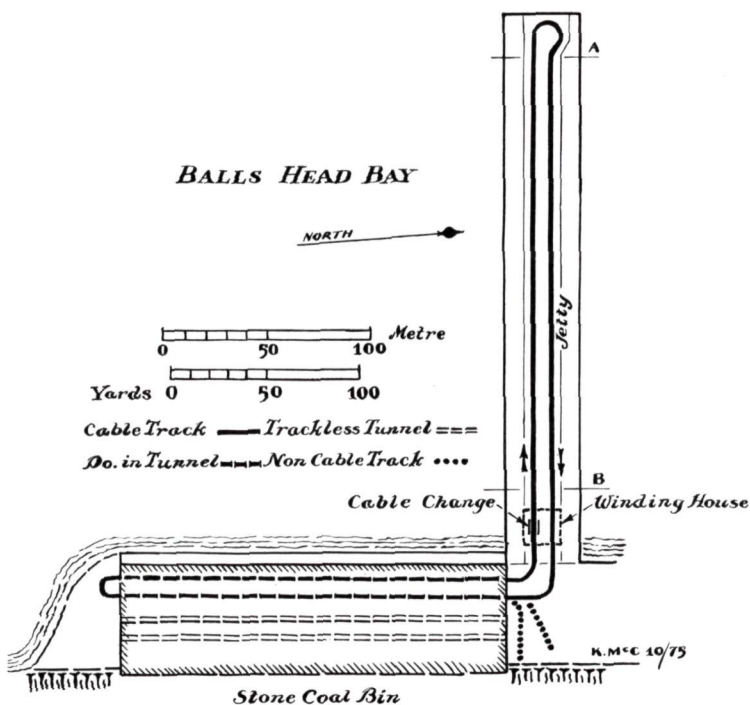
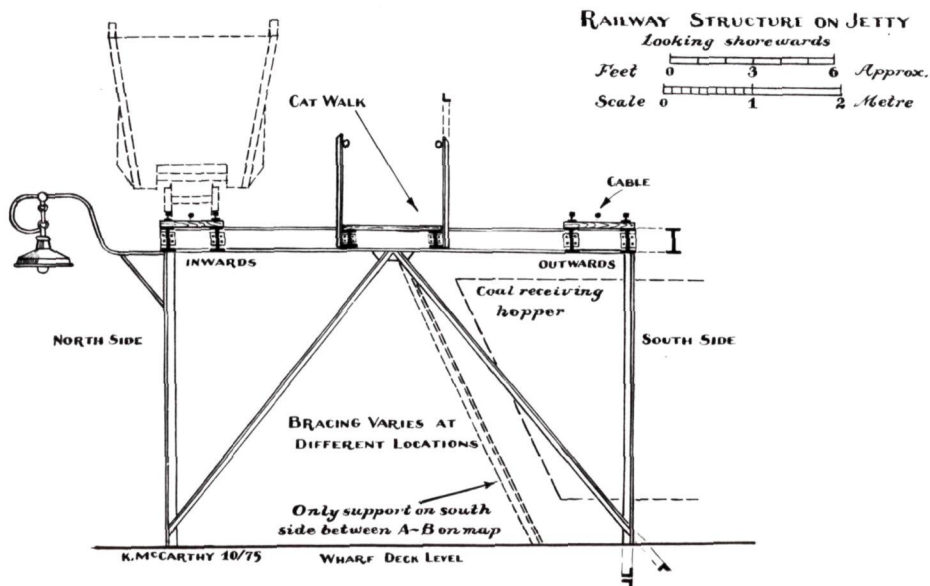
- Overall dimensions of the cable hopper cars:-

Gauge — 20 inches	Capacity — 4 tons
Bogie wheelbase — 1 ft 8 in	Bogie king pin centres — 5 ft 5½ in
Wheel diameter — 1 ft 0 in on treads	Back to back dim'n between wheels — 1 ft 6 in
Length over frame sills — 15 ft	Height from rails to 'hungry board' tops — 6 ft 1 in
Width over frame sills — 2 ft 10 in	Height from rails to top of chassis sills — 1 ft 8 in
Length along hopper top — 11 ft 3 in	Width across hopper top — 5 ft 7 in
Width across hopper base at chassis sill top — 4 ft 0 in	
Grip arm length for manual operation — 4 ft 3 in	
Grip arm length for automatic trip operation — 2 ft 4 in	
- The recent location of a N.S.W.G.T. 1897 book of working orders reveals that both the side and bottom grips were used on the Sydney cable tramways. Technical contemporary reports previously indicated that both the North Sydney and King Street lines used side grips similar to the Melbourne tramways.
- The winding mechanism at Balls Head is kept in excellent condition, but due to the confined dimensions of the winding house structure, difficulty was experienced in noting the gear ratios and overall sizes of the winding elements. Although the information presented here is relatively accurate, further detailed observations may reveal some degree of approximation in the diagrams which accompany this article.
- Some amusement railways, colliery cable railways and aerial ropeways are still in use in Australia, but these do not function on the tramway cable technology principle as does the Balls Head Coal Loader.



Hoppers 19, 22 and 21 at Balls Head. Shown on the elevated section of the jetty. The delivery gantry can be seen in the foreground, while the giant unloading grab gantry above the store bins is seen at the top right, April 1973.

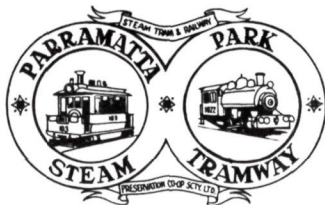
—Ken McCarthy



* MUSEUM Notes & News *



from PARRAMATTA



Steam Tram Preservation Society

A New Exhibit

During October 1975, the society took delivery of a most unusual item for exhibition — a facsimile steam tram motor body. The body, numbered '2' had been built to the general outline of the original No. 2 of 1879. The tram body was generously donated to the society by the N.S.W. Public Transport Commission. Sydney readers will remember the body in the former Waratah processions.

The first parade undertaken by the society was in conjunction with the Parramatta Rotary Club on Saturday 1st November. We utilised the body to publicise the society's activities in Parramatta Park. At the conclusion of the parade the body was taken into the depot area to pose it side-by-side with the genuine article, No. 103A. After display for about an hour, the body was returned to private storage. The society hopes to display the body at Parramatta when space becomes available in the future.

