

# TROLLEY WIRE

*Journal of*  
**AUSTRALIAN TRANSPORT MUSEUMS**

**NUMBER 165**  
**AUGUST 1976**



— TWENTY YEARS AGO —

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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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## NEXT ISSUE

**Part 1 - TRAMWAYS OF KIAMA.**

**EARLY N.S.W. DOUBLE DECKER BUSES**

**CONTINUING -**

**50 YEARS OF ELECTRIFICATION**

**PLUS . . . . .**

**More Notes and News etc.**

**from around Australian museums.**

## **FRONT COVER**

Former Bendigo Birney Car No. 27, rebuilt as Adelaide 303, leads the procession of cars into Pall Mall, after the handing over of the car to the AETM in Bendigo 26th July, 1976.  
(see page 15 this issue.)

## EDITORIAL CHANGES

With this issue of Trolley Wire the Editorial Committee which has guided the magazine since January 1972 is disbanded. In its place Laurie Gordon has been appointed Editor and the typography and layout will be handled by Lynne and Paul Simpson. Norm Chinn will however, still act as contact man when urgent phone consultation is required. Bill Denham and Vic Solomons, whilst turning their efforts in other directions will still retain an interest in the Museum publishing field.

Special thanks must go to Bill Denham who has been actively associated with TW since May 1967 and from the January 1972 issue has undertaken all the typing and layout work and has acted as defacto editor.

## DISASTER IN CHRISTCHURCH

On Sunday 13 June 1976 vandals lit a fire in the body of Christchurch Trolley Bus 213 which was stored near the railway station at Ferrymead. The fire quickly spread to other vehicles that the Tramway Historical Society also had stored in the area and developed into a major grass fire. There is no water supply in the vicinity and it took firemen 2 hours to bring the fire under control.

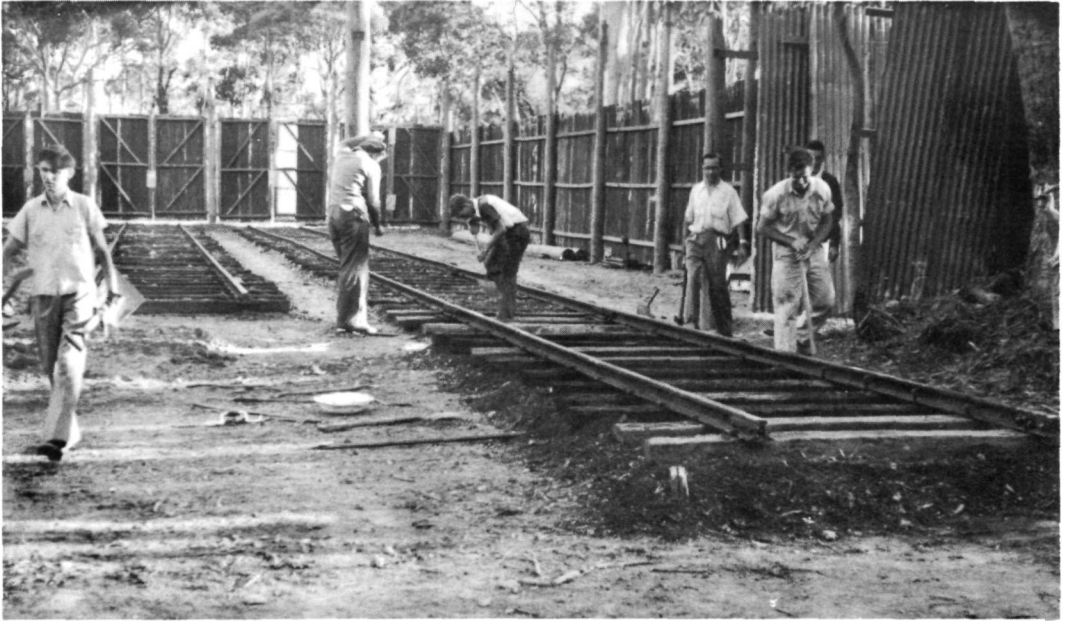
The vehicles destroyed are:-

Christchurch Trolley Bus 213 - Body only, no chassis.

Christchurch Electric Tram 3

Christchurch Bike Trailer 103 - Converted from "Cage" trailer.

Dunedin Mornington Cable Car 104



## TWENTY YEARS AGO

Compiled by K. McCarthy

August 26, 1976, marked the 20th Anniversary of the first work party held at the museum site at Loftus. On the morning of that day, member No.1, Norm Chinn, knocked in the first survey pegs and the earthworks for the depot foundations were underway . . . . .

Parts of the history of the tramway preservation movement have been related in this magazine before, but in this brief treatment, facets are revealed of the early stages of development of the museum at Loftus, which have not been presented before.

Fortunately for the early members of the SPER museum, Transport Commissioner A. A. Shoebridge and Premier J. J. Cahill (also a member of the Park trust) had no doubts that the enthusiasm, sincerity and labour potential of the museum group would make the preservation plans become a reality. But there were bigotted views aimed at destroying the movement from other areas, but these failed to influence the champions of our cause, and as public support has shown since then, the opposition failed to mould public opinion against the movement.

One entire edition of this magazine could be filled with newspaper editorials, "space filling" articles in the Sunday press, and some of the "pulp" magazines, accounts which, with little better to do, sniped at our activities. It is sufficient to reproduce the following Editorial which appeared in the Sydney "Daily Telegraph" on July 5th, 1958:—

*Laying the temporary track at the back of 2 road, ready for unloading the first three cars (F 393, Prison car 948, N 728 ) to arrive at Loftus.*

*B.G. Tooker photo*

**BOY MEETS TRAM**— One of the strangest human passions is love of old trams. The cult has a surprising number of followers in Sydney. They turned out in the rain early last Sunday morning to make a last sentimental journey over the bridge in a toastrack. Their devotion to these vehicles is touching to see. They gaze in adoration when a particularly battered one lurches along the rails. They hum to themselves: "Ain't she sweet! See her coming down the street!"

Some of them love many trams; others are faithful to one. They are said to carve their dream tram's number on trees, or have it tattooed on their chests. They probably write poems about it and sing songs like "If You Were the Only Tram in the World" or "Me and My Tram". Normal people find it hard to imagine a toastrack tram lover's state of mind. A society of tram haters would be easier to understand.

The toastrack is hard to climb into, uncomfortable to ride in, and dangerous to be a conductor on. It is about as lovable as the Iron Virgin of Nuremberg. Parents must suffer distress when their son falls in love with one of these trams. The best course, no doubt, is to try and get him interested in a bus, or the better type of train. It is a pity to see a young man make a fool of himself over a tram twice his age.....



One wonders what the reaction of the quarter million visitors to the tramway museum at Loftus would be if they knew that the above editorial would brand them as being abnormal!!

Fortunately nobody seemed to take this and other similar views seriously, and so the transport museum movement in Australia and New Zealand has thrived.

The position pegged out for the depot perimeter on August 26, 1956 was parallel with the National Park branch railway on the site of the present sub-station building and as a pipe line passed under the location, work had to start again the following weekend by again knocking pegs into the ground, this time on the site of the present museum building.

What must be remembered is that the first "depot" was, in reality a galvanised iron walled enclosure bounding an area of 120ft x 40ft with 9ft high, second hand iron walls, topped by barbed wire.

At the request of the Tramway Museum Society of Victoria in 1965, the present writer compiled a list of all major projects carried out at Loftus between 1956 and the official opening of electric operation in 1965, mentioning the time taken to complete each task and the approximate membership available at each period. Work parties at that time were held every Sunday, with one major work effort approximately every month, and occasional minor tasks executed on some Saturdays. By 1962 the work party potential had increased to enable major projects to continue each Sunday with considerable Saturday progress as well. The list provided to the TMSV is presented here with increased detail, but the terms 'total membership' and 'active membership' should be clarified.

'Total membership' includes country, interstate and overseas numbers, while 'active membership' indicates total which could be expected to attend meetings and/or occasional work parties. By dividing the "active" total by four an approximate number can be obtained to indicate the attendance at the museum site on a Sunday of fine weather conditions.

#### 1. SITE SEARCH

Membership total = 20, active = 12.  
October 1955 to July 1956  
Time = 9 months.

During this period approximately 10 sites were investigated, being reduced to:— old railway formations, Helensburgh and Picton; former tramway locations, Seaforth and Lambton; and National Park, Loftus. This last site was selected due to its access by public transport, proximity to Sydney, yet isolation from residential areas, being served by electricity, water and a hard based, but abandoned roadway.

#### 2. SHED ERECTION TO SIDE WALL STAGE.

Membership total = 25, active = 16

August 1956 to February 1957

Time = 5 months.

Site clearing commenced on August 26 1956 for the foundation of an eventual depot covering an area of 120ft x 40ft accommodating four store tracks each 120ft in length, access being through four sets of two leaf doors on the southern wall. The structure consisted of 30 poles obtained by the work force, in situ, along Victoria Rd, Gladesville where they had served as span poles for that section of the Ryde tramway closed in 1950.

Concurrent with this task, members lifted 55 lengths of 60lb rails and one set of points from the La Perouse end of Yarra Bay to Botany tramway. This took place over the very hot Christmas-New Year period of 1956-7 when the tragic bushfires raged through the Blue Mountains and other areas around Sydney. Incidentally, only roads 2, 3 and 4 were laid at this stage in the depot enclosure, road 4 being the first constructed on a thick bed of ash ballast on December 22nd, 1956, followed by tracks 3 and 2 during late December and January.

#### 3. DELIVERY OF FIRST TRAMCARS.

Membership total = 25, active = 16,  
March 1957

Delivery and loading tenders for the initial batch of tramcars varied between \$670 and \$2,000; the former, that quoted by J. McMahon & Coy. was accepted and delivery took place as follows:-

March 18, 1957

393F, 728N, 948 Prison Car;

March 19, 1957

1296K, 290C, 154LP, counterweight dummy;

March 20, 1957

24 "S", 529-530E.

These vehicles were unloaded onto temporary track at the rear of the depot and as each road was filled, the rear wall made secure.

#### 4. PREPARATION FOR FIRST OPEN DAY.

Membership total = 25, active = 16  
March to April 1957.  
Time = 1 month

Tramcars and site area were tidied for the visit of local and interstate members and friends and a general inspection of stage 1 by Transport Commissioner A. A. Shoebridge on Easter Saturday, april 1957.

#### 5. GENERAL SITE TASKS.

Membership total = 28, active = 18  
May 1957 to November 1958  
Time = 18 months

Over this period the depot walls were painted green, while the winter of 1957 mainly con-



## TROLLEY WIRE

cerned the members in sealing the roofs of the trams and taking general precautions to delay deterioration of the exhibits prior to the fitting of a depot roof. In September 1957 a battery operated alarm system was installed due to entry by vandals, and maintenance tools and stores were obtained from Newtown Depot and stored in temporary racks in car 24 "S".

For added security, the 9ft high iron wall on the west side of the shed was replaced by new 12ft pieces during December 1957, while member Hugh Ballment donated "Truck No.1" to the museum, a 1927 Chev tourer cut down to a utility truck! On January 11th 1958, road 3 was extended one track length outside the front depot doors to enable cars on that track to be moved for bearing lubrication, while the area in front of and around the perimeter of the shed was progressively cleared, to ease bush fire dangers.

During June 1958 Brisbane car 180 was donated to the museum, the Brisbane City Council agreed to hold this vehicle in store until required. Over the winter period of 1958 the roofs on cars 1296, 529, 530 were sealed while further undercoat was applied to 393F.

The first step towards the long awaited depot roof construction occurred in June 1958 when 375 sheets of second hand roofing iron was purchased. Some of this iron was subsequently resold to enable some outstanding accounts to be settled. Two months later, one bay of the NW shed corner received roofing to enable equipment to be stacked and stored.

## 6. CONSTRUCTION OF SHED ROAD NO.1 AND DELIVERY OF FURTHER TRAMS.

Membership total = 30, active = 20

December 1958 to January 1959

Time = 1 month

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Over December 1958 construction pushed ahead on road 1, to receive cars "O"1111 and "U" 99, which arrived at Loftus on January 19th. Preserved "O" tramcars 1111 and 1187 were the last two trams of this class to operate coupled on Sydney streets during a tour held on January 11th, 1960.

## 7. ROOF ERECTION AT LOFTUS

Membership total = 40, active = 30.

