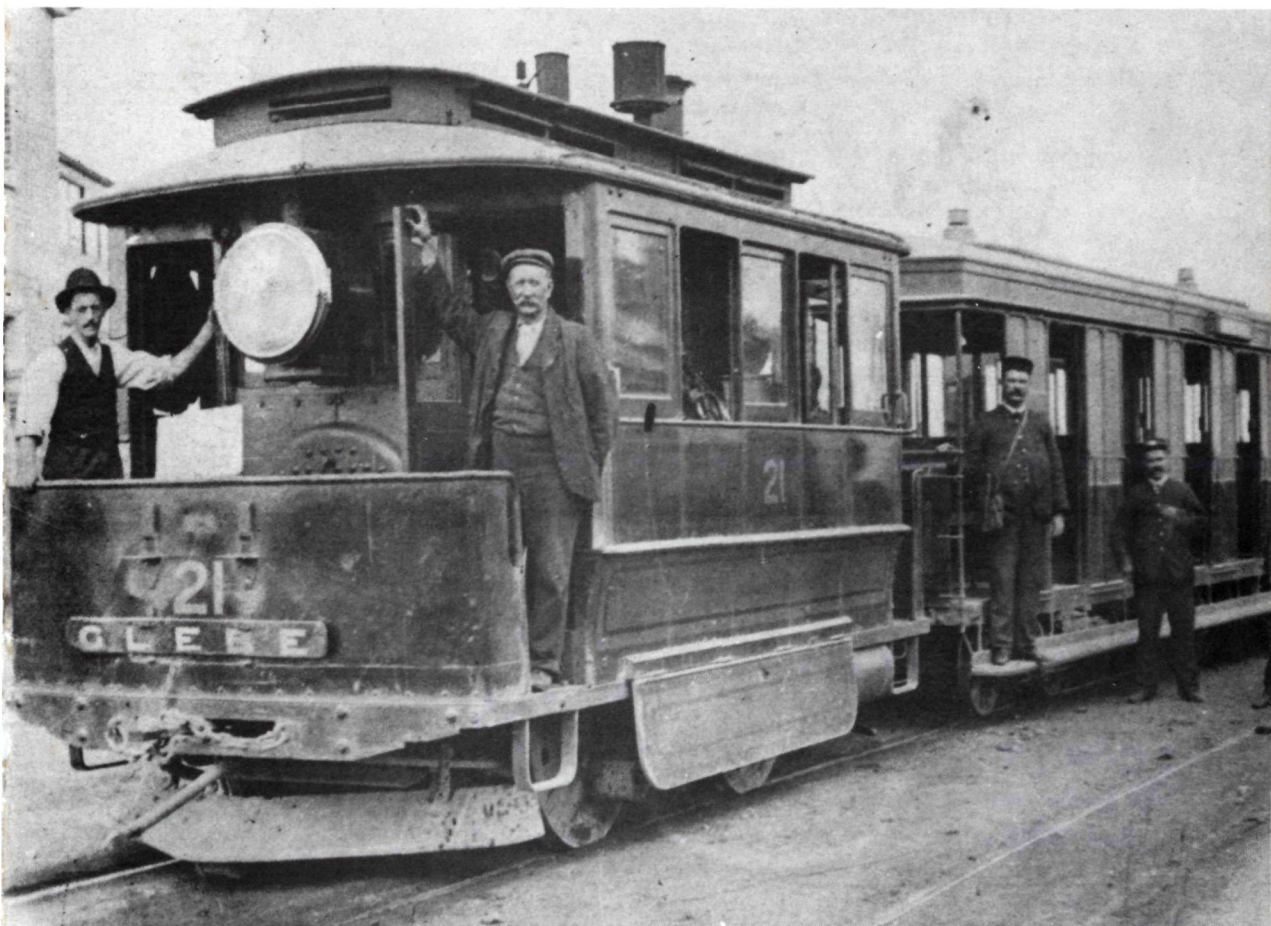


TROLLEY WIRE

25

Journal of
AUSTRALIAN TRANSPORT MUSEUMS

NUMBER 168
FEBRUARY, 1977



NEWCASTLE TO PLATTSBURG BY STEAM TRAM

Registered for Posting as a Periodical - Category B

TROLLEY WIRE

Journal of

- Australian Electric Transport Museum
- Ballarat Tramway Preservation Society
- Brisbane Tramway Museum Society
- Illawarra Light Railway Museum Society
- South Pacific Electric Railway
- Steam Tram Preservation Society
- Tramway Museum Society of Victoria
- Western Australian Transport Museum