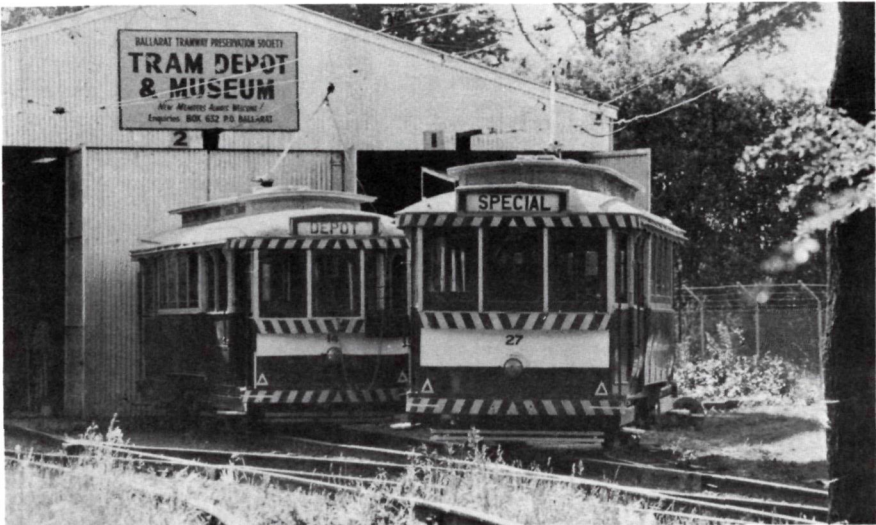
The photo above shows the replica steam motor body, 2nd-No. 2, on a trolley at Parramatta Park beside the preserved motor, No. 103A, on Saturday 1st November 1975.

—STRPS photo

from BALLARAT



Ballarat Tramway Preservation Society



Above: We hasten to assure you that No. 27 is not derailed but merely departing No. 1 road for service. Opposite: Contrasting modes of transport, attracts, and brings people to the world famous Ballarat Botanic Gardens and placid Lake Wendouree with its teeming wildfowl.

—Bob Prentice

Annual General Meeting

The Annual General Meeting was held at Electra Hall, Ballarat on Sunday 9th November 1975. The voting results for the new office-bearers were:-

President	Frank Hanrahan
Vice-President, Ballarat.	Len Doull
Vice-President, Melbourne	Bill Jessup
Secretary	Campbell Duncan
Treasurer	Noel Forster
Board Members	Barry McCandlish
	Richard Gilbert
	Bill Kingsley
	Peter Winspur
	Graeme Jordan
	Clyde Croft

The President offered his best wishes to those elected, and thanks for the interest shown by the unsuccessful candidates.

All reports and statements tabled were adopted.

Passenger Statistics

<i>Month</i>	<i>Days Run</i>	<i>Miles Run</i>	<i>Passengers Carried</i>	<i>Av. Pass. per mile</i>	<i>Av. Pass. per day</i>	<i>Av. Miles per day</i>
Dec 74*	14	646	1288	2.0	92	46
Jan 75	16	906	4979	5.5	311	57
Feb 75	8	499	3206	6.4	401	62
Mar 75	18	1178	9160	7.8	509	65
Apr 75	10	509	3071	6.0	307	51
May 75	17	603	3298	5.5	194	35
Jun 75	10	350	1648	4.7	165	35
Jly 75	8	304	905	3.0	113	38
Aug 75	17	550	2380	4.3	140	32
Sep 75	14	474	2216	4.7	158	34
<i>Total:</i>	132	6019	32151	5.341	243.5	45.59

(* Note; there were 8 non-revenue days in December 1974.)

Tram Utilisation

Between December 1974 and September 1975 the trams were used as follows:-

<i>Tram</i>	<i>Days Run</i>	<i>Hours Run</i>	<i>Miles Run</i>
14	40	198.10	1134
26	41	178.44	1013
27	81	442.31	2477
38	2	6.15	32
40	54	250.26	1363
<i>Total:</i>	218	1075.26	6019

Average speed was 9.66 km/h (6 mph)

Tram Advertising

Sovereign Hill and Peters Ice Cream have taken up our offer to place advertisements on the advertising roof racks on the trams; the Sovereign Hill advertisement has already been received at our depot.



Souvenirs

The society has embarked upon a vigorous promotion of tramway souvenirs. Currently, a metal badge, depicting tram 27 is now on sale; a set of two post cards is under production and an updated version of the society's booklet is now being printed.

Track Maintenance

A short section of track in Wendouree Parade near the depot turnout had become slightly warped; a work party, under the guidance of engineer Bill Kingsley excavated around the trouble spots and eased out the kinks, repacked and then resurfaced the roadway. A speed limit was imposed on trams until the work was completed.

Bungaree

Recently, our society entertained *circa* 100 passengers of the Rail-Coach Touring Association during a wayside stop at Bungaree. Catering for afternoon tea was provided by B.T.P.S. volunteers; the excellent repast was co-ordinated by Peter Winspur and Chef Gavin Young.

Tramcar Maintenance

The trams have been fully serviced and maintained thanks to our depot staff. The brake systems have been checked by the Lodington brothers, John and Stuart. Stuart has recently replaced the motorman's brake valves on No. 14 with an overhauled set, to the great satisfaction of the motormen.

A systematic overhaul of controllers is now under way — thanks to Warren Doubleday, Allan Harnwell, Rolf Jinks and Peter Rees. Touch up painting on the trams has been undertaken by Graeme Jordan.



The platform staff on tram 26 are ready for another trip through the Gardens.

—Bob Prentice

from BYLANDS



Tramway Museum Society of Victoria

Around the Depot

A concentrated effort began in September to complete the outstanding jobs associated with the depot building. The south end doors have been re-hung, the old asbestos cement sheeting was removed allowing the doors to be reclad in corrugated iron. During October the three north end doors were fitted and some hinges realigned. All four were then clad with corrugated iron. A number of industrial type power points have been installed on the workshop and an external light erected on the rear wall of the depot. The filling along the east wall of the depot has been finished. The man hole type door that was set in an ex-Ballarat depot door has been fitted into the east wall about half way down the building. This allows the locking of the main doors from inside the depot and also saves a lot of walking to and from the mealroom bus.

A urinal has been installed in the men's toilet and a brick floor laid.

Trackwork

'Bolt-on' flange has now been fitted to the curve into No. 1 road and the track between the depot and the 1 and 2 road points has been filled up to rail level with ballast. Besides improving the appearance of this area, it has allowed the tower wagon to be used in the erection of the depot doors. Further lifting and packing of the track connecting to the mainline has also been carried out under the direction of Mick Duncan.

Bogie Trailer No. 192

Between other tasks, our volunteers have been working towards placing this vehicle on trucks. The trucks which were obtained from the M.&M.T.B. in June have been moved into the depot where one was dismantled to enable it to be straightened and overhauled. Bolsters have been fabricated in our workshop using components bought from the M.&M.T.B. and utilising parts of ex Mont Park overhead masts. The bolsters have been fitted to the car and the trucks are at present being painted. It is hoped that by the time you read these notes, they will have been placed under the car and the car itself placed in the shed.