August 1959 to April 1961

Time = 20 months

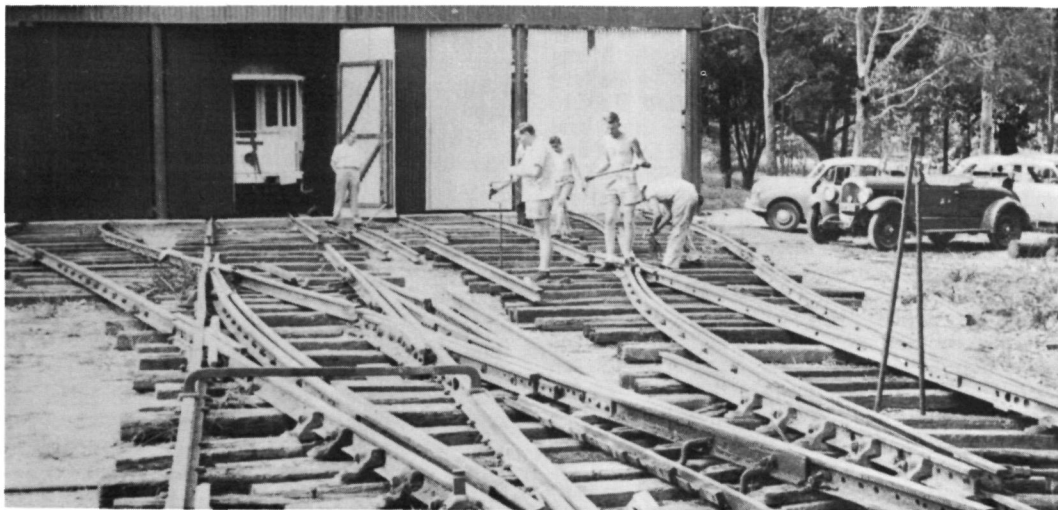
During July and August 1959 the old war-time charcoal store shed at the Wolli Creek tramway per-way yard was dismantled to provide roof beams. This structure had been clad with "Ternplate", a lead coated steel sheet, used during a zinc shortage in World War II, which of necessity had to be reused at Loftus. In this project, internal poles were erected between roads 2 and 3, cross rafters and roof bearers fixed, pole tops trimmed and the

bearers fixed, pole tops trimmed and the galvanised roof fitted. At the same time, new wall iron sheets were fitted to the east side and onto the front door frames, this refitting task commenced on December 26th, 1960 and was completed during the following months. Roads 1, 2 and 3 were completely roofed by October 1960 and the shed facade and the last roof sheets over road No.4 were fitted on April 16, 1961, although these second hand sheets left a lot to be desired.

*K 1296 waits to leave Randwick Workshops for Loftus on 19th March 1957.*

*B.G.Tooker photo.*





### 8. DEPOT YARD TRACK WORK

Membership total = 55, active = 40  
 June 1960 to June 1961  
 Time = 12 months

At this stage the single set of points from Yarra Bay were the only special work pieces on the site, but on April 12th 1960, point components for the depot yard were delivered from Randwick Racecourse. These parts were set out in their relative positions for the open day held for the AETA Convention at Easter 1960. At this stage the museum had contracted for some lengths of badly rusted rail from Yarra Bay to be sold to a scrap dealer and due to a "misunderstanding" the entire depot yard point work was taken as well on April 28, 1960! This was a blow to the efforts and finances of the museum as the purchase and delivery of this plant had cost over \$300. A rushed visit to the A.I. & S. scrap pile at Port Kembla on May 9th revealed that the material had been cut up and fed into the blast furnaces on May 3rd, because to quote the scrap yard foreman "It was in such good clean condition".

On May 20th 1960 a search was made at various Sydney locations for the most suitable special work which would be readily available. On that day a track lifting crew were cutting up the reserved track near Moncur St. Centennial Park, and by hurried phone negotiations the two turnouts and the single slip were saved for the Society on that day.

Work commenced at Loftus on laying this plant in the depot yard on June 12th, 1960, a heavy task which lasted for one year. On June 11th, 1961 several trams were hauled out into the yard and transferred to other shed roads. Although this job was aided by our "new" truck No.2 (a 1939 Chev 2 tonner) and a hand winch, the main tractive effort came from the shoulders of members.

### 9. DEPOT EXTENSIONS & NEW ARRIVALS

Membership total = 60, active = 43  
 May 1961 to August 1961  
 Time = 3 months

Concurrent with the depot yard construction farewell tours were being conducted over the rapidly dwindling Sydney tramway mileage, which made large inroads into the workforce attendance. But after the closure in February 1961 the membership and active work force increased considerably. The end of tramcar operations presented the Society with "now or never opportunities to obtain tram cars and equipment, which caused the Society's resources to be extended to a near impossible degree. The signal box from the corner of Elizabeth and Liverpool Sts., arrived on March 2nd 1961 and, to house additional trams, donated cars weedburner 144"S", 1740R, 1497P and purchased tram 134"S" (ex 102"D"), together with the purchased rotary converter and associated switch gear and transformers from the former Gray St. trolley bus sub station at Kogarah, a 30ft x 30ft depot extension had to be constructed to allow roads 2, 3 and 4 to be extended northwards. Post holes for the extension were commenced on February 11th, 1961, while foundation soil was banked up on May 15th, 1961.

The extension wall erection had reached a stage on June 11th 1961 to allow the trams on these roads to be moved back into the new area giving just enough room for the new arrivals delivered on August 14th and 15th 1961. The extension roofing reached completion on August 12th, except for an area in the NE corner designed to accommodate the sub station gear, and this was completed the following weekend after that expensive gear was lowered into position.

## 10. SUB STATION CONSTRUCTION

a. Dismantling at Gray St. Kogarah.  
Membership total = 90, active = 60  
June 1961 to July 1961  
Time = 2 months

b. Sub station building at Loftus.  
July 1961 to December 1962  
Time = 18 months

The Gray St. sub station equipment was delivered at the same time as the latest batch of tramcars, the most tricky part of the operation being the lifting and rolling of the large rotary converter out through the front door of the sub station building!

Foundation work for the Loftus brick sub-station building commenced on July 23rd, 1961, the pouring and delivery of the substantial concrete footings amounted to \$80, while a paling fence around the excavation reached completion on August 12th. During March and April 1962 work progressed on bricking the ventilation pit under the converter, the drain line having been completed previously. May 26th 1962 witnessed the commencement of above-ground brick work using second hand bricks laboriously cleaned by members over the preceeding months. These walls reached full height on June 10th and the cement rendering was completed on November 11th. The fitting of a new roof and roller shutter door allowed the substation equipment to be moved into this new structure on December 15th, 1962.

## 11. OFFICIAL OPENING AS A STATIC MUSEUM.

Membership total = 84, active = 55  
June 1961 to December 1961  
Time = 6 months

From 1959, visitors had been welcome at the museum on the first Sunday of each month. To mark the 100 years anniversary of the opening of the Pitt St. tramway in Sydney, the museum Board planned a ceremony to take place on Saturday, December 23rd, 1961, by officially opening the museum to the public as a static display. During the second half of 1961 most efforts were aimed at this event.

On April 23rd 1961 the first two holes were excavated to take span poles for the overhead wire. As the available poles had been retrieved by cutting off at ground level, the overhead would be pitched at 14'6" above rail level at this stage. This height was still two feet higher than the lowest street wire in Sydney, that under Burwood station bridge! By August 28th the first two span poles were in position, and pole planting had reached a stage which allowed the stringing of overhead wire on December 3rd over roads 2 and 3 in the depot yard.

On December 23rd, former Transport Commissioner A.A. Shoebridge declared the museum open to the public by unveiling a

plaque, followed by an inspection of the restored tramcars positioned under the wire in the depot yard.

For this occasion "O" car 1111 had appeared from the paintshop on October 29th 1961 while F 393 had received a coat of chocolate and cream.

In January 1962 truck No.3 appeared on the museum scene, being a 2 tonner Chev. of 1941 vintage. The overhead to road 1, together with the depot yard crossover was completed on April 22nd 1962.

## 12. TRACK CONSTRUCTION

Membership total = 92, active = 62  
May 1962 to December 1963  
Time = 18 months

The next major project undertaken at Loftus was the construction of a single track main line. Two routes were investigated; one adjacent to the National Park branch railway, the other parallel to the railway but separated from it by 20 yards of bush. The National Park Trust preferred the former and work commenced on October 28th, 1962. During May 1962 some 800 sleepers were lifted and delivered from the Holsworthy-Moorebank Army Sidings while the main work force transferred to the Randwick Workshops yard during August and September 1962 to lift 30 tons of 80 lb rail, this arrived at the museum on October 26th.

Track construction progressed at the rate of approximately 60 feet each weekend. By February the railhead was 450 feet from the depot door, this had advanced to 600 feet in April, 900 feet in July and 1,000 feet towards the end of September, 1963.

The laborious task of digging holes by hand for the span poles followed the track construction but on February 15th 1964 a post hole digger was hired and on the following day the remaining five 30 feet long poles, obtained earlier from Rozelle Depot yard, were in position.

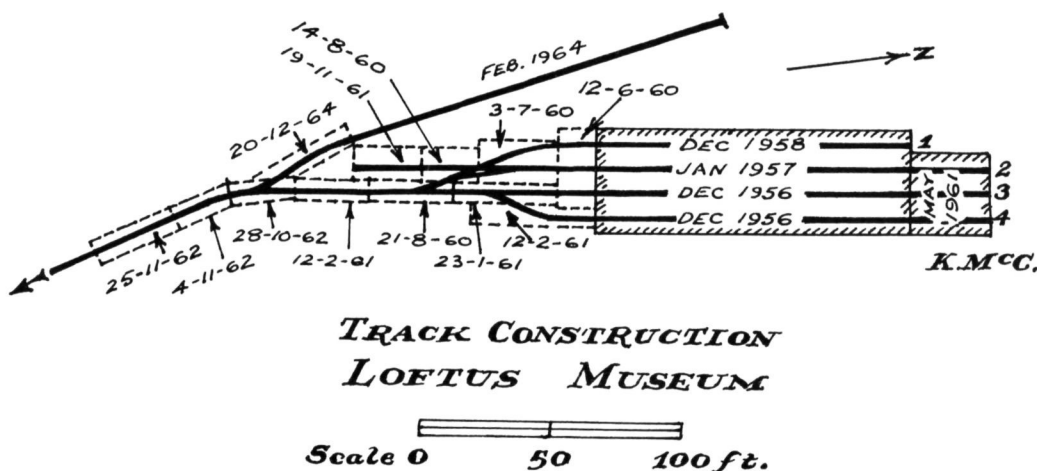
A second track lifting project took place in the Randwick repair shops between February and May 1964 which yielded 75 tons of 80 lb rail.

## 13. DELIVERY OF CAR 180 FROM BRISBANE

During the early part of 1962 the Society was faced with the large cost of transporting BCC car 180 to Sydney. When Sydney tram RI 2087, the last car to enter service in N.S.W. met with an accident and was no longer suitable for preservation, the Society was faced with an alternative; to use the available resources in obtaining 2086 or 180. The membership decided on the latter car and the delivery costs were met by separate donations.

Tramcar 180 arrived in Sydney on August 16th 1962, but due to space limitations at Loftus it was stored at Randwick Workshops





yard with "O" car 1030 in an area under the control of the University of N.S.W. To delay the effects of open store, a work party repainted both cars with a grey protective coat on November 2nd 1963 and the two trams were eventually moved to Loftus on August 3rd, 1964. Covered space was still not available in the depot at the museum so these two cars spent the next two years in the sub-station yard. Negotiations had progressed favourably with the Railways Dept. in respect of a lease of the Picton loco shed, but this move did not reach fruition due to the frame of the shed being riddled with white ants.

#### 14. OPERATION COMMENCES

Membership total = 98, active = 66  
November 1963

On Saturday October 26th 1963 the Cadillac rail motor arrived from J & A Brown's Pelaw Main Railway. Although disused for 14 years it was coaxed to life on November 2nd at 10.30 am and powered operation commenced at Loftus. After body repairs, engine overhaul and a repaint, the Cadillac entered regular half hourly service on January 1st 1964 operating most Sundays between 10 am and 5 pm although the general aim was to restrict such public operations to the first Sunday of each month.

#### 15. ELECTRIC OPERATION

Membership total = 110, active = 70  
March 1964 to August 1964  
Time = 5 months

The high cost faced for the erection of an 11KV power line ruled out the early use of the former Gray St. sub station equipment. Under the guidance of Electrical and Mechanical Engineer, R. Clarke, a small motor generator set and associated switch gear were constructed and after "run up" trials of this unit, LP 154

operated under power for the first time at 4.27 pm on July 19, 1964.

Two months before the trial date the Electrical Engineer had set down this dead line and all work was co-ordinated to this end. The overhead section, unfortunately did not reach the deadline. Their work entailed the elevation and realignment of the depot yard wire and on the weekend prior to the trial the last trolley wire had been taken down! This meant that electric operation over the following weeks was undertaken with a wandering lead. The Board found this state of affairs unsatisfactory and as a result of urgent action 250 feet of wire, between the door of road 3 and the present depot junction, was available for electric operations on September 6th, 1964.

Overhead wire stringing continued apace and the south terminus was reached on October 25th 1964. At this time a further 100 feet of track was constructed at the terminus as a safety measure to divert any runaway tramcar into the adjacent bush area.

#### 16. OFFICIAL OPENING OF ELECTRIC OPERATION

Membership total = 125, active = 80  
October 1964 to March 1965  
Time = 5 months.

Towards the close of 1964 the Board reached the decision to aim at an official opening of electric operation towards the end of summer. The date would be decided by two considerations: the commissioning of a second motor generator set and the availability of Deputy Premier Mr. P.D.Hills to perform the ceremony.