FEBRUARY, 1977

Vol 18. No. 1 Issue No. 168

\$1.00 (Recommended selling price.)

This magazine is published in February, April, June, August, October and December by the South Pacific Electric Railway, Loftus, and printed by Lynaul Press, Panania.

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TROLLEY WIRE should be addressed to:-

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P.O. Box 103,
Sutherland, N.S.W. 2232.

Subscription Rates:-

Members:- \$5.00, per annum.

Non-member Subscribers:-

In Australia - \$5.50 per annum

Overseas - Price on Application.

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NEXT ISSUE

MELBOURNE FIFTY YEARS AGO
AND

MORE SILVER-ANNIVERSARY
ARTICLES
PLUS

More Notes and News etc, from
around Australian museums.

FRONT COVER

Motor 21N and a "C2" type trailer at Parnell Place, Newcastle, about to depart for Glebe, C.1902.

K. Magor collection

SUBSCRIPTION RATES

The subscription rate for Trolley Wire has been held steady for the past two years in the face of rapidly increasing costs. We are, however, unable to do this any longer and must reluctantly increase the rates. The increases are only small and well below the rate of inflation for the period. The rates for 1977 will be:-

Members - In Australia \$5.00

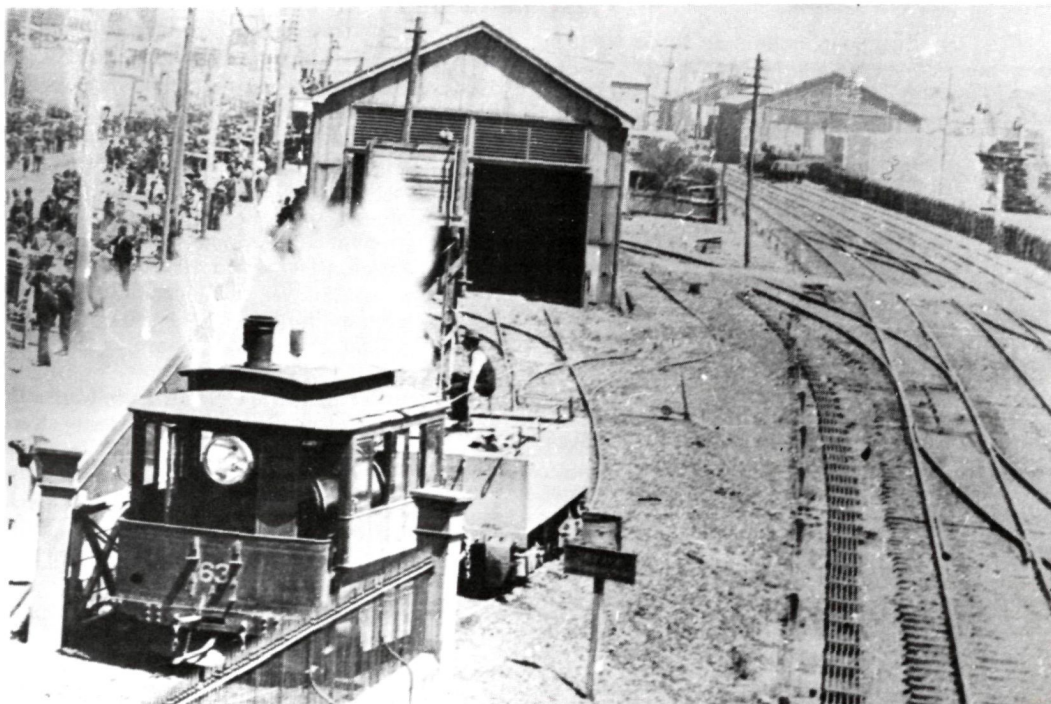
Non Members - In Australia \$5.50

Overseas rates on application.