M.T. & O. Co. Dummy No. 28

During the cable tram commemorative tour (see later) many members had the opportunity to inspect the recently acquired exhibit and were amazed to see the phenomenal change in its appearance brought about by Alf Twentyman. As the car had spent 49 years in the open much of the woodwork had rotted and nearly half the roof was missing. Alf has replaced this using pillar ribs and other components from dummy No. 417. The roof was then recanvassed and painted although the clerestory section has yet to be rebuilt. When the tram was received, the decorative ironwork and headstock had been removed from one end; this has now been replaced, again using components from No. 417 where necessary. All metal fittings have been painted, as well as much of the wooden bodywork. Alf is progressively replacing rotted timber sections as the tram is transformed back to the condition it was in when it first operated on the Richmond line.

Welding Trailer

On Sunday October 19th, the generator which had been taken to Melbourne for overhaul was returned to Bylands and refitted to the motor unit. The welder was then successfully tested and now only requires minor adjustments. Earlier, the petrol engine had been steamcleaned, the trailer painted and an accessories box fitted to the front of the trailer. The vehicle has been put to its first practical use in the construction of bolsters for No. 192.

Tower Wagon

The tower has been steam cleaned, removing many years of grime in preparation for painting. Repairs have been effected to the gears which raise the tower and these are again operational. The engine has been steam cleaned and adjustments made to improve the performance. It has also been given an oil change.

Operations

After the very pleasing start to our operations for this financial year, as reported in the last T.W., we received quite a setback with the death of our horse 'George' on Sunday 28th September. This was a sad occasion as George was a good friend to all the museum workers, and will be sadly missed. But unfortunately, old age caught up with him despite his semi-retirement at Bylands. We have been able to purchase a replacement for George, a somewhat bigger and younger (nine years old) horse from the Reservoir Dairy. The new horse, named 'Charlie' arrived at the museum on 24th October. He is at present undergoing training before being put into service.

Public Relations

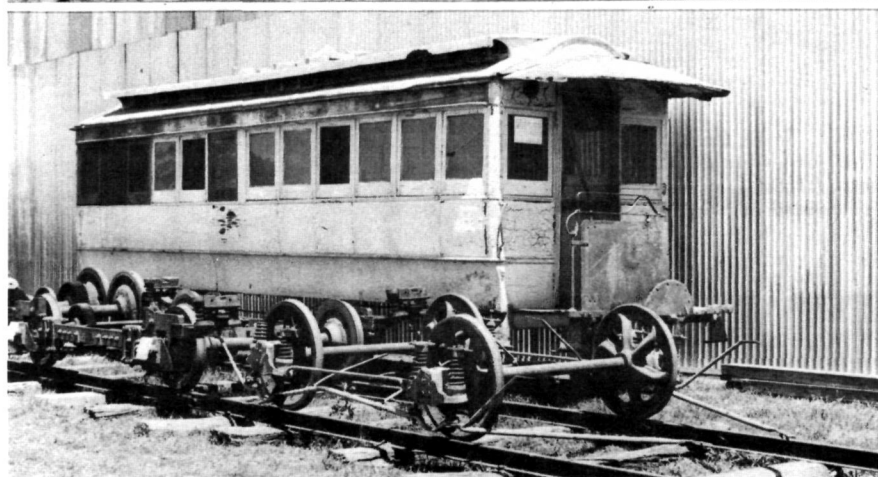
Two displays have been organised recently at school fetes. The first was held on 10th, 11th and 12th October at Greenbough Primary School featuring operating 1/24th scale tramcars. It is intended to use this layout at the annual A.M.R.A. Exhibition held at Camberwell during March. A smaller display was held at Kent Park Primary School on 25th October. In early November, Society members gave an illustrated address to the Riley Car Club.

Cable Tram Commemorative Tour

To commemorate the 90th anniversary of the opening of Melbourne's first cable tramway and the 35th anniversary of the closing of the last line, the Society ran a special tour in conjunction with the Royal Historical Society of Victoria. The tour, held on Saturday 8th November, began with an afternoon bus journey past cable relics, including No. 1 cable tram set, remaining track in Bourke Street and various winding houses. The Mk. 3 buses, we had hoped for Nationals, then took the 120 passengers to the home of Mr. and Mrs. Twentyman to inspect Melbourne's unofficial 'Cable Tram Headquarters' and have afternoon tea. On display were Alf's cable trams - dummy No. 436 and cars 290 and 586, our partially restored dummy No. 28 and various other cable displays and relics. From here the tour proceeded to North Fitzroy depot where passengers transferred onto trams for the final section of the tour. Three trams were used, Z class No. 1, and W7's 1040, as the last of its class and 1010 which had been freshly overhauled. This enabled us to travel by tramcar over the route of the first cable tramway from the corner of Bourke and Spencer Streets, along Flinders Street to Richmond, before returning our passengers to the City.

OPPOSITE PAGE. *Top: Interior view of Bylands depot showing cable car No. 299, VR 34 and Ballarat 36 and the recently overhauled trucks for car 192. Middle: Bogie cable trailer 192 on the trestles for fitting of bolsters. Bottom: Caretaker George Wilcox and new tramway horse 'Charlie' in November 1975.*

—Gary Davey





Top: 'South Bulli No. 2' and the 'Corrimal Coal Co.' hopper at Albion Park on 2nd November 1975. Bottom: Rail tractor crossing the beam bridge at Corrimal on 11th October. This crossing was washed away during March 1975 and had to be rebuilt in August to enable rail lifting to be resumed.

—Ken McCarthy



from ALBION PARK



Illawarra Light Railway Museum Society

Standard Gauge Exhibits

Soon after the formation of the I.L.R.M.S., in April 1972, standard gauge 'South Bulli' four wheel hopper wagon No. SB-479-D was offered to the society for preservation. At that time the Society did not have access to a permanent museum site so the hopper was donated to the N.S.W. Rail Transport Museum on the advice of the I.L.R.M.S. and is now part of that group's collection. With the arrival of 0-6-0 *South Bulli* No. 2 loco at Albion Park in 1974, the field of the I.L.R.M.S. preservation expanded into standard gauge items, and on Wednesday 29th October 1975, a former Corrimall Coal Company hopper was placed on the tracks with this locomotive at Albion Park.

This private hopper is the property of the Australian Railway Historical Society, N.S.W. Division, but negotiations for its receipt and delivery was carried out on their behalf by I.L.R.M.S. member-treasurer, Gary Pallister. The hopper wagon is typical of thousands of private vehicles once owned by Colliery Companies in New South Wales and is in reasonable condition, considering it has stood abandoned in the undergrowth near the foot of the old Corrimall incline over the last 12 years. It seems that it was a victim of a derailment and instead of being re-railed, was pushed further out of sight and out of the way. Some timbers need replacing, including one side 'hungry board' and some sloping end planks of the hopper, but its acquisition makes the locomotive a more meaningful exhibit, as a typical vehicle of the type it once hauled can now be shown in accompaniment.