On January 16th the Gladesville Bridge motor generator set was delivered to the museum and placed in use with the first set at Loftus on the following day. Another smaller set had been built to be cut in as required to

assist the No. 1 unit, but this was relegated to a stand by item as the two larger sets in parallel made maximum use of the power available from the County Council AC line.

Driver training progressed through the later part of 1964 and from experience gained by operating the Cadillac rail motor, the museum Board reached the decision at the November meeting that a terminal siding would be required so that traffic cars would not have to enter the depot yard. This task was made difficult as electric car trials and the driver training programme could not be interrupted and the junction would have to be made from the few point parts on hand. The depot junction points and 50ft of siding were first used on December 20th 1964, while the track location beyond was pegged on January 2nd 1965 and completed for use as far as the present book shop during early February. The junction turnout was considered to be of limited life as long term plans envisaged a more complex junction arrangement which would link the end of the dead end road 2 in the depot yard with the main line. The new permanent depot junction points were fitted on August 29th, 1971, and the connection with the dead end road has still to be undertaken.

In the midst of tramcar overhaul and testing, the Cadillac rail motor continued to operate the regular passenger runs. a blocked fuel filter, however, during the afternoon of January 3rd, 1965, caused the rail motor to fail at the south terminus. "D" car 134 "S" was rushed to the scene and departed from the terminus carrying the Cadillac's passengers and hauling the petrol vehicle behind. Thus at 4.14 pm the electric trams operated their first revenue service at Loftus!

The grand opening was performed by Deputy Premier Hills at 2.37 pm on March 13th, 1965, the event being witnessed by local MLA R. Jackson, Transport Commissioner B. Berry and former Commissioner A. A. Shoebridge and almost 2,000 visitors. Between 2.45 pm and 5 pm 1,344 free rides were provided along the tramway.

The marathon effort carried out by members over the three months prior to the opening had left no part of the opening day operations to chance. All traffic cars had been mechanically and electrically overhauled and tested, while trams 154, 290 and 1296 were repainted for the occasion.

As so the completion of the initial stage of the Society's pioneer effort had been reached.

At the time of writing the Museum Society is again about to embark on the initial step of developing a new site. The task is formidable, but whereas that small group of members in 1956 were setting out over uncharted waters, the current membership has the value of past experience.

In 1956, not only had the practical difficulties of the task to be overcome, but public prejudice towards the project had also to be surmounted. In 1956 the small group of 25 members set to the task with nothing more than a small collection of gardening tools and home carpentry appliances, now the Society's 226 "paid up" members have the correct tools and labour saving devices for the job ahead.

As we enter the third decade of the SPER museum's existence at Loftus let us hope that good use is made of the lessons and experiences of the first decade.



## HERE AND THERE

### THE BENDIGO TRUST

During the May school vacation period, the Bendigo tramway operated daily with one tram in service along a truncated route between Pall Mall, near Williamson St., and North Bendigo terminus, this being due to the main line being out just north of Charing Cross owing to relocation of pointwork.

As recorded in February "TW" a two track terminus has been laid at the Gold Mine in Violet St., while the Myrtle Street loop in High St. was removed as the single line along that thoroughfare was relaid in mass concrete.

Preparations were being carried out during May which will enable the rerouting of road traffic through Charing Cross and this work includes the cutting back of the double track section of the tramway from south of the Fountain to the northern side of the main city intersection.

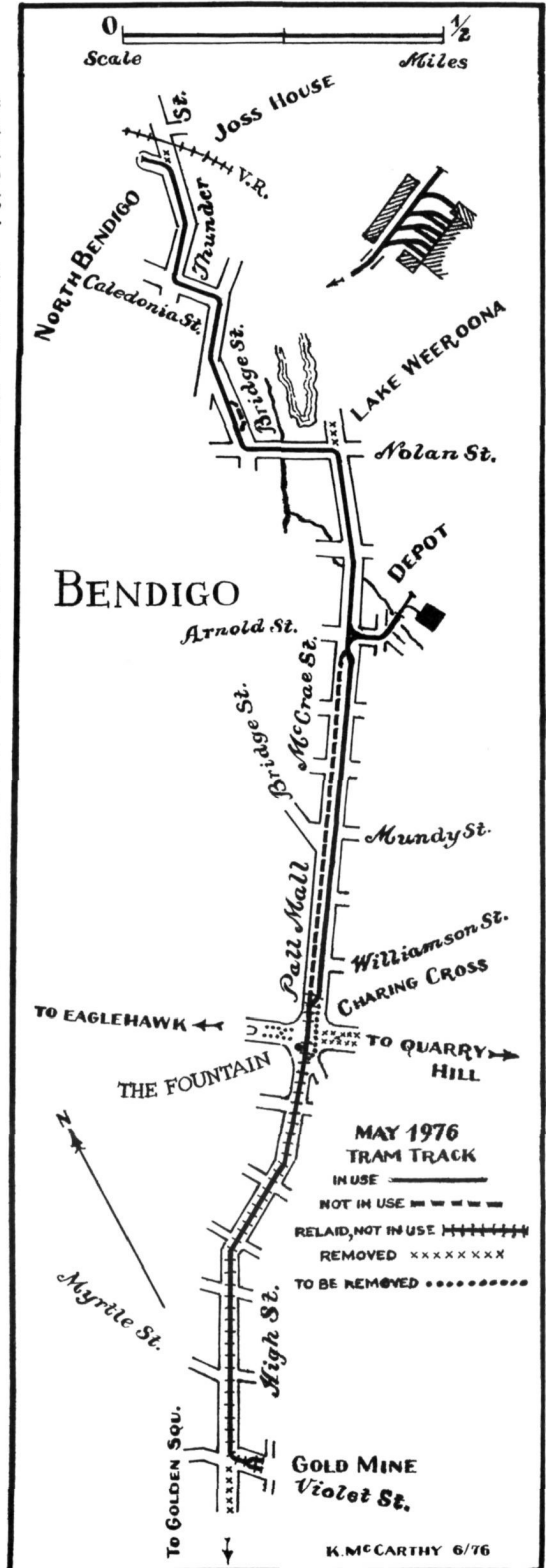
By mid May the new turnout was in position ready for surfacing while ornate steel poles had been planted beside the Alexandra Fountain to enable the centre poles to be removed at that location. A "grass hopper" type elevating platform motor truck was in use on May 17th as side brackets were being fitted to these new poles.

The vacation service used the inward track only, in both directions between the depot junction in McCrae St. and the Fountain. Information gained at that time suggested that as track relaying progresses northwards along Pall Mall the double track will be retained as far as the end of the centre poles at the Mundy-Bridge Sts intersection, but the double formation beyond to Arnold St. may be relaid as single track. Beyond Lake Weeroona, the disused passing loop in Bridge St. near the gas works, may be re-opened allowing cars to pass at busy periods at that location as well as in Pall Mall and at the Violet St. terminal.

The trams of Bendigo are performing well in the tourist service, but the track yet to be relaid is now showing its age, indicating why the SEC were eager to quit the tramway business in Bendigo in 1972.

Open toastrack tram No.17, converted to a track scrubbing car in 1951, and now being re-converted back to its original passenger carrying design, appeared again in the streets of Bendigo as a passenger vehicle during the Easter festival period for the first time in 27 years. Although not yet ready for passenger service, Easter was a fitting time to make a debut, for during their later period of passenger operation the two toastrack cars were usually limited to an annual appearance over the peak Easter period.

The task of rebuilding Birney car 27 was progressing in the Bendigo Depot. This tram was stripped for spare parts and sold as a shed after being damaged in 1958. The relic returned





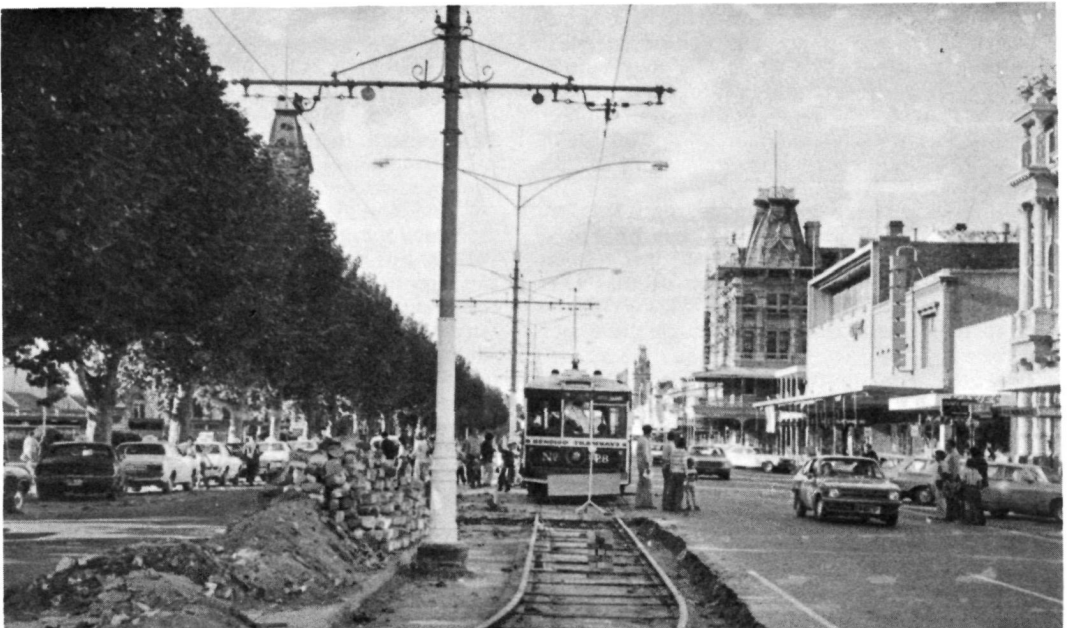
to Bendigo last year to be restored prior to transfer to the St. Kilda tramway museum near Adelaide, where it will enter service bearing number 303, as carried over 40 years ago when the vehicle worked over the isolated MTT Port

Adelaide system as one of the four members of the "G" class. Of the eight Birney cars imported from USA into Australia between 1922 and 1925 only one car, No.218 of the M.& M.T.B. has been scrapped.



*Birney car 28 at temporary terminus in Pall Mall, Bendigo, May 15th 1976. The reconstructed single line track junction can be seen.*

*K. McCarthy photos.*



## ROCKHAMPTON PROGRESS

The initial retrieval projects of the "18-35 group" of the Rockhampton Branch of the National Trust of Queensland, have met with considerable success. As outlined in the April 1976 issue of "TW", this group recently adopted, as a major project, the collection of the remaining tramway relics of the Rockhampton tramways which closed in June 1939.

The first step was the collection of body parts of power car number 3 from the Seecnee Scout Camp. Since being photographed in September 1971 (see page 11 December 1972 'TW') the roof had collapsed onto the floor, but the preservation group was able to collect the roof, floor, fascia, rear apron and uprights. These have been stored in a shed made available to the project at the Rockhampton Showgrounds.

Acting on information obtained when the Rockhampton Tramway articles were being prepared in 1971 for the A.R.H.S. "Bulletin" and "Trolley Wire" the group has recently met with further successes. During May, the trailer chassis at Port Alma (see page 11 December 1972 'TW') was returned to Rockhampton. This had stood for years on an isolated track with a hand crane and other rail items near the salt flats at Port Alma and with the assistance of the Harbour Board, the tram was manoeuvred towards the roadway where it was readily lifted onto a motor truck.

Since 1971, the Stanley St. Wharf and railway connection have been removed and the riverside area restored. Prior to this, tram grab rails, chassis pieces, control handles etc. were visible in a scrap metal pile. Several tramcar chassis had been at this location as wharf trolleys, but were broken up in the 1960's. The metal pile has been bulldozed into the Fitzroy River but the group may later be busy with grappling hooks to see what the depths will produce. The relics standing at the Gaviel Creek railway wharf in the mid 1960's can no longer be seen, but the tramcar chassis at that snake infested location may also be sitting in the stream.

Other clues have been more rewarding. A further search of Seecnee Park has produced the roof fascia, seat ends and an apron from trailer No. 10. An earlier search of that area produced identifiable parts of motor No. 4 but further items from that vehicle have not yet been located.

Working through the council list of disposals compiled some 35 years ago the National Trust tramway group members have been tracking down farms in the nearby area where tramway boilers and engine units were used as power sources. This has been made difficult by the years, but at Milman, the final resting place of tram 15 (later No.9) has been found. This large powered tramcar was built by Exshaw, the financier who continued Purrey's business at Bordeaux after World War I using the Purrey

patents, and the tram entered service at Rockhampton in 1922. The boiler and engine unit were used on a dairy and the group has been able to retrieve a goose neck hand brake staff, some 2" pitch main drive chains and the front apron and boiler canopy. The boiler and engine units were later sold and further clues to this subsequent disposal are being investigated.