Silver Jubilee.

During this Silver Jubilee year of "Trolley Wire" the Editorial Committee intends publishing major articles on transport topics to mark the occasion. The basis for one such article later in the year will be the transport scene in Australia, as it was in 1951/2. Readers with photos of this period suitable for publication, especially dealing with the Western Australian and Tasmanian systems of transport, should contact the Editor, "Trolley Wire", P.O. Box 103, SUTHERLAND. NSW. 2232.

DEADLINE for next issue; 31st MARCH 1977, all copy must be in the hands of the editor on or before this date.



NEWCASTLE TO PLATTSBURG BY STEAM TRAM.

The Trials and Tribulations of 1887.

By K. McCarthy

This February 1977 issue of "Trolley Wire" marks the 25th anniversary of its founding, while this month also marks the Silver Anniversary of the reign of Her Majesty Queen Elizabeth II. In fact, as related in these pages before, the first issue of "Trolley Wire" was being prepared and printed as news was received of the death of King George VI, thus, as an historical curiosity it was prepared during two reigns, at a time when Elizabeth II was elevated from the role of Heir Apparent to Heir Presumptive.....

In modern times, during the period of the Sovereign's Silver, Golden or Diamond Jubilee, major public works were usually completed and thrown open to co-ordinate with the general public demonstrations and rejoicing. For example, the Illawarra Railway in N.S.W. was opened to mark the 50th or Golden Jubilee of

Queen Victoria's reign in 1887 and the main road crossing at Wollongong is known to this day as "Jubilee Bridge", while in 1897, during the Diamond Jubilee celebrations, Brisbane's electric tramway services were inaugurated. Unfortunately nothing as spectacular or as useful to the general public is being inaugurated on this Silver Jubilee period.

A major public utility planned to be opened in time for Queen Victoria's Golden Jubilee celebrations, on June 21st 1887, was the Newcastle to Plattsburg steam tramway, but due to certain trials and tribulations a month was to pass before the long awaited event took place. This article is the brief story of the "non-event" of that far off Jubilee period in 1887.

Steam motor 63A and an "X" type water sprinkler car wait in the original Newcastle Depot yard at Perkin St. in 1905, as a procession passes in Hunter St.

K. Magor collection.

Settlement and Early Newcastle Development.

The first European people to settle what is now the Hunter Valley of N.S.W. were cedar cutters employed by Sydney Merchants. These timber getters entered the area soon after the discovery of the Hunter River mouth by Lieutenant John Shortland in 1797. During Shortland's brief visit on September 9th, 1797, he found water and discovered coal seams. The removal of coal commenced in 1799 and between 1804 and 1823 convicts were employed in coal mining and lime burning on the banks of the Hunter River on the site which later became the commercial centre of Newcastle. (1).

The Australian Agricultural Company was formed under Royal Charter in 1824 and received substantial land grants in New South Wales. In 1826 this A. A. Coy. commenced agricultural and pastoral operations near Port Stephens, but this venture did not prosper at first to the extent expected. Concurrently with this project the Company received a grant from the British Government of almost 2,000 acres in the Newcastle area for coal mining, as well as a 31 year monopoly of this industry. This included the assets of the government owned coal mines. The A. A. Coy's colliery undertaking was formally opened on December 10th 1831 when the SS "Sophia Jane" was loaded with coal, delivered to the riverside by a new funicular railway linking the loading staith with Cook's Hill mine, passing across Hunter St. on a low timber bridge at the present Brown St. intersection. (2).