Also delivered with the standard gauge hopper was a 3' 6" gauge coal hopper, presumably used on the 'new incline' which replaced the 2 ft gauge system at the Corrimall colliery at the end of 1955. When the A.I.&S. purchased the Corrimall interests in 1964, the coal extraction exit was linked underground to the Mount Kembla-Nebo system and the 3' 6" gauge incline abandoned.

Corrimall Track Lifting

As readers are aware, this major project commenced on 29th April 1972. The first task entailed the clearing, resleepering, and reopening of 900 ft of 2 ft gauge track at the southern end of the old railway and the retrieval of skips from deep ravines and the rails to a central store area. Some 500 feet of track was missing from the centre of the railway, but the northern part was still in place with 2,400 ft of track. The reopening of this section not only required the resleepering of considerable parts, but the excavation of a landslide, 25 ft long and 5 ft deep at its centre and the bridging of two major washaways, one about 25 ft and the other 35 ft in length. This northern section was cleared to its extremity by 30th June 1973.

By 20th October 1973 the last southern end rail was lifted and the gigantic task was completed on 15th November 1975, with the de-spiking of the last north end rail. The whole exercise has yielded some 7,000 ft of 30 to 35 lb rail, much of it in surprisingly good condition.

The whole task was carried out in several bursts, due to work being conducted at other places and on the initial establishment of the Albion Park site, while over this period the Illawarra region has received very high rainfall readings, causing the two reconstructed bridges to be washed away. The restoration of these

alone set back the project by some two months.

By the time this report appears, the 33 tons of rail should be safely stored at Albion Park where all energies will now be concentrated.

Albion Park Progress

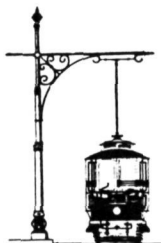
The latter stages of the Corrimal project have taken up most of the members' hobby time since August, but some further progress has been made at the museum site. On Monday 20th October almost 200 tons of crushed gravel and roadbase was transported to the locomotive compound, being donated by the nearby quarries. On Saturday 8th November a bulldozer was engaged for a nominal fee and this material graded, to form a level floor to the exhibit compound which covers an area of approximately 130 ft x 130 ft.

Footnote

For those who record light railway happenings — The last powered journey over the Corrimal 2 ft gauge railway was made on 25th October 1975, when the I.L.R.M.S. used the Lloyd-Hartnett rail tractor for the last time on rail retrieval trips.

from LOFTUS

South Pacific Electric Railway



Overhead Works

Two wooden poles have been erected at the northern (Highway) terminus, as part of the programme to re-tension and reconstruct the overhead wiring.

A Paintshop Store With a Delicious Aroma

An ABV van body has been purchased from the N.S.W. Public Transport Commission. The body has been placed parallel to the main line in the side compound and work is proceeding on the connection of electric light. The van is to be utilised for the storage of paint, oil and other similar materials.

Prior to withdrawal from service, the van had been used for some time in biscuit carrying traffic from Arnott's Biscuit Co.'s siding at Strathfield, hence the coding 'ABV'.

Car Notes

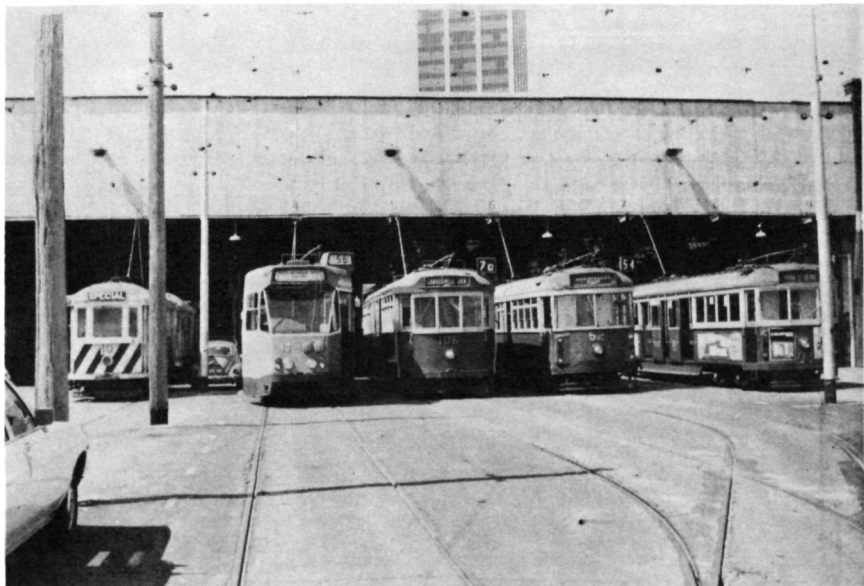
The E class cars have been primed and the colour undercoat has been applied to car 529. These cars have suffered deterioration over the years and will present a pleasing appearance at last when painting has been completed.

Brisbane car 548 has entered the paintshop and preparatory work for its repainting has been carried out.

Other Notes

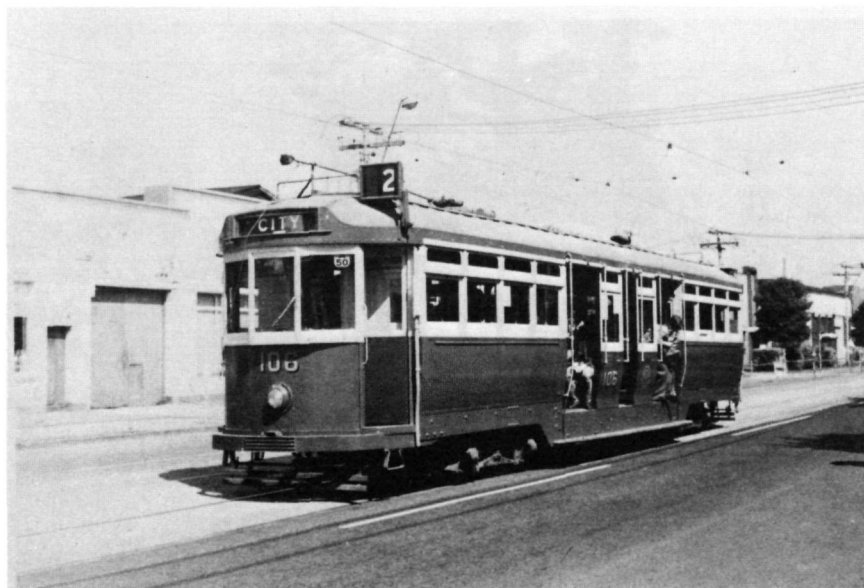
Thanks to Bill Turnbull, a quantity of fishplates, point chairs and fishplate bolts were recently obtained from the South Bulli Colliery.