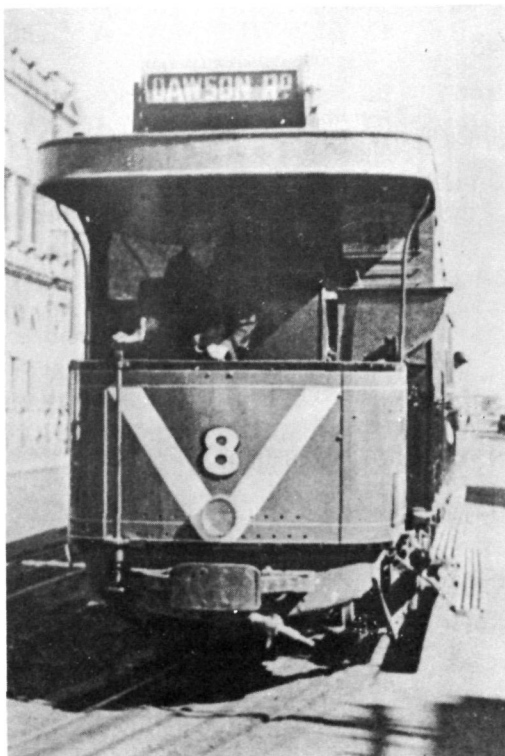
A search through the Biloela area has located a farm which purchased two tramcars. From that location the boiler and engine units passed from farm to farm doing duty at dairies and saw mills and this path has not yet been fully explored, but along the way a boiler casing end sheet and the pyramid shaped top cover and chimney were retrieved, while a set of chain drive sprockets came to light as well as a crank case cover.

At the early stages of the project this National Trust group were not in a familiar enough position to identify tram parts from traction engine pieces on farm junk heaps but the group is now armed with the patent drawings supplied by John Knowles from London as well as the sketches which appeared in "TW" during 1972-3 and coupled with the experience gained over recent months of hunting the members hope to retrace their earlier steps as they now feel that a four cylinder steam engine unit sighted earlier in the quest could be an example of that carried by one of cars 2, 7, 8, or 15 (later 9).

The local "Morning Bulletin" published an account of the project several months ago and for two days the phone continuously rang with local readers providing clues to other relics. The most interesting set of items gained from this source were sets of transverse trailer seats complete with end irons and panels, which were earlier obtained as garden seats and later forgotten under a house.

So far \$1,000 has been raised towards the project and as local interest is now so encouraging an appeal with an aim of \$10,000 is soon to be launched. Initially the group aimed at restoring a single tram to static condition, but now the eventual reconstruction of a working steam car and trailer is a possibility. Thoughts of a possible operating site are still in the distant future, but with several miles of track still in position in Rockhampton, especially the balloon loop at the Gardens terminus and the long length of track between that location and the William St./Canning St. intersection, it is not beyond the realms of possibility that trams could return to that line as a tourist venture at some future date. The Ballarat and Bendigo groups have certainly set the precedent in Australia of running museum tramway undertakings along public streets.

By August 1909 the Purrey factory at Bordeaux had produced 231 steam trucks and buses, 2 steam road rollers (with 25 on order), 4 stationary steam plants, 190 steam trams, 41 steam rail cars and 1 traction engine and to this



AUGUST 1976  
should be added an almost equal number as the plant continued into the 1920's with this type of production.

Enquiries in France reveal, however, that not one item of this vast fleet has been retained for posterity, so the labours of this Rockhampton group will be of international interest in the tramway perservation field.

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*Purrey tramcar No. 8 in East St., about to turn into William St., bound for Dawson Rd. at Rockhampton. Circa 1938.*

*J. Knowles collection.*

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#### PLEASE NOTE:

*Any readers, especially those in Queensland, who know of the location of Rockhampton tramway items, should contact Mr. David Neish at 9 Jessie St. Rockhampton 4700, or should phone (079) 21095.*

## GOULBURN STEAM MUSEUM

As outlined in these pages since 1970, the steam exhibits and 2 ft gauge railway of the Marsden Museum of Historic Engines at Goulburn had operated regularly from April 1970 until January 1975 under the management of Mr. Bruce MacDonald. During that period, the curator and engine drivers were employed by the Goulburn Council, but an unsympathetic majority of Aldermen decided in late 1974, that the council should withdraw their support from the enterprise in the interests of economy.

Behind the scene negotiations, following the closure, were successful and the museum re-opened in April 1975 with Bruce MacDonald continuing as curator-manager and the undertaking renamed the Goulburn Steam Museum. The Museum is now a public company with member-shareholders, leasing the site from the council.

Although the working Appleby beam water works steam pump engine is still the centre piece of the museum, there has been a rationalisation of exhibits since January 1975. The most notable departure of the non rail relics is the Super Sentinel steam wagon which was on loan to the Goulburn Museum. This is now believed to be in the care of the Southern Highlands Transport Museum, but is stored away from their Colo Vale N.S.W. property.

The large single cylinder, stationary Corliss engine, built by Hick Hargreaves in c.1864, has been fully restored and placed in the museum building in the room which once housed the DC electric pumping equipment at the waterworks. The popular "O" gauge Hornby and Bing train collection has been removed to make room for this mill engine.

Since the arrival of the first 2 ft gauge steam loco at Goulburn, the Kiama Fowler, which appeared at the waterworks in 1958, there have been many arrivals and some departures. The following list is a synopsis of these movements, but some details could be incorrect:—

#### AT GOULBURN JUNE 1976

<i>Wheels</i>	<i>Builder</i>	<i>Builders 'No. &amp; Date</i>
0-6-OT	Krauss <i>Ex Gin Gin Mill "Stella"</i>	3423/1897
0-6-OT	Fowler <i>Ex Gin Gin Mill No.5 – To be loaned Possibly to Wauchope Timber Museum N.S.W.</i>	11885/1909 (iv)
0-4-2T	Baldwin-Forney <i>Ex Fairymead Mill No.1.</i>	10533/1889
0-6-0	Hudswell Clarke <i>Ex Gin Gin Mill No.7.</i>	1098/1915



0-4-OT Davenport 1596/1917 (i)  
*Ex Kiama Quarries*

0-4-OT Krauss 5945/1907 (ii)  
*Ex Fairymead No.7. "Jack"*

0-6-2T Perry 5643/51/1-1951  
*Ex Bingera Mill "Perry"*

0-6-OT Orenstein & Koppel 4241/c1910  
*Ex Lake View & Star Mine, Kalgoorlie. W.A.*

0-6-OT Maffel 3677/c1910 (iii)  
*Ex Plane Creek Mill*

# TRANSFERRED FROM GOULBURN BY JUNE 1976

4-6-OT Baldwin 42155/1916 (iv)  
*Ex Racecourse Mill No.5. At a Rydalmere engineering shop being restored for possible venture on Gold Coast, Queensland.*

0-4-2T Decauville 455/1910 (iv)  
*Ex Mulgrave Mill. Believed disposed to Victoria.*

0-4-OT Fowler 16089/1923  
*Ex Kiama Quarries. Preserved privately at Kenthurst N.S.W.*

0-4-OT Krauss 6611/1912  
*Ex Mt. Bauple Mill. Privately owned, being restored at ILRMS, Albion Pk. N.S.W.*

0-4-2T Fowler 16341/1925  
*Ex Tully Mill No.5. At Lachlan Museum, Forbes N.S.W.*

0-6-2T Bundaberg Fowler 4/1952  
*Ex Bingera Mill, "Ralf". At Lachlan Museum, Forbes. N.S.W.*

0-4-OT Krauss 6927/1914 (iii)  
*Ex Corrimal Coal Coy. Privately owned, Gympie N.S.W.*

0-4-2T Fowler 17881/1929  
*Ex South Johnstone Mill No. 10 Privately owned, at Forresters Beach railway, near Gosford, N.S.W.*

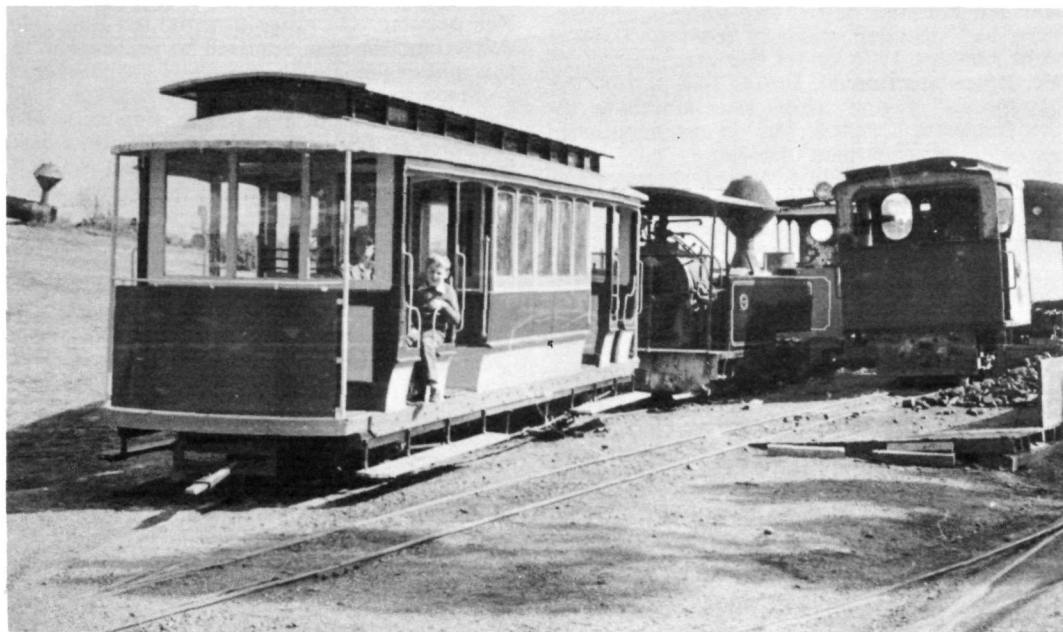
# DELIVERED DIRECT, THROUGH GOULBURN MUSEUM - NEGOTIATIONS NEVER AT GOULBURN.

0-4-2T Fowler 20284/1935  
*Ex Qanaba Mill No.1. Privately owned, to be restored at ILRMS, Albion Park. N.S.W.*

0-4-2T Fowler 16339/1925  
*Ex Tully Mill No.3. At Lachlan Museum Forbes N.S.W. (iv). As identification is difficult, this could be Tully No.4 - Fowler 16340.*

*Former NSWGT "D" class tramcar No.117 at Goulburn steam museum. May 14th, 1976. The Fowler loco 11885 stands in the front of the tram, while Fowler 17881 of 1929 stands to the right.*

*K. McCarthy photo.*



**Notes:**

- i. Constructed from two identical engines.
- ii. One of four Krauss locos on the Goondah to Burrinjuck Dam Railway in N.S.W. 1908 to 1928.
- iii. Chassis, cylinders, wheels and running gear only.
- iv. This information needs to be verified.

The two open four bench toastrack cars built in 1973 at Goulburn on two large four wheel cane truck underframes are also now at the Forbes museum. The Marsden Museum gained title to two former M. & M.T.B. standard gauge, single truck, cable trailer tramcars in 1970, but only one vehicle, No.110 was taken to Goulburn and converted to a bogie 2 ft gauge carriage. The other tram, No.131 is now at the Lachlan Museum, Forbes, on its standard gauge wheels in a decrepit state awaiting restoration and conversion to 2 ft gauge.

Tramcar 110 worked at Goulburn for five years on heavy bogies from the North East Dundas tramway in Tasmania, but these have been transferred to a former N.S.W.G.T. Car No.117 and the cable tram is now running on lighter bogies recently purchased from the Congond Mill in N.S.W.

The N.S.W.G.T. car was a single truck California Combination "D" class, which joined the tramways fleet in Sydney in August 1899 as

No.117. It was fitted with regenerative control as an experiment in 1906, but in 1913 the tram joined the non-passenger service stock roster as No. 112 "S" when it continued to work over the Sydney electric network as a track scrubber car until the closure in 1961. During September 1961 car 112 "S" was sold for private preservation and transferred to a backyard in Castlereag where it stood until 1975, gradually deteriorating under the exposure of the elements.

The body is on loan to the Goulburn museum and after considerable work and expenditure has been retrussed and restored to near original body condition, although the two open transverse tip over seats have been replaced by fixed benches with a somewhat reduced leg room. A smaller, but similar vehicle to this new acquisition, worked on the Goondah to Burrinjuck 2 ft gauge tramway between 1908 and 1928.

During 1975 some track relaying and other site improvements were carried out at the Goulburn Steam Museum under the R.E.D. employment scheme, but this labour was abruptly terminated in early 1976.

*Other references to the Goulburn Museum have appeared in the following editions of this magazine.*

*June 1970, April 1971, August 1971, April 1972, October 1972, October 1973, August 1974, February 1975, April 1975.*

## BIRNEY DISPUTE RESOLVED

The four-year dispute over the provision of a Birney car for the AETM was resolved in a simple ceremony held in Bendigo on Monday July 26, 1976. Former Bendigo car 27 (ex Adelaide 'G' type 303) was handed over to the AETM President, Dr. John Radcliffe, by the Victorian Minister for Fuel and Power, Hon. J.C.M. Balfour. In return, Dr. Radcliffe handed back to Mr. Balfour the control keys of Bendigo Birney car 29 which was originally made available to the AETM by the Minister in October 1972. Action at that time had subsequently prevented the Museum from loading the car for Adelaide.