The A. A. Coy's grant was bounded by Maitland Rd and Blane St. (now Hunter St. West) to the north; Brown and Terrace Sts. and Bar Beach to the east; Bar Beach Ave. and Glebe Road to the south; Chatham Rd, Nelson and Ida Sts. to the west, an area which was to later make up most of Newcastle's central suburbs. In 1844 the Brown family (later J & A Brown interests) unsuccessfully challenged the A. A. Coy's monopoly in court, and although this failed, a government enquiry eventually broke the monopoly in 1852 and opened the way for Brown to exploit a Maitland colliery, and others to generally develop the Hunter Valley coal industry.

By 1850 the population of the Newcastle district still only approximated 1,500 but as the infant mining industry developed in the region, so adjacent villages were established and these isolated communities later linked to form the suburban and outlying town areas of Newcastle. By 1860 the communities of Stockton,

Wallsend, Waratah, Minmi, Carrington (Bullock Island), Lambton and Hamilton has been established, while Honeysuckle developed when it became the workshop area and terminus for the Newcastle to East Maitland railway which opened on March 30th 1857. During 1858 the railway was extended at both ends; through the A. A. Coy's waterside coal loading area to Watt St. Newcastle on March 19th and to West Maitland on July 27th. (3).

This government railway also linked the mining communities of Waratah and Hamilton with the commercial and shipping centres, while a private branch railway to Wallsend, opened in 1861, was also worked by N.S.W. Government Railways locomotives. A further branch railway from East Maitland to Morpeth, the then head of navigation for sea going ships, opened on May 2nd, 1864.

Newcastle was incorporated as a Municipality in 1859, East Maitland in 1862 while West Maitland followed in 1863. During the 1870's and 1880's eleven suburban municipalities were constituted, while central Newcastle was proclaimed a city on March 20th 1885. (4)

Although the railway captured much of the shipping trade between Newcastle and Maitland after 1857, it was not until the next decade that regular public road transport was established.

Public Road Transport.

In June 1868 Mr. Joseph Hollinshead became the proprietor of two horse cabs which worked for hire in Hunter St. Newcastle. In November Mr. John Robinson received a locally made hansom cab constructed by Mr. George Cordy, a coach builder and wheel wright of Hunter St., at a cost of £100 (\$200). The Municipal Council had power vested by the relevant acts to control all licences, fares and stands for such vehicles operating for hire. In June 1932 the last horse cabs gave way to the motor age when Dick Probert and the Nash Brothers turned their horses out to pasture. (5)

By the early 1870's, horse buses were linking the mining communities with Newcastle, especially those avoided by railways, or areas served by irregular or round-about train routes. Mr. Peter James operated the Newcastle to Minmi via Wallsend horse bus line, and his son Tom, later worked branch services to West Wallsend, Killingworth and Cockle Creek at which time the fleet reached a maximum of 40 buses and 200 horses. In 1867 Mr. Thomas Tudor inaugurated a local Hamilton to Newcastle bus route; Mr. Hubbard launched a bus service to

Lake Macquarie in 1879 while Charles English opened the Tighes Hill run and Bailey's worked to Carrington (Onebygamba).

The success of the Sydney steam tramways, introduced in 1879, caused agitation in the coal city for this facility to be provided through the district. By the late 1870's the population of Newcastle had reached 20,000 and this continued to expand through the 1880's.

Tramway Construction.

During July 1885, approval was granted for trial bores to be made along a proposed tramway route between Plattsburg and Newcastle at a cost of £300. This resulted in a contract being awarded to Messrs. Johnson and Billing during March 1886 for the construction of a 4'8½" gauge tramway 7 miles 31 chains in length, passing through Honeysuckle, Hamilton, New Lambton and Lambton. The original specifications provided for 45 lb. plant being used in track construction but this was increased to 70lb. rails, bringing the total cost to £34,150-11-7d. The completion date of January 31st 1887 was written into the contract. (6).