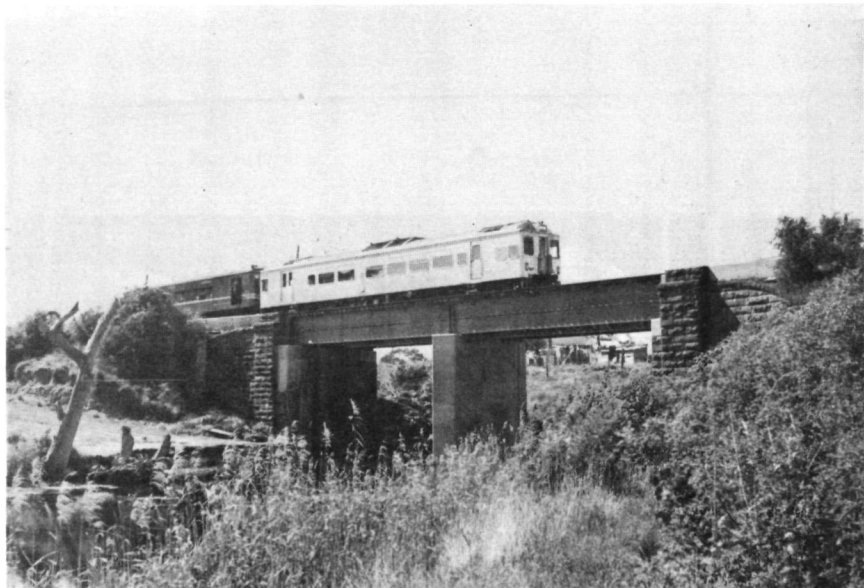
A 'Sadie' vacuum cleaning machine has been purchased to assist in the cleaning of the trams.



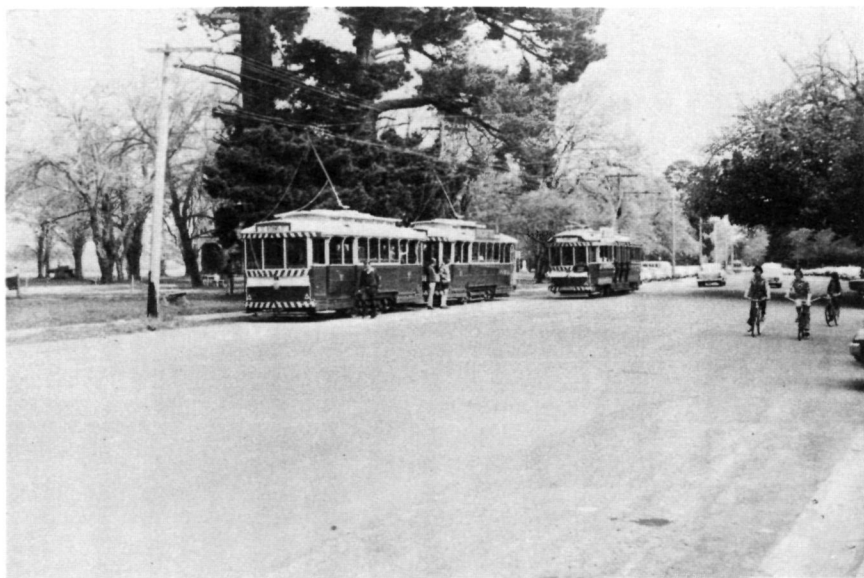
SPER-TRAM-TOUR to Victoria - 1975

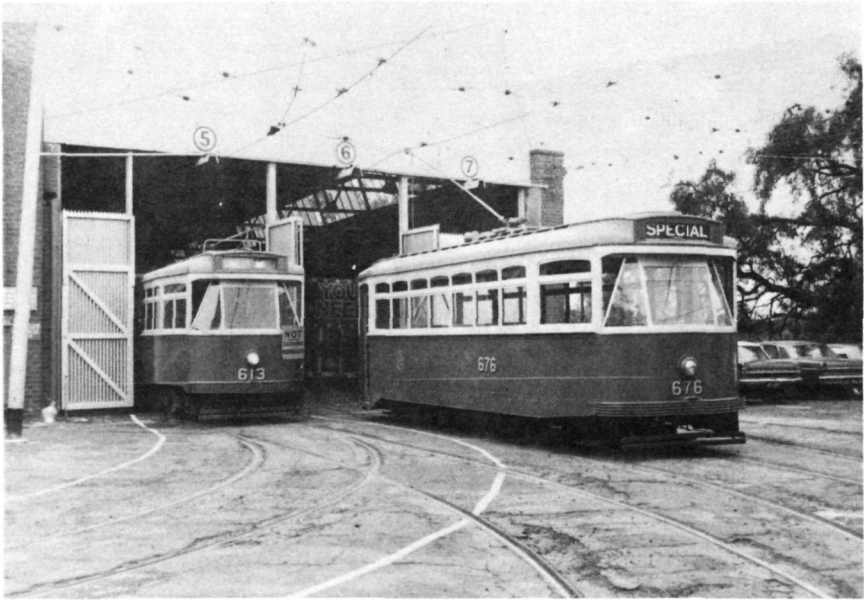
With the closure of the Ballarat, Bendigo and Brisbane tramways, the S.P.E.R. annual tramway pilgrimage in October lost much of its interest. To relive some of the previous enjoyment of these trips, some 25 members, friends, etc. visited





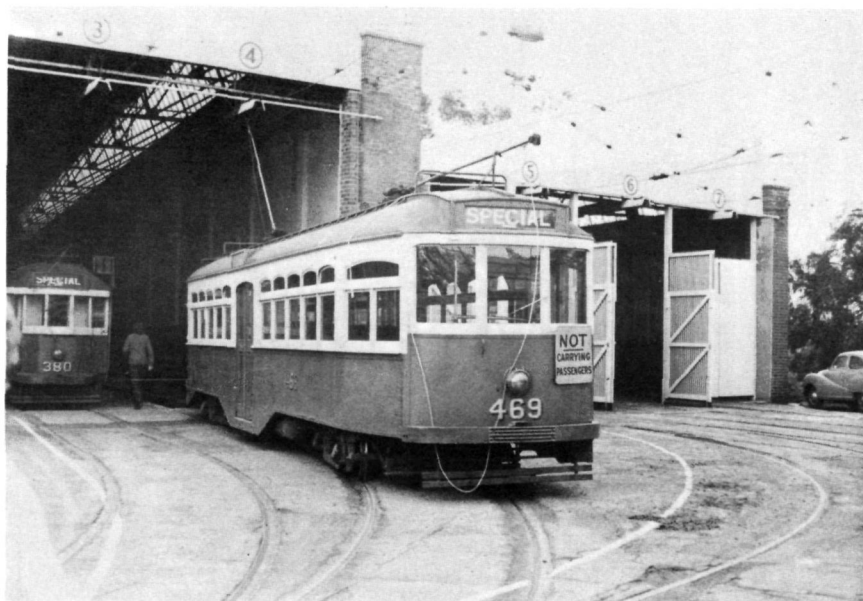
Melbourne and Ballarat over the long weekend in October. We present, on the following pages, a pictorial review of this trip as seen by the camera of Dick Hall. (Page 29, top) Three tour cars, Z 10, L 106 and VR 52 with scrubber car (W) 10, ex Sydney K class scrubber 138S, at South Melbourne depot. (29, lower)