The dispute was ultimately simplified when the Bendigo Trust obtained possession of the body of car 27 from Maryborough where it had been taken after being scrapped in 1958. With a grant from the Victorian Government, the Trust was able to rebuild the car. As almost all the components from it had been retained at Bendigo, it proved possible to return the car to operating condition. By making car 27 available to the AETM, the Bendigo Trust has been able to stand by the principle of retaining in Bendigo all of the cars which were operating there at the time the system closed.

Credit for resolving the dispute must go to local Member of Parliament, Mr. Darryl McClure the Victorian Premier (Hon. R. J. Hamer), the Secretary of the Victorian Premier's Department (Mr. K. D. Green) and the South Australian Premier (Hon. D. A. Dunstan). Members of the AETM made five journeys to Bendigo at various times to help members of the Bendigo Trust with the reconstruction of car 27. Final refinishing of the car will be done at St. Kilda.

The car was ceremoniously placed in traffic at St. Kilda on Sunday August 8, 1976 by the South Australian Minister of Tourism, Recreation and Sport, Hon. T. M. Casey, assisted by Museum Vice-President Malcolm Butler who had led the original delegation to take delivery of car 29 in Bendigo in 1972.





## M.A.N. ARTICULATED BUS

M.A.N. Automotive recently imported three articulated buses from Germany. One of the leading European bus manufacturers, M.A.N., together with Mercedes and Volvo, is making a determined effort to capture a large share of the Australian bus market. One of these buses has been sold to the Department of the Capital Territory and is being used in Canberra. The other two are being utilised by the manufacturer for demonstration purposes. One of the latter was on loan to the Public Transport Commission of New South Wales from 2 to 6 August, 1976 and was used in Sydney, providing a free service on route 417, Circular Quay to Railway (Country Trains) between 10.30 am and 3.30 pm. It operated from Waverley Depot. The bus was surprisingly manoeuvrable in traffic although it is notable that it did not operate in the peak periods. Painted blue and white to match the new PTC colours it was nevertheless different enough to be noticed by the disinterested public and always carried large loads. (Undoubtedly the free travel helped). The ride was quieter than usual and reasonably smooth but the aisle is too narrow for easy movement when crowded and this would slow the bus down if used on intensive short haul services. This bus has been registered as M 4073. (This is not in the PTC series). O

The three vehicles are of the same design, being model SG192 and appear to be a standard model modified for left hand operation. They are air conditioned and carry 73 seated passengers. Overall length is 55' (17m) compared with an average of 36' (11m) for normal single deckers. The front portion of the bus is carried on two axles and the rear on one. The rear wheels also steer. The two units are joined by a maintenance free mount with axial bearings embedded in rubber. Passengers are able to walk over a turntable which moves as the bus turns.

Motive power is provided by a six cylinder horizontal diesel engine which is coupled to an automatic transmission. This has a high and low range and two speeds are available in both ranges.

## DOUBLE DECKER WITHDRAWN

The last conventional half cab double deck bus built for Sydney has been withdrawn from service and presented to the Museum of Applied Arts and Sciences.

A Leyland Titan OPD 2/14, Chassis No. 511956, it entered service on 4 February, 1954 and was withdrawn on 1 March 1976. The original engine was no.71. This is a 6 cylinder diesel of 55.4 hp and drives through a fluid flywheel and epicyclic gearbox. The rear axle ratio is 6.5:1. It was registered as M 2769, which in usual PTC practice corresponds with the fleet number. Other statistics are:—

Wheelbase:	17'6"		
Length:	27'		
Weight:	8.375 tons		
Body:	Steel frames		
Body:	Steel framed highbridge built by Clyde Engineering, no.100, rear stairs and platform and front door.		
Capacity:	Seated —	Top Deck	33
		Bottom	26
		TOTAL	59
	Standing — (Bottom deck only)		12

## TOWNOBILE

### Electric City Transit System

Tuesday 3 August 1976 witnessed the first public demonstration, in Sydney of the 'Townobile' battery-electric bus. Designed and built in Sydney this bus offers the possibility of a new era in electric city transportation.

Developed over a period of 6 years, the design originated from a Qantas specification for a vehicle to move passengers between remote parked jumbo jets and terminal buildings. When this requirement did not eventuate, the designer, Mr. L. R. Leembruggen, considered other possible applications for the vehicle.

Studies of problems and trends in the Central Business Districts of major cities indicated that the design could be adapted for on-road use in such areas. Much encouragement was given by Federal and State authorities but no firm commitments were received. Despite this reluctance the construction of a prototype vehicle was undertaken as a private venture with assistance by the major material suppliers. As built it is essentially a high capacity, short haul, medium speed vehicle, with performance and availability matched to its intended use. Present batter capacity makes it unsuitable for the higher speeds and longer distances between stops encountered on most suburban bus operations.



*ABOVE: M.A.N. Articulated Bus at the Sydney Opera House during a demonstration to transport officials.(S.M.H.)*

*BELOW: The TOWNOBILE Battery-Electric Bus returns to the Sydney Opera House after its first public demonstration in Sydney on 3rd August, 1976*





A range of sizes will be offered. The prototype, designated model T120 is the largest and offers the best tare/gross weight ratio. The dimensions, gross weight and axle loading are the maximum permitted. Stressed skin mono construction has kept the tare weight down so that it is actually less than the total weight of passengers. This has maximised passenger capacity, range and performance. The crush capacity is almost twice that of comparable diesel buses and equal to that of a tram. Overall length is 40', width 8'2½" and height 8'4½". Design capacity of model T120 is 48 seated and 68 standing, for a total of 116. In the prototype this has been altered to 45 seated and 71 standing. The total remaining unaltered at 116.

The inner and outer skins are of zinc coated, corrugated, pre-painted medium/tensile steel and are continuous from front to rear. Combined with the roof and floor they form a tubular structure that does not require a separate chassis. Sub frames at the front and rear support the wheel assemblies. The ends are one piece fibreglass, the same moulding being used for both. The floor is slightly under 20" high and thus only 2 steps are needed to gain access from road level. This low floor height is made possible by the absence of an engine and transmission. Twin 45kw motors are used and these with their 9:1 planetary gears are mounted in the dual rear wheels. Low profile 1100 x 22.5 types are fitted and also contribute to the low floor height. The batteries, electronic control gear and traction motor blower are located under the seats.

Ergonomically contoured, vandal resistant, fibreglass perimeter seating gives optimum access between the wide twin aisles, separated by stanchions and handrails, and seats. Twin doors are fitted front and rear. Besides housing the wheels, batteries and control gear, the underseat space provides ample room for parcels and luggage. Interior lighting is by center mounted fluorescent tubes. Ventilation is by means of top opening windows and underseat vents. This can be supplemented by roof mounted fans and hatches and heating can be provided by lightweight storage units under the seats which can be charged overnight from a mains supply. Because of the short journeys and frequent stops with doors opening the application of air conditioning was not considered justified. The interior layout is designed for passenger flow, entering from the front and leaving by the rear. Air suspension is used: the air supply is from a high pressure reservoir which is recharged overnight.

Power is supplied by two packs of heavy duty, lead acid industrial traction batteries located in ventilated compartments adjacent to the rear wheels. The packs are connected in series and give a nominal voltage of 96 and have a capacity of 544 amp-hours. The calculated operating range in city service is 3 to 4 hours. The batteries are then readily and rapidly ex-

changed, as no recharging is done on the vehicle. Two sets of batteries are adequate for each vehicle.

Controls are minimal and operation is simple. Acceleration and electric braking is electronically controlled and pre-set limits cannot be exceeded, thus ensuring smooth, jerk free operation. Final retardation is obtained by hydraulic brakes, utilising drums on the front wheels and disks on the rear. One pedal controls and blends both brake systems. It is intended that production vehicles will be fitted with full regenerative braking which will further extend the operating range.

Support facilities have also been designed for the Townobile and are offered as a complete package with the buses. A compact building easily located along the route and known as the Kerbside Service Center is all that is necessary for battery exchanging and recharging, servicing, cleaning and maintenance, which is done on the unit exchange principle.

The demonstration showed that despite its greater length the bus is still manoeuvrable enough for use in congested city streets. It was smooth and comparatively silent in operation, although interior noise was higher than expected; a situation that can be remedied.

Prior to the demonstration authorities in Adelaide, Brisbane, Hobart and Perth had indicated their interest in the Townobile. Following it, the New South Wales Minister for Transport indicated that it would be evaluated for use in Sydney.

The Townobile is manufactured and marketed by Elroy Engineering Pty. Ltd. of Pennant Hills N.S.W.

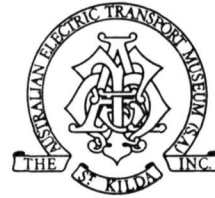
## SPECIFICATIONS

Overall Length	12.190 m
Wheelbase	6.700 m
Front & Rear Overhang	2.745 m
Width	2.500 m
Height	2.550 m
Floor Height	500 mm
Step Height	250 mm
Ground Clearance	210 mm
Turning Circle	22 m
Departure Angle	
Front and Rear	8/12°
Gradeability	10%
Acceleration	5 Kmph/Sec
Maximum Loaded speed	60 Kmph
Weight — Tare	6.55 Tonnes
Gross	14.00 Tonnes

# \* MUSEUM Notes & News \*

from ST. KILDA

*Australian Electric Transport Museum*



## TRAMWAY USED FOR GOVERNMENT RESEARCH

During May and June 1976, an electrolysis research project was carried out using the St. Kilda tramway by the Australian Mineral Development Laboratories under a contract awarded by the South Australian Government. The research arose from a suggestion by the State Electrolysis Committee which includes representatives of various public utilities. Stray currents from the Glenelg tramway are still a matter of some concern and the proposed electrification of the suburban railway system spurred on the need for the project. The St. Kilda site was selected as the area is free from steel pipes and lead sheathed cables. Pipes were laid adjacent to the tramway for the experiment and readings were taken by AMDEL research officers using a range of equipment when the line was being operated.

## RAIL JOINT IMPROVEMENTS

A programme of building up rail joints along the recently renewed section of track adjacent to the Lake was carried out in April and May. The work, carried out by Mark Skinner and Robert Magnussen, has significantly reduced the pitching of cars at speed on the rail joints along this section of track. The welding was done using the M.T.T. per-way welder which has been loaned to the Museum on several occasions.

## SUCCESSFUL MEMBERS' DAY

Many members gathered at St. Kilda on May 29 for the annual Members' Day. The programme commenced with a concerted effort by those present to give all the vehicles a thorough clean and polish. This was followed by a two-hour long refresher training programme for platform staff conducted by Operations Manager Max Fenner. Subsequently many members who are not approved motormen had the opportunity of getting a feel of operating the cars. The day concluded with an evening barbecue at which we were joined by members of the Theatre Organ Society who had helped the Museum earlier in the year.

## TRAM IN FILM

The St. Kilda tramway was recently used in a film made by the Enfield High School Film Club, one of South Australia's leading amateur cine groups. It is understood the scenario involved a group of intrepid explorers lost and dying of thirst, and who happened upon car 282 which was able to rescue them and return them to civilisation.

## GIFT OF SEATS

Warren Burt recently arranged the gift to the Museum of five seats from the Port Adelaide Racing Club. These seats, which were used at Cheltenham Racecourse, are being repainted and are a useful new facility for visitors.

## TROLLEYBUS SHED IN USE

Boxing for concrete sills around the trolleybus shed was prepared in May and the concrete was poured in June. A platform for a tank was also provided to increase the Museum's Water supply. The shed was brought into use on July 17 when double-deck AEC trolleybus 417 was moved inside. The additional height of the shed compared to the earlier tram shed looked very impressive after this vehicle had been installed. Subsequently, the overhead on road 4 of the tramshed where the trolleybus had been located was rearranged to bring the section insulator outside the door to a similar position to that used on the other roads.

*AMDEL scientist Adrian Skinner and George Wenk taking electrolysis readings at St. Kilda as 381 commences another run to the Beach.*



## from BYLANDS

*Tramway Museum Society of Victoria*



### TRACKWORK.

During May and June, a track team from the Puffing Billy Preservation Society spent two Sundays having a "Busman's Holiday" working on our trackage. They concentrated their skills on completing the regauging to the northern yard limit. This involved some mainline work, conversion of the existing railway point to standard gauge and then welding a ramp into the crossing frog to make it suitable for tramway wheels, and narrowing the siding to the Gang Shed. The broad gauge siding, which had been slewed for trolley storage when the Gang Shed was built, was re-gauged on an improved alignment. The siding now curves nicely into the Shed; the railway catch-point was removed and replaced by a standard rail. We certainly appreciated the help the P.B. crew gave us, and were most impressed by their sense of 'professionalism' purpose and 'know how'.