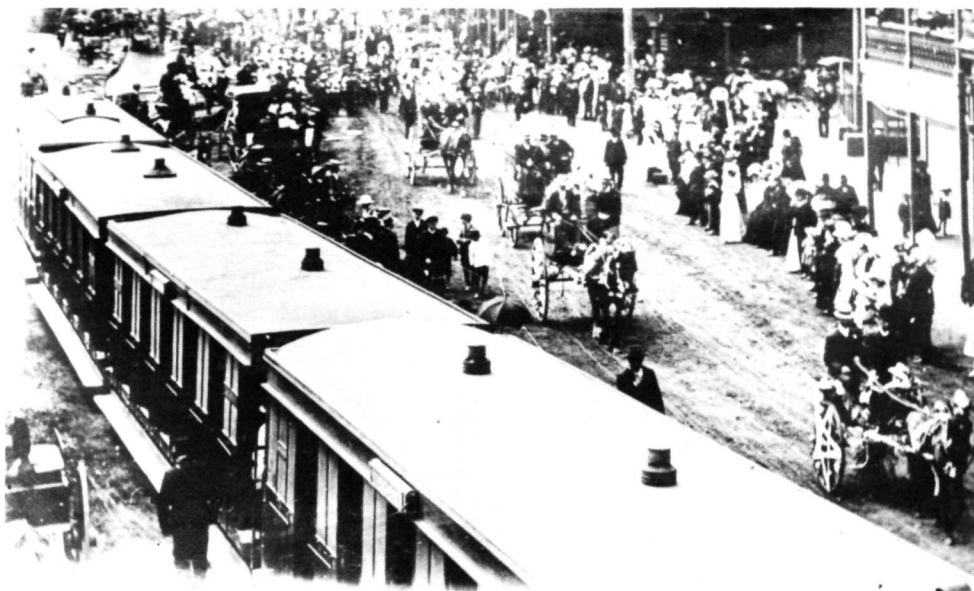
The opening was delayed by some seven months due mainly to a deviation required from the planned route owing to mining activities, while alternative plans had to be formulated for the terminal at the Newcastle end of the line and various entry routes into the town of Plattsburg had to be investigated. (7).

Terminal Arrangements.