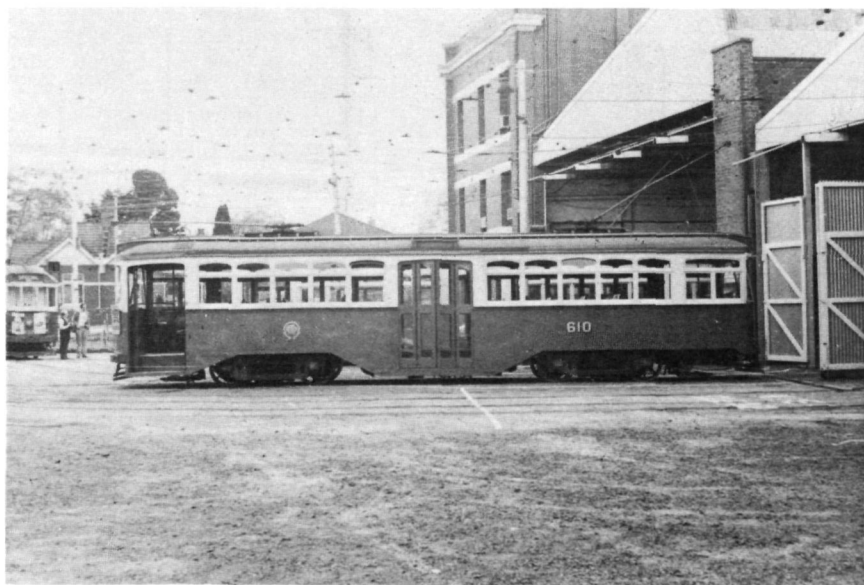


L 106 on tour. (Page 30, top) Former N.S.W.G.R. railcar PCH 1224, now V.R. DRC42 with a DERM trailer on the Little River bridge between Melbourne and Geelong, en route to Ballarat. (30, lower) Regular service and special tour trams on the Ballarat tourist tramway. While in Melbourne, the visitors were





able to inspect, per courtesy of the M.&M.T.B., cars out of regular passenger service or due for scrapping. (Page 31, top) Drivers instruction cars Y1613 and X2 676 at Hawthorn depot. (31, lower) W4 671 at Preston Workshops. (Page 32, top) Y 469 and (lower) Y1 610 at Hawthorn depot.



* C.O.T.M.A. Notes & News *

During his recent overseas tour, the Chairman of COTMA, Dr. John Radcliffe, made preliminary investigations into the purchase and importing of Brill 21E pattern trucks. The trucks are obtainable from Brussels and are from a group of single truck cars being withdrawn. Mr. David Packer of the Tramway Museum Society (U.K.) has already imported 4 of these trucks into Britain and would act as agent for COTMA. Truck mounted air compressors, tanks and braking are included, gongs, sandboxes, snad valves, upright swan neck handbrakes and electrical switchgear can be supplied.

The trucks are 9' 0" wheelbase on standard gauge with 33" wheels and two ACEC (Charleroi) type A61 motors rated at 90hp at 700 volts. The braking is designed for single ended operation but is easily converted. The COTMA Executive Officer has a large scale drawing of the trucks available for inspection. The S.P.E.R. is investigating shipping costs.

The cost of each truck would be about £300 sterling. The cars are being scrapped as they cannot be used in tunnels through which all Brussels routes will shortly operate. Delegates of member societies have been asked to provide the Executive Officer with details of their requirements so that prices can be checked out and combined orders submitted.

This should be a boon to societies who have tram bodies without trucks.

Membership of the Expert Panel on Spare Parts and Tramcar Acquisition has been determined. It is expected that this Panel will meet under the Chairmanship of Keith Kings in the very near future. The Terms of Reference have been set out and circulated to all societies for comment. It is hoped that the Expert Panel will receive the co-operation of all societies in its initial endeavours to determine the real part which it can play and then in the fulfillment of that task. Any comments from interested persons could be sent directly to Keith c/o the T.M.S.V.

Several groups have promised to supply lists of patterns accessible to them to Graeme Breydon, also of the T.M.S.V. Graeme is attempting to compile a list for the reference and benefit of all societies. Graeme and Keith can both be written c/o Box 4916, Mail Exchange, Melbourne, Vic. 3001.

Allan Harnwell, B.T.P.S., has offered to assist with the accounting side of COTMA activities and his offer has been gladly accepted.

The COTMA column in the last issue mentioned a world tram tour but misinformed readers on the date. This tour is being organised by the Croydon Travel Service for the Association of Railway Enthusiasts (Victoria). It will depart for 8 weeks of world traction in May 1977 (not 1976). We hope to provide a summary of the itinerary in the next *T.W.* but meanwhile you should start organising your leave as this should be a most worthwhile trip. Mail address for enquiries is the World Tram Tour, A.R.E., Box 4810, Mail Exchange, Melbourne, Vic., 3001.

City Section

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



The pointwork at the intersection of High Street and Barkers Road, Kew being relaid, 26th November 1975. The Kew depot is to the right.

—Gary Davey

Track Relays

The job of replacing the last wood blocked track in Swanston Street was tackled in November. The crossover at Little Lonsdale Street was relaid in concrete on Sunday 9th which necessitated the use of replacement buses all day between Queensberry Street and Nolan Street crossovers. The Up track is being relaid between Lonsdale Street and A'Beckett Street while the Down track is being relaid between Little Lonsdale Street and Franklin Street, new type ungrooved rail is being used throughout.

The special work at the intersection of Barkers Road and High Street, Kew (outside Kew depot) was relaid on the weekend of 25th/26th October which resulted in some very unusual workings. The trams on the Up journey on the Mont Albert (42) route on arrival at the crossover in High Street outside Kew depot, shunted onto the Down track and then ran wrong road ('bang' road in Victoria), through No. 13 road of Kew depot and then into Barkers Road via the depot fan. The Down trams, however, ran through Kew depot and out through No. 13 road without the need for shunting. North Balwyn (48) trams were replaced by buses between Hawthorn Bridge and the terminus.