Museum workers have begun spreading extra filling between the rails to provide a walkway for "Charlie" to enable the horse tram to be operated to the yard limit. George Wilcock has rebuilt the north fence, incorporating a wide swinging gate, across the north end of the yard, ready to facilitate further extension of the mainline regauging to "One Tree Hill". Friday 25th June saw a Drot hired to excavate a trench for a further extension southwards of No.2 road. Sleepers were placed the following Sunday, rails positioned and fishplated, and Barry George spiked and aligned the 30m. during the week. Filling was placed and spread to make the surface level with the adjacent car park. The new trackwork provides clear-standing display space for one or two trams so that visitors can see them from the Union Lane entrance. It also allows the workshop area to be cleared when necessary.

### ROLLING STOCK

Following the arrival of our W3 and W4 cars at Bylands, they were washed down and polished externally and cleaned internally. Trolley poles, ropes and destination boxes have been refitted, thus making quite an improvement in their appearance. Brake rigging has been fitted to 673 but 667 still requires this attention. At Malvern, No. 180 has had its lined ceiling repainted and work is now concentrated on scraping down the seats ready for re-varnishing. A final tandem trailer load of parts has been moved from in and around 165 to Bylands for storage. The remainder can be done by station



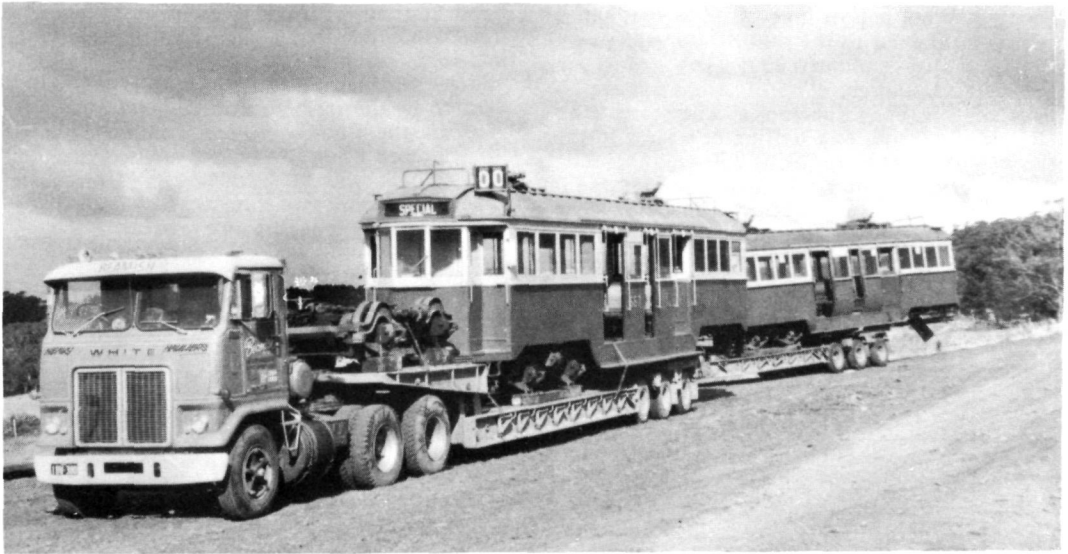
*PBPS members regauging the track to the gang shed at Bylands*

*Hamish Haugh photo*

wagon. More of the exhibition material has been moved to the rooms, while all cars continue to receive periodical cleaning. During the winter months, the Malvern work-parties are being held on Saturday afternoons. Now that regauging at Bylands has proceeded beyond the station area, our 5'3" gauge motor and trollies have become redundant; in fact, they were isolated and out of use in the Gang Shed. Following a chance remark by P.B.P.S. track-gang leader Tony Hutchins, they were donated to the P.B.P.S. who will rebuild them for use on the 2'6" gauge. Having proved invaluable to us during the early establishment days of our museum, it is good to know that they will live on and continue to be of use in the rail preservation field.

### DEPOT

External security lighting has been installed along the east wall and connected into the new switchboard, thus completing the task of lighting the depot and environs. A large vertical drill has been purchased from the M. & M.T.B. and has been re-assembled on a concrete foundation in the workshop. It is believed that the drill,



which is in good condition could have originated from the P. & M.T.T. workshops at Malvern. Two useful items recently purchased from the V. R. are portable, petrol powered, track grinders similar to those used by the M. & M.T.B. One has been repaired and tests on welds in the depot fan indicate it to be satisfactory.

#### SITE IMPROVEMENTS

Members of the Kilmore Apex Club came to Bylands on Sunday, 13th June, and erected the playground equipment which was donated to us some time ago by member Bern Hurren. The three items - slide, see-saw and swing - have been placed on the east side of the mainline opposite the car park. We are most grateful for this outside assistance and hope that the Apexians can visit us again. Two brick barbecues have been built near the car park for use by visitors and members, with rubbish bins being provided here and at the playground area. A scrap timber clean-up has produced quite a pile of firewood for the barbecues!

#### VISITS

Sunday 20th June, saw three bus-loads of passengers from a special tour run by the Rail Coach Touring Club visit our museum site. The visitors were quite impressed with progress, and were most grateful for a hot "cuppa" and light refreshments which were ably dispensed by Carol Webb and Susan Steele. The Riley Car Club included Bylands in their outing on Sunday 18th July, and some 20 immaculate vehicles graced our grounds while their owners cooked a barbecue lunch, strolled around and sampled the horse tram. The same day also saw No.1 rail grinder exchange places with No.192 (bogie cable trailer), and 673 outside the south

W3 667 and W4 673 arrive at Bylands.

C. Gibson photo

end of the Depot with 17 likewise at the north end, as display vehicles. After the visitors had departed, re-arrangement of the cars on No.2 road was completed, as most had been moved already. No.2 road was actually empty for a while for the first time in some three years! With minimal shunting on the mainline, the cars were returned to the Shed and are now marshalled, from the north ("front") end:- 256, 17, 667, scrubber, 192, 299, 673, No.1 road remains:- 34, 36, 680, 467, 22 (body), 21E truck.

#### TV "STAR"

As part of the ABCTV's current programmes, the novel "Power Without Glory" is being filmed and presented in 26 weekly episodes. One small segment calls for some of the cast to board a Melbourne tram, followed by scenes inside the car. TMSV was asked to help by supplying period uniforms and accessories, but advice as to the tram to be used was not heeded. Instead of a "typical" electric tram of the period, the ABC staff selected 'Y' class No.469! a 'one-off', it was built as a tourist car, not a regular passenger service tram; another nail in the historical-accuracy coffin by "Hollywood-type" thinking. No.469 bears about as much resemblance to a 'W' class as a 'Z' class does to a single truck combo! Society member Barry George was selected to drive 469, with a professional actor as Conductor. A generator was placed on board and additional interior lighting fitted to enable the "on-board" scenes to be filmed. The location used was the South Melbourne Football Ground siding. The destination shows "Kew", but, as this was not on the rolls fitted



to 469, it was hurriedly made on the spot. The scene is supposed to take place at Caringbush, which is likened to the suburb of Collingwood. As the period is about 1927, Barry had to get a "short back and sides", and, at the last minute, take off his 1974 spectacles! The scene shows the tram slowing and halting at a stop to take passengers, and then moving off.

The cameras and spotlights were focussed on the centre doorway of the tram, the "stop" mark determined at the front of the car, and 469 backed away to begin rehearsals. After a couple of trials without his "eyes", Barry got his 'night vision' working and pulled up as required. After this filming was completed, the

interior scenes were dealt with, but the car was kept stationary, using spare staff to "rock the boat" in order that a swaying motion would be induced. Apparently the "rockers" put too much enthusiasm into their work as their efforts had to be diminished. Subsequently, Barry ran 469 to the Fitzroy Street terminus to enable the "Sound Crew" to record starts, stops, bells, etc., which will be "dubbed in" as required. The two minutes of film to be screened took nearly six hours of film and record.

All went quite well - the crews even managed to move a 240 volt cable from a generator truck each time a South Melbourne & St. Kilda Beach tram wanted to pass! The episode is No.16 and is due to appear early in October.

## from BRISBANE

### Brisbane Tramway Museum Society



#### **MUSEUM PROGRESS:**

It has been very pleasing to see in the month or two since the Extraordinary General Meeting, at which all members were given the opportunity to air their views on what was wrong with the Museum and how things could be got going again, that work at the Museum has increased remarkably, with a great increase in work party numbers, and a general improvement in the relationships between individual members. One can only hope that this trend will continue in the future; a future that promises much work if our goal of setting up the Museum is to be attained.

#### **CARETAKERS HOUSE:**

Work has now been finished on painting the exterior of the caretaker's house. A large number of members made themselves available to help in the laborious task of sanding down the original paintwork, filling any cracks or imperfections, applying the primer, and the initial undercoat surface, and then final gloss coat. Some members also came to the Museum's assistance by supplying brushes, and scaffoldings, and we are extremely grateful to them for this.

The result of the work is that the house is now sporting a glossy white coat of paint with green trim to match the bushland surroundings of the Museum site, and, whilst work on bringing the interior of the house up to standard continues, at least from the outside the house is no longer unsightly and rundown in appearance. In addition to this work, a one-car steel garage, kindly supplied free of cost to the Society by a Brisbane company has been assembled by that company's employees on the western

side of the house. This has provided the caretaker with covered accommodation for his car, and a temporary lunch-room for work-parties on the weekends.

The outhouse, once a familiar sight in Brisbane, and no doubt, something that no historical Brisbane display should be without, has also received a coat of white paint at the same time as the house. As mentioned in the April Trolley-Wire, these paints were donated at generously reduced prices to the Museum by Berger Paints Ltd.

After discussing rough plans submitted to the Council by the Caretaker on the proposal to build a bathroom/laundry extension at the rear of the house, the Council has obtained advice from the City Council, and is now drawing up a final detailed plan for submission to them before work can begin. In other interior work, the walls of the kitchen have been papered with material generously supplied free of charge by a member.

#### **MUSEUM BUILDINGS:**

Following the excellent work done for the Museum in the terminus area, and up the right-of-way, the Society contracted Roberts Earth-moving to excavate the site for the second depot building. This work, as well as some tree clearing for the installation of 11 KV power, was completed over a two day period in late June. It was pleasing to see the same driver, Noel MADSON, back at work in the Museum grounds, and once again, he didn't let us down. The site graded is approximately four feet below the floor level of the first depot. A considerable amount of filling was necessary to

level the steep slope to the creek at the rear of the depot site. As luck would have it, heavy rain soon after the grading work was finished, will help the compacting of this fill considerably. A small area in front of the second depot site not blocked by the steelwork for the depot was also graded for the laying of the track fan-work. The quality and precision of the excavation work was excellent, and the Society has nothing but praise for the work done by Roberts and of course, Noel Madson. The Society has recently approached Maxwell's of Ipswich, the erectors of the original depot building, and has obtained quotes for the second shed.

Included in the plans for this shed, is the provision of extra-strength upright footings on the first three bays on the northern side of the depot for the eventual installations of a maintenance pit in the depot. Quotes are also being sought for the supply of colorbond wall-cladding for the second depot, and the workshops extension.

While on the subject of the workshops extension, the plan for the extension has been tabled at a recent Council meeting. The extension provides for the enlarging of the depth of the workshops by approximately 10 feet to enable FM and Drop-Centre cars to be totally under cover in the shed, and still leave room for the removal of bogies, and facilitate work on car ends. In the plan, the workshops will also be improved by the installation of rooms for the storage of per-way and electrical equipment, and a security room for such things as brass, while at the rear a meal room will be incorporated. There will also be space for a changing room. Workshop facilities such as storage for

the two buses, work benches, a painting and roof-work trestle, as well as room for lathes and other machinery are also incorporated in the plan. Once formally approved, it is hoped to start work on this extension as a matter of urgency, as restoration work is at a stage where it is being hampered by lack of space in the depot building. Once the second depot shed is erected, and the cars presently stored in the workshops are moved in, it is hoped restoration of 341 and other cars will move in leaps and bounds. In the future it is also hoped that a new workshop will be built, as the present shed is not designed in such a way as to be ideally suitable for this use, but, as other projects also demand the allocation of finance, the new workshop will have to wait for some time.

A quote has been accepted for the supply of guttering and downpipes for the first and second depot buildings. Delivery is expected soon after final details are cleared up, and the amount paid. The guttering will be erected by members thus saving the staggering labour costs accompanying the original quotes obtained.

#### TRACK:

It is in the trackwork department over the last two months or so that there has been the greatest increase in work activity. Cool winter weather, (ideal conditions for such work in the tropics) has encouraged a gang of an average number of 10 or 11 into enthusiastic work. The first main task completed was the joining of the track up to the depot buildings and workshops

*A view of the track curving from the terminus area up the hill, to the depots showing the newly installed point for the the "Y" junction.*



with the pointwork in the terminus area next to McGinn Road. Incorporated in this, was the installation of a double-bladed right-hand point for the eventual triangle junction at the terminus. Attention was also given to the point leading to the workshops. Two sleepers were placed and spiked, and ballast tamped under the rail, to finally complete work on this point.