Last O1 Overhaul for a W2 class car?

Camberwell W2 car 525 was recently outshopped from the Preston Workshops after receiving an O1 overhaul. Due to the fact that recent W2 overhauls have been only O2's or O3's and the arrival of the Z class cars, No. 525's O1 could be the last to be carried out on a W2 class car.

Concrete Blocks in Nicholson Street

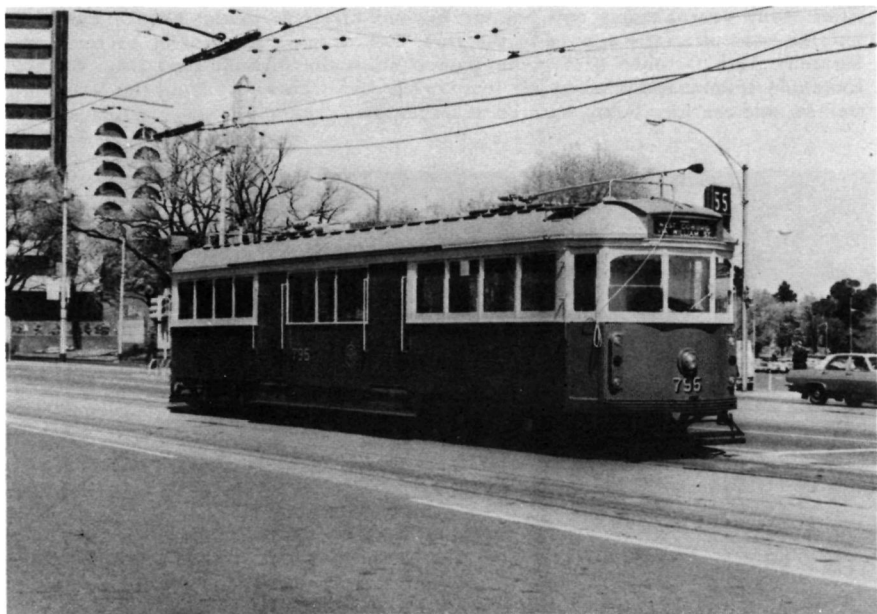
To keep motor vehicles off the tram tracks in Nicholson Street, concrete blocks and safety zones have been installed on the eastern side of the tramway right of way. The reason why they have not been placed on the west side is that the Melbourne City Council says they are a hazard to motor traffic, so the blocks are on the Fitzroy City Council side of the street only.

Women Tram Drivers

At a stop-work meeting at Collingwood Town Hall on 8th October, the meeting voted 267 for, 181 against, on the question of women tram drivers. Since then the Board has received over 30 applications from conductresses and a number have already begun training at South Melbourne depot.

VR class car No. 52

During a recent inspection at Preston Workshops, this car was found to be in a very bad condition bodywise, and it is now stored at Preston awaiting a decision on its future.



Recently overhauled W5 class car 795 at Domain Road showing the closed in centre doorway. 3rd October 1975.

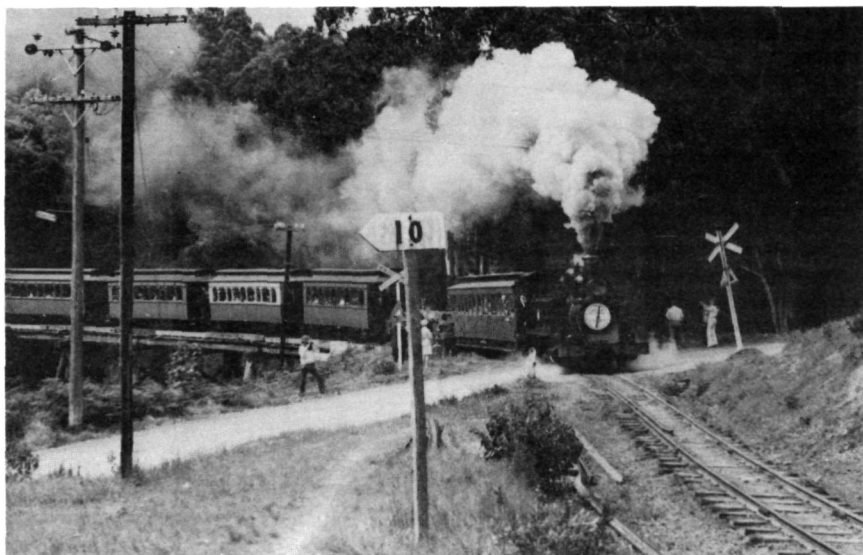
—Gary Davey



PUFFING BILLY LINE EXTENSION OPENED

After many years, trains now venture beyond Emerald, to the Lake. The extension was officially opened by the Hon. R.J. Hamer, Premier of Victoria on Saturday 18th October 1975. Our photos show the official first train to the Lakeside terminus, including all four ex-Mt. Lyall cars, crossing the Monbulk trestle, and the loco being watered at Lakeside.

—photos: John Wilson



WHEN WILL THE BUBBLE BURST?

Australia, it would seem, is presently experiencing a nationwide interest in museums, because of, or possibly the catalyst for, the recent 'nostalgia' movement which swept the country. The proliferation of museums of all kinds in the last few years has been staggering. But now museologists, those professional and semi-professional museum workers who are dedicated to the logical collection, preservation, restoration and display of our history both natural and scientific, are taking a serious look at the effect of this rapidly increasing number and therefore, duplication, of museums.

Already, it has been said that there are possibly *too many* of the country 'folk museum' type activities in New South Wales. 'You've seen one, you've seen them all' is taking on a disturbing ring of truth. In this field it has also been proposed that one particular answer might be to 'regionalise' the museums and group the small pockets of enthusiasm and channel this enthusiasm into a more positive effort. A theme of particular relevance to a given area is more likely to gain the continued interest of the tourist who, after all, whether he be a day tripper out for a picnic and just 'drops in' for an hour, or the person who might travel hundreds of miles to explore an exhibit of merit, the tourist is the mainstay of the museum.

This does not apply only to the folk museum. It applies equally to all types of museum. In almost every form of museum activity being established at present this fragmenting of interest is being observed. It is therefore timely to offer a word or two of warning.

In most governmental spheres, the museum movement has, until recently, received very little in the way of open consideration. Slowly, this state of affairs is being rectified. Unfortunately, however, the duplication of museum types can scarcely have a beneficial effect on any assistance the various government agencies may care to offer in the future.

Two of many suggestions which come to mind to help the museum movement are:-

1. Does the proposed museum duplicate a similar museum elsewhere in the state? The time for petty jealousies and fighting is definitely past.

It is now necessary rather to pool our resources and band together than to break into separate little groups and spread ever thinner the artifacts and items of interest.

2. If such a museum already exists, is there something of allied interest which could occupy the enthusiasm of the local population? It could be that something of far greater importance to the region is being overlooked.

Many areas of natural history and science in Australia appear to be in danger of incorrect or grossly inadequate documentation and preservation because all the enthusiasts are desperately keen on preserving and displaying something which is probably better preserved and displayed nearby.

Before embarking on any new ventures, any would-be curator is earnestly asked to consider just what he is doing to benefit or more likely destroy the very museum activity he has pledged to support.

-W.M. Denham
Secretary-Treasurer
New South Wales Branch of the
Museums Association of Australia.

- MUSEUM DIRECTORY -

SYDNEY TRAMWAY MUSEUM, Princes Highway, Loftus.

(South Pacific Electric Railway Co-operative Society Limited)

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

Correspondence to:- The Secretary,
Box 103, G.P.O., Sydney, NSW 2001**AUSTRALIAN ELECTRIC TRANSPORT MUSEUM (SA) INC.**

St. Kilda, South Australia.

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

Correspondence to:- The Secretary,
Box 2012, G.P.O., Adelaide, SA 5001**WESTERN AUSTRALIAN TRANSPORT MUSEUM (INC)**

Bullens Lion Park, Wanneroo, W.A.

Correspondence to:- The Secretary
P.O. Box 33, Maylands, WA 6060**BALLARAT TOURIST TRAMWAY**, Ballarat Botanic Gardens,

Wendouree Parade, Ballarat, Victoria.

(Ballarat Tramway Preservation Society Limited)

Tram rides; static displays of trams, photos; sales department, etc. Operates every Saturday and Sunday, Public Holidays (including Good Friday but excluding Christmas Day) and most days during the Victorian School Holidays and the Ballarat Begonia Festival, 11.00 am to 5.00 pm. Telephone: Tram Depot, Ballarat - 34 1580, Bungaree House, Ballarat - 34 0296.

Correspondence to:- The Secretary
P.O. Box 632, Ballarat, Victoria, 3350**ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY**, Albion Park

Inspection of exhibits by arrangement (phone Wollongong 71 3707)

Correspondence to:- The Honorary Secretary,
P.O. Box 1036, Wollongong, NSW 2500**STEAM TRAM PRESERVATION SOCIETY**, Parramatta Park

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

Correspondence to:- The Secretary,
P.O. Box 108, Kogarah, NSW 2217**VICTORIA'S TRAMWAY MUSEUM**, Union Lane, Bylands, Victoria

(Tramway Museum Society of Victoria Limited)

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

Correspondence to:- The Secretary,
Box 4916, Mail Exchange, Melbourne, Victoria 3001**BRISBANE TRAMWAY MUSEUM SOCIETY**, McGinn Road, Ferny Grove, Qld.Correspondence to:- The Secretary,
B.T.M.S., McGinn Road, Ferny Grove, Q'land 4055

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

the Melbourne Cable Tram Network

The article in the last issue of this magazine, *The Melbourne Cable Tram Network*, has invoked considerable comment. This is good.

The same article suffered from bad editing. This is bad and we offer an apology to the author, Mr. A. Twentyman. In linking Mr. Twentyman's main article with a resume of closures we did not consider the overall route map which accompanied the article. Therefore no mention was made of the West Melbourne line or the Johnston Street route, both of which were major portions of the cable systems which did not receive electric services, or the other sections which were abandoned or replaced by electric trams which did not operate over the cable right of way.

What also came to light was an amazing variation in what is believed to be the 'true' historical facts, amongst correspondents of whom we have the highest regard as tramway or general historians. Accordingly, as time permits we will try to confirm the various points of conflict so far brought up, and as space is available in the magazine, publish our findings.

The mad scramble to assemble the last *Trolley Wire* and the consequent results, however, only go to show what can happen when all the information for inclusion in the issue arrives late. With this issue, we have been rather ruthless, we just can't delay beyond our last published deadline. If we did, this issue of *Trolley Wire* would not be printed until mid-January. So, please, regard the deadlines as the exception rather than the rule.

—The Editorial Committee

BOOK REVIEW

BALLARAT AND BENDIGO — Victorian Tramway Preservation
D. Menzies and J.H. Price

Reprint from 'Modern Tramway'

This brief illustrated account of the two Victorian provincial tramway systems Ballarat and Bendigo is one of a number of reprints of major articles which have been published in *Modern Tramway* over recent years. A brief history of the two city systems with mention of a third, at Geelong, together with a resume of the activities of the Ballarat Tramway Preservation Society and the Bendigo Trust is contained within the 12 pages of this booklet.

Available from:- Publications Officer
L.R.T.L.
13a The Precinct,
Broxbourne
Herts., EN10 7HY, England.

(No actual retail price was given but we feel that \$A0.50 would cover the cost of the booklet plus postage.)

—W.M.D.

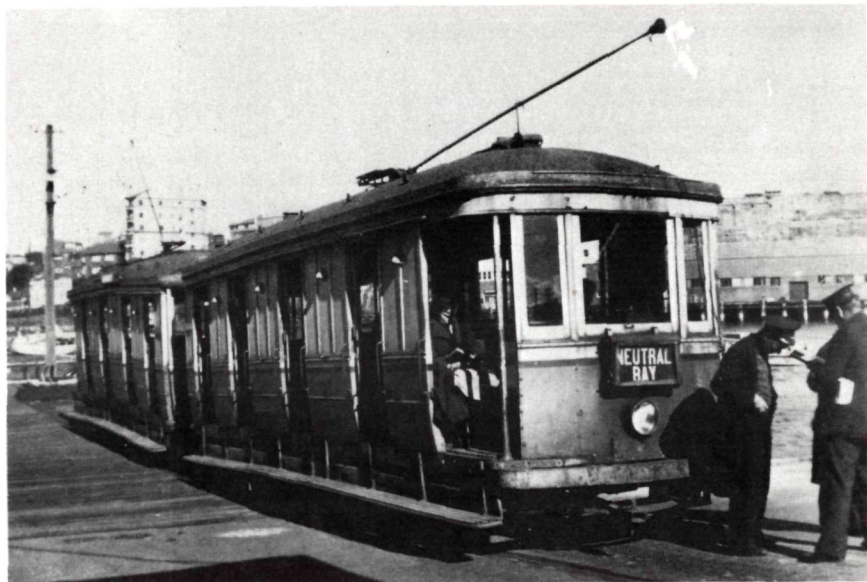
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LOOKING BACK....

Terminus of the steep Neutral Bay line at North Sydney. *Above*, the crew wait for departure time with track braked E cars 525-526 in 1947 before the wharf trackage was closed off, while, *below*, dynamic braked R1 2029 waits at the bottom of the steep grade in Hayes Street prior to the closure of the branch tramway from Military Road.