In the terminus area, both wooden and steel sleepers were laid on the track bed, and grooved rail (for the main line), and 80 lb T-rail (for the secondary and storage line) were brought to the area by the tractor, and placed on the sleepers. Some of these lengths have been bolted together at the time of writing, but work has been concentrated mainly around the terminus pointwork. Using a welder driven from the power-take-off on the Massey Ferguson tractor, the points and associated rail have been welded to the steel sleepers supporting it, and a start has been made on fabricating the first of the several crossings in the complicated track layout. Quite a few holes have been dug for more steel sleepers on the converging double track turnout to the depot area, and a start has been made on the drainage system for the pointwork.

During the last week in July, the temporary track in front of the first depot building, which was originally laid for the Museum Open Day in November 1974 was dismantled, and, using a front-end loader borrowed from the Brisbane City Council for the week-end, the bed for the

fanwork in front of the two depot buildings, and the track as far as the check-railed curve was dug out. As the depots are on different levels the tracks will curve out from the two sheds through the points acquired from Ipswich Road Depot, and then run parallel with the track for the second depot slowly rising to meet and connect with the first shed track just before curving down to the terminus and workshop line. Once the contractors erecting the second shed have completed their work, the laying of this track will begin, but at the moment the area is needed to be clear for the contractors trucks and cranes to move freely up to the depot.

#### **ELECTRICAL:**

The cheque for payment of the installation of 11KV power to the Museum has been forwarded to the Council, and we expect work to begin the moment the B.C.C. can programme it into its work schedule. Tree clearing for the power line was done when the bulldozer was levelling the second depot site. The 240 volt power line to the substation has been placed underground to prevent fouling by the pcle drilling rig. Approximately twenty span poles will be erected by the Electricity Department workmen in addition to the 11KV line, and, to assist the men in this task, the desired location of these span poles has been pegged, and selected poles taken to the locations. Included in these are a number of steel poles in the terminus area.



*Tom Carter photo.*

*The eventual terminus area at the museum showing the sleepers and track laid prior to fishplating and levelling the track*

The poles have had their wood treated with 'Creasote' to prevent deterioration from termites and the base of the steel poles have been painted with red oxide Killrust paint. The transformer which will receive the power (the other being a stand-by transformer) has had its power terminals thoroughly cleaned, and has been painted silver.

#### **MUSEUM GENERAL:**

The Museum is now open to the public on a limited scale as a static exhibit. Inspections are organised at 3 pm each Sunday, with admissions

set at 40c adults and 20c children and pensioners. A specially briefed guide accompanies the tour party around the Museum, explaining the various exhibits and answering questions. The workshops interior has been cleaned out by Traffic Branch staff, and a large number of tramway artifacts of interest to the visitors have been displayed. There is also a book sales area, which does a brisk trade. Recent publicity for the Museum in the Royal Automobile Club of Queensland Magazine, "The Road Ahead", and the Brisbane "Telegraph" and the "Sunday Sun" has boosted the number of visitors remarkably.

### **from CANNINGTON**

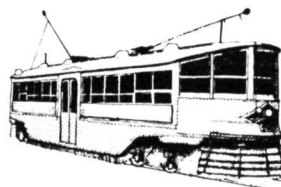
#### Western Australian Transport Museum

As reported in April TW, possession has been taken of the old squash courts. Since then track has been laid in the center bay and Ballarat 31 moved in. The rail was laid on top of the concrete floor and cemented in place.

Sleepers have been purchased and will be used for the depot pointwork, which has been

recovered from the new Fremantle depot. The towerwaggon has been moved from store at Forrestfield to the depot.

Bus operation continues at the Lion Park at Wanneroo, but the shortage of drivers causes some problems. London RTL 547 has been loaned to Channel 7 in Perth for promotional purposes.



*Ballarat 31 in the depot.  
R. Francis photo*



*Cementing in the rail in the centre bay  
of the depot. H.C.Cowell photo*



from **ALBION PARK**

Illawarra Light Railway Museum Society



*Vintage cars and 2ft gauge rolling stock meet at Albion Park on June 13th. The Malcolm Moore Loco and the newly restored Krauss Leyland are seen at the loco compound*

*J. Reynolds photo*

#### MT. BAUPLE KRAUSS

On Saturday May 22nd the underframe of an 0-4-0T, 2 ft gauge Krauss loco (Builder's No. 6611 of 1912) arrived at Albion Park. This is the former Mt. Bauple (Qld) canefield loco which arrived at the Goulburn museum in July 1972 (See "TW" October 1973) after standing disused at the abandoned sugar mill site since 1950.

While in Queensland the loco had been attacked by scrap merchants who cut open the smoke box and the front tube plate to salvage the copper boiler tubes and cut away the big end brasses etc., so by 1972 this unit presented a sorry appearance.

Last year, I.L.R.M.S. member Bob Hague, purchased the Mt. Bauple loco to add to his other two incomplete Krauss relics (B/No.2589 of 1892 and 6927 of 1914). The engine was stripped and the chassis arrived at Albion Park cleaned and painted black, with red lining and traditional German red wheels. Since then the chassis sill under the cab has been replaced and work is now progressing on the renewal of the rear transverse spring mounting blocks.

The boiler will require extensive rebuilding, but the condition of the main shell is better than first thought, while the main bearings, cylinder walls, valve ways, crank pins etc. are in a satisfactory state. Although the reconditioning of the engine will be a long and expensive process, Krauss 6611 will again, one day, steam along a 2 ft gauge track, at the Albion Park Museum.

#### PERRY STEAM LOCO.

Work on stripping the Society 0-6-2T 2ft gauge Perry loco is continuing and this task has reached the stage where the boiler is ready to be lifted from the chassis for retubing and testing. Members have been pleasantly surprised at the general condition of this engine, and all agree that the \$100 purchase price paid in 1972 was money well spent.

#### TRACK CONSTRUCTION

By early July, three parallel 100 ft sidings had been completed in the loco compound, while work was well advanced on the fourth siding road. As fast as these are completed they seem to be filled with rolling stock! The pointwork components on hand have been itemised and plans are now being formulated for the location of the other compound sidings which will make the most efficient use of the available area and available pointwork.



*Unveiling of the name plate on the Krauss-Leyland on June 13th. On the right stands Mr. Sid Wearne, former Newbolds manager of the Thirroul plant, while I.L.R.M.S. driver, Mr. Arthur Moore, stands to the left. J. Reynolds photo*

## KRAUSS LEYLAND RETURNS TO SERVICE

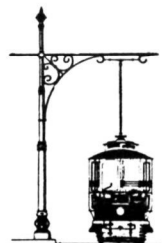
On Sunday afternoon, June 13th the recently restored petrol powered Krauss-Leyland loco (chassis Krauss 2179 of 1889), which was last employed at the Newbold clay quarry at Home Rule N.S.W., returned to regular operation after an official naming ceremony. This was the occasion of a visit by members and friends, with their restored vintage cars, of the South Coast Vintage Car Club, and like the previous Albion Park open day in April 1975, the planned minor event turned into a major occasion with over 300 visitors.

After a barbecue lunch Mr. Sid Wearne, a former manager of the Thirroul plant of Newbold's Ltd., and a well known Wollongong citizen, unveiled a new name plate and declared the loco well and truly back in service. The unit now carries the name "Newbold" to mark the generosity of the Company in donating the vehicle to the ILRMS for preservation.

Throughout the afternoon "Newbold" hauled capacity crowds on two open cross bench flat cars with the Victoria Mill meat wagon in the rear, giving free rides to the well wishers and visitors. The ex SEC of Vic. Malcolm Moore loco, attractive in its new colour scheme, as well as the Lloyd-Hartnett rail tractor assisted in the events of the afternoon.

## from LOFTUS

South Pacific Electric Railway



## CAR NEWS:

During July work commenced on modifications to the frames of the Melbourne W2 type bogies to be used under R1 1573. This car is at present sitting on the spare bogie at one end and a W2 bogie with modified bolster at the other.

Work on the roof of LP 154 has been continuing, but removal of the many layers of old canvas is proving difficult and time consuming. The bottom layer is the original applied when the car was built as an F in 1900. The extension to the roof when converted to an LP is clearly visible. The roof will be re-canvassed and the gutters will be fibreglassed as on 180 and 1740.

On 3 July, 1976, the King Street cable trailer obtained from the Steam Tram and Railway Preservation Society was delivered to the museum. This car is believed to be No.3 which later became breakdown trailer 3's' and was used on the Sutherland to Cronulla steam tramway from whence it was obtained sometime before

the line closed in 1932 and was taken to Lilli Pilli. It was rescued from here in 1968 and stored at a bus depot at Jannali. The car is in rather poor condition, with the roof and platform missing from one end and required bracing internally before being moved. Built by Hudson Brothers in 1894 it is the oldest and smallest car at Loftus.

## GENERAL NEWS:

The small pit in 1 road in the depot has been extended. The work was initiated by hand, but was later completed by a hired backhoe. Work has also been completed for a sump, but final lining will be deferred until the drier summer months.

The long overdue replacement of the worst of the original sleepers on the main line has been carried out.

An LCL container has been obtained and placed in the side yard, where it will be used

#### TROLLEY WIRE

as an overhead storeroom. A sand bin has also been obtained.

Early in July, the Department of Main Roads closed off the opening in the median

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strip of the Princes Highway opposite Lady Rawson Avenue and thus hampered access to the Museum. This is in line with their policy of restricting access to main roads and creating priority roads and clearways.

*The cable trailer is loaded for its journey to Loftus.*

*Bob Harvey photo.*



## City Section

NEWS OF THE MELBOURNE & METROPOLITAN TRAMWAYS BOARD

The latest 'Z' class car in service is No.45, while the body of No. 53 has been received from the contractors. North Fitzroy tram depot has reverted to being a sub-unit of East Preston Depot as far as rolling stock is concerned. Consequently, 'Z' class cars 'float' between the two locations as required by maintenance and washing schedules (as in W6 and W7 car days). All recent new cars have entered service from North Fitzroy Depot. Some 20 to 25 'Z's appear to be at East Preston Depot, but it is believed that only about 16 are in service at any one time.

All the W3 and W4 class trams have been either allocated for preservation by the MMTB or sold as bodies, except No. 660. Possibly the biggest surprise has been the Board's decision to keep Nos. 662 and 665 for special purposes.

SW5 class-leader 840 has recently completed a major overhaul at Preston Workshops, which included removal of the upholstered longitudinal drop-centre seats and pipe railings and their replacement with standard back-to-back uphol-

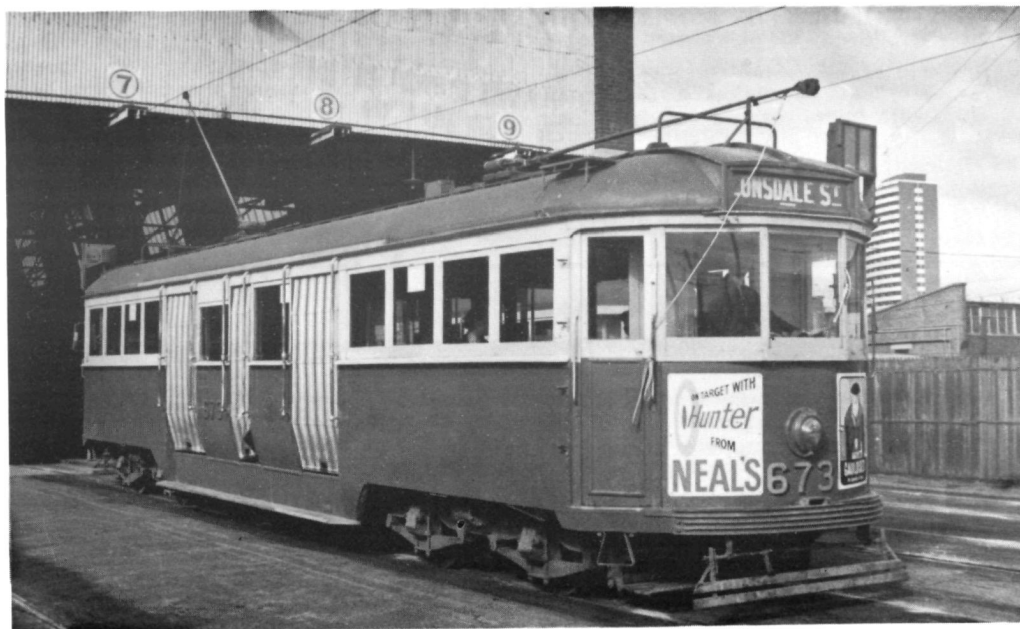
stered seats, lining of the ceiling and sundry lesser 'modernisation' work.

W5 cars 750 and 751 are to lose their PCM control equipment at long last. Many rumours to this effect have circulated during the last 20 years or so, but it is official at last. They will receive RC2 control equipment, possibly from withdrawn W2 class cars.

The concrete re-lay in Gilbert Road, West Preston, from Miller Street to Jacka Street, was completed about early July, and attention focussed on High Street, Malvern, from Glenferrie Road to Tooronga Road. The 'down' track was first taken in hand, and work will cover both tracks to Burke Road before the job is finished. By late June, the single track in Pilkington Street and Barkly Street (half way to St. Georges Road), North Fitzroy, had been removed and the roadway re-instated. A spur siding of some two car-lengths of straight track now trails west off the main West Preston line at this location. The 5½ inch high concrete edging along the east (inbound) tram track in Nicholson Street, Fitzroy, was replaced in late

May by 3½ inch high lengths. They give more clearance to Z-car body skirts and motor vehicles and are easier for pedestrians to negotiate. The two pedestrian overpasses at Essendon airport are reported about complete, and associated roadworks have been started.

*W4 car 673 at South Melbourne Depot before its transfer to Bylands.  
D.Clark photo.*



*LOWER PHOTO: Y car 469 at the South Melbourne Loop awaiting the arrival of the A.B.C. television crew to film a scene of 'Power without Glory' on 13th June 1976.  
C.Gibson photo.*





## COTMA NEWS AND NOTES

Following considerable discussion at the recent Sydney Conference, a series of mature resolutions were passed by delegates concerning the distribution of cars and equipment from Melbourne. The texts of these resolutions were conveyed to the Secretary of the Melbourne and Metropolitan Tramways Board, Mr. Aird immediately following the conference.

Subsequently, the COTMA Chairman, Dr. John Radcliffe led a delegation to discuss these resolutions with Board officers. He was assisted by TMSV COTMA Delegate Keith Kings and BTPS Delegate Bill Jessup. Following these discussions, certain proposals are to be considered by the Tramways Board. It is likely that COTMA will be playing a significant role in

the future in co-ordinating the requests for parts by Museums to the Board.

COTMA Executive Officer Bill Kingsley is currently overseas. He will be holding discussions with a number of museum groups, and will be continuing investigations into proposals to import Brill 21E types trucks from overseas.

Following discussions at the Sydney meeting, an Expert Panel on Tramway Museum Safety standards has been established in Sydney. Convenor is Mr. David Rawlings. Other members are Mr. Bob McKeever (SPER), Mr. Peter Stock (STRPS), and Mr. Noel Gipps who will be a corresponding member from Victoria with a special brief on safety and electrical matters.

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## ANNOUNCEMENT

The Light Railway Research Society of Australia wishes to announce the formation of a N.S.W. Division of the society. The next meeting is to be held on 27th October 1976 at 7.30 p.m. in the Conference Room, Rechabite House, 85 Campbell St., SURRY HILLS.

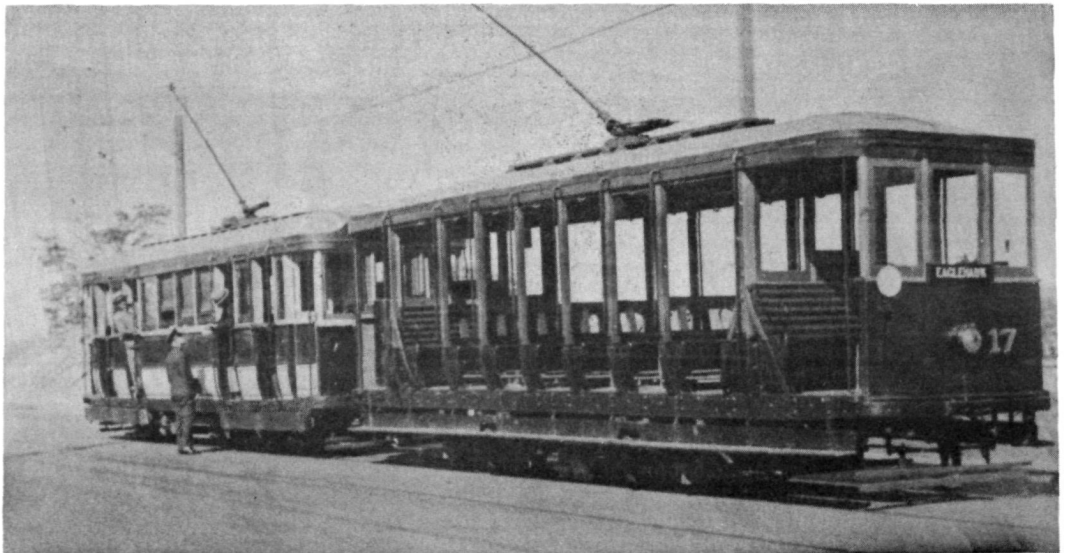
After each meeting some entertainment will be held, followed by coffee/tea and biscuits

Intending members are welcome and for further information should contact

Hon. Secretary,  
L.R.R.S.A.-N.S.W. Division,  
P.O. Box 290,  
BURWOOD N.S.W. 2134

Members receive a quarterly magazine 'LIGHT RAILWAYS' which deals with past and present light railways and bush tramways in Australia.

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## LOOKING BACK....

Toastrack car 17 and (ex Melbourne 'R' type) No. 22 at Hayes street loop on the Eaglehawk Line. BENDIGO. Car 17 carries the 'car following' disc used when more than one tram traversed the single track sections to make a division, 12th April 1941.

Late W. Jack photo.

## MUSEUM DIRECTORY

AUSTRALIAN ELECTRIC TRANSPORT MUSEUM (SA) INC.  
St. Kilda, South Australia.

Trams - Trolley Buses - Electric Locomotive

Trams operate Sundays & Public Holidays 2 - 5 pm. No public transport available. Interstate visitors please contact the AETM if transport required.

In emergency phone (08) 297-4447

Correspondence: The Secretary,  
AETM (SA) INC.,  
Box 2012 GPO.,  
ADELAIDE, S.A. 5001.

BALLARAT TOURIST TRAMWAY  
Ballarat Botanic Gardens, Wendouree Parade, Ballarat, Victoria.  
(Ballarat Tramway Preservation Society Ltd)

Tram Rides - Static display of trams, photos  
- Sales Department etc. -

Operates Saturdays, Sundays and Public Holidays (Christmas Day excepted) and most days during Victorian School Holidays and the Ballarat Begonia Festival 11 am - 5 pm.

Telephone Tram Depot (053) 34-1580,  
Bungaree House (053) 34-0296

Correspondence: The Secretary, B.T.P.S.  
Box 632, P.O.,  
BALLARAT, Vic. 3350.

BRISBANE TRAMWAY MUSEUM SOCIETY  
McGinn Road, Ferny Grove, Queensland.

Static Display of trams and trolleybuses

Correspondence: The Secretary, B.T.M.S.  
McGinn Road, Ferny Grove,  
QUEENSLAND. 4055.

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY  
Albion Park, N.S.W.

Inspection of exhibits by arrangement, phone (042) 71-3707

Correspondence: The Honorary Secretary,  
Box 1036, P.O. Wollongong.  
N.S.W. 2500.

STEAM TRAM & RAILWAY PRESERVATION (CO-OP)  
SOCIETY LIMITED  
Parramatta Park Steam Tramway, Parramatta, N.S.W.

Steam Trams are operated on the 3rd Sunday of every month, from 1.30 pm to 4.30 pm.

The Society possess 1 steam tram motor, 2 steam locomotives and 5 various trailer cars.  
The surrounding parklands are suitable for picnics, barbecues, etc. and contain historical buildings.  
Public transport is available. Rail to Westmead station then walk across parklands to the depot.

Correspondence: (SAE would be appreciated)  
The Secretary, S.T. & R.P.S.,  
Box 108, P.O., Kogarah,  
N.S.W. 2217.

SYDNEY TRAMWAY MUSEUM  
Princes Highway, Loftus, N.S.W. (South Pacific Electric Railway Co-op. Society Limited).

Electric Trams from N.S.W., Queensland and Victoria.

Tram rides Sundays & Public Holidays (except Christmas Day and Good Friday) 10.30 am to 5.00 pm.

5 minute walk south from Loftus Railway Station.

Correspondence: The Secretary, SPER,  
Box 103 G.P.O., Sydney  
N.S.W. 2001.

VICTORIA'S TRAMWAY MUSEUM,  
Union Lane, Bylands, Victoria.  
(Tramway Museum Society of Victoria Limited).

Horse tram rides, museum site, trams, photos and other items on display, Sundays 11.00 am to 5.00 pm.

Correspondence: The Secretary, TMSV,  
Box 4916, Mail Exchange,  
MELBOURNE, Victoria. 3001.

WESTERN AUSTRALIAN TRANSPORT MUSEUM (INC)  
Bus Operation, Bulls Lion Park, Wanneroo, W.A.  
Tramway Museum, Cannington, W.A.

Correspondence: The Secretary,  
Box 33 P.O., Maylands.  
W.A. 6060.

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

## THE NSW STEAM PRESERVATION CO-OPERATIVE SOCIETY LIMITED

*present*

## THE THIRD ANNUAL STEAM RALLY

*at*

Gordon Avenue, INGLEBURN, N.S.W.

*on*

**SUNDAY 3 OCTOBER, 1976**

*and*

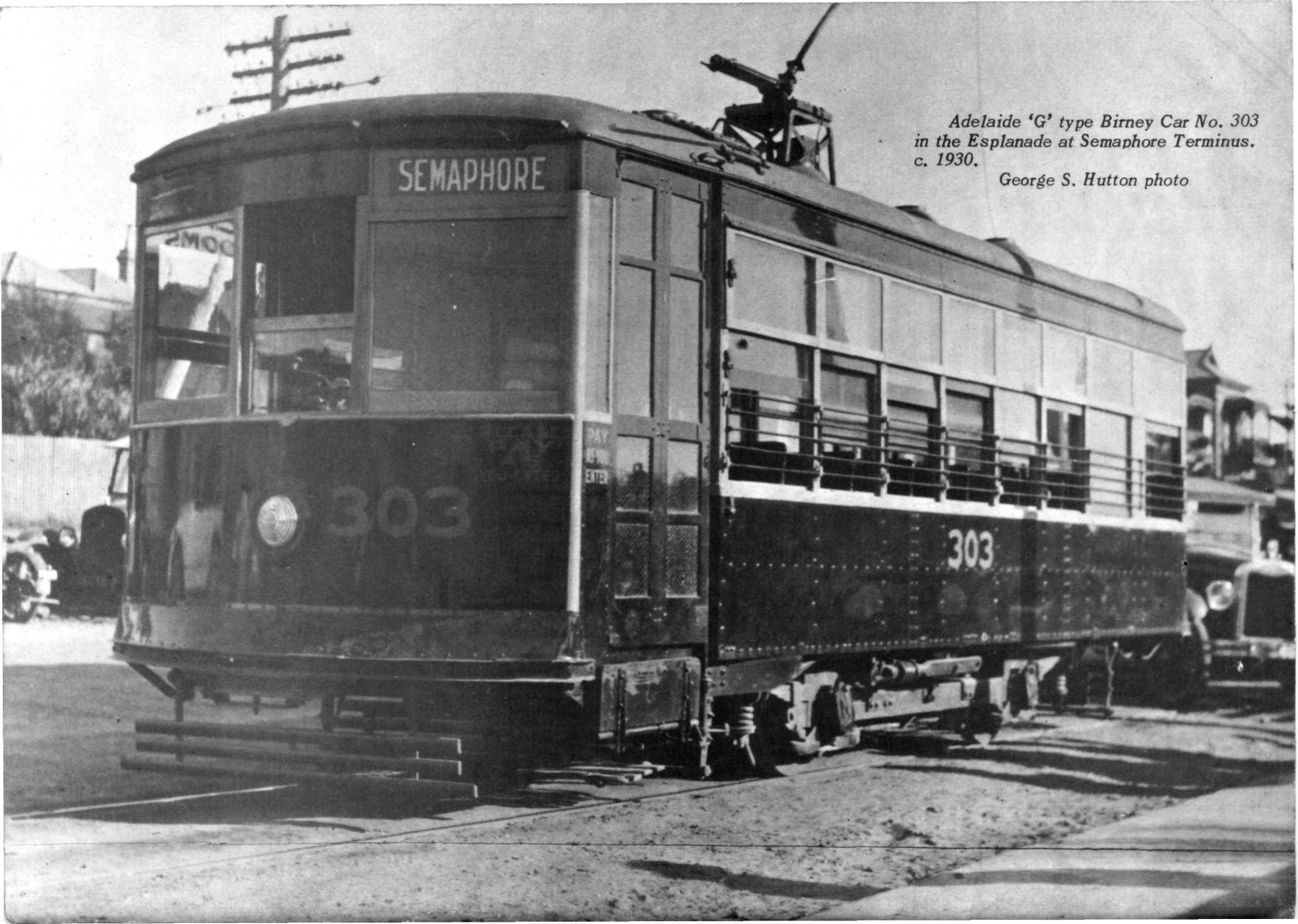
**MONDAY 4 OCTOBER, 1976**

*from 10.30 am*

**Traction Engines - Steam Rollers - Portables**

Something for all the family to look at and ride on.

<u>Admission:</u>	Adults	80c
	Children	20c
	Family	\$2.00



Adelaide 'G' type Birney Car No. 303  
in the Esplanade at Semaphore Terminus.  
c. 1930.

George S. Hutton photo