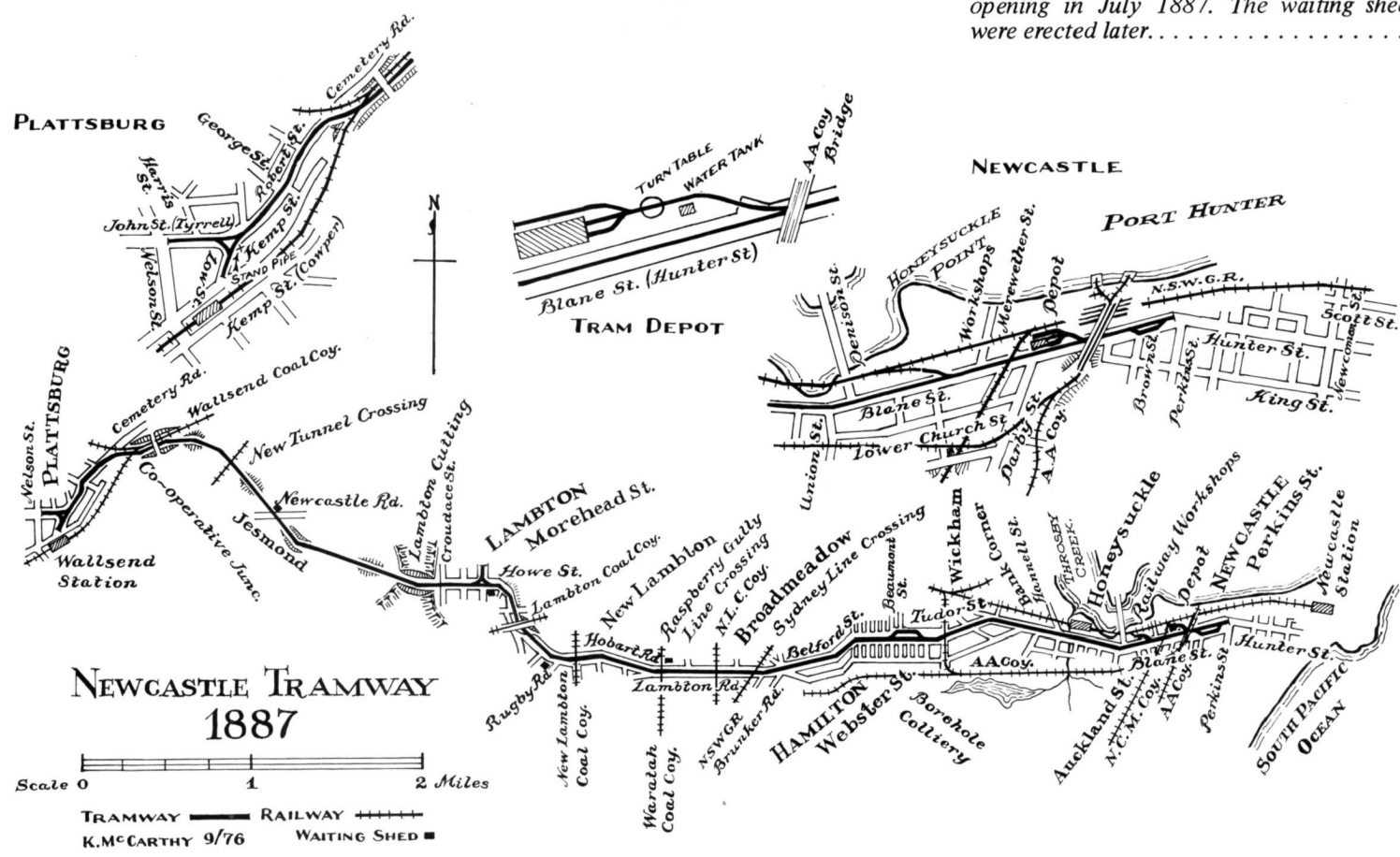
As the Plattsburg tramway was to be worked by self contained, eight wheel steam trams, with the boiler and engine units mounted on and powering the front bogie, reversing facilities had to be constructed at the terminals as well as at any intermediate turn back point.

The Newcastle terminus was sited at the corner of Perkins and Hunter Streets in Blane St. (now Hunter St. West), the planned turning facility being a triangle siding south of the main line in to Brown St. A deputation consisting of Mr. J. Fletcher M.L.A., a leading force in having the tramway constructed, businessmen Messrs. F. Ash and W. Winn and other civic and business identities, was held on Saturday April 16th 1887 when construction activities were approaching the terminal area. This meeting voiced alarm at the plan to have trams shunting into the small residential street during day and night, cutting across the main stream of road traffic. As an alternative, however, this group proposed the construction of a turntable in the nearby tram depot yard where the single ended

Four trailers of a Plattsburg tram are seen here on the "down" track at the Hunter St/Scott St. intersection, as a procession passes c.1905. The closest trailer is a truncated "C1" type, followed by two uncovered "C1" types and a more modern "C2" car at the rear.
K. Magor collection



Track map of the Newcastle tramways at the opening in July 1887. The waiting sheds were erected later.



steam cars would be reversed off the public thoroughfare. On April 22nd 1887 the Town Clerk received a letter from the Minister for Public Works, informing the council that this alternative arrangement had been adopted.(8).

The Newcastle terminus fell short of the main business district in Hunter St. (east of Perkins St.) due to the crowded condition of that single city thoroughfare. Parallel Scott St. had been closed between Perkin St. and Newcomen Street as the railway facilities gradually expanded in that area after 1858, while the other parallel street to the south, King St., was beyond the reach of most horse drawn vehicles due to the very steep nature of the topography. On top of this, the tramway terminal was spanned by a wrought iron plate girder bridge which carried the A. A. Coy coal railway tracks across Blane St. (Hunter St.) and the government railway to the riverside coal loading staiths.

The first timber bridge near Brown St. was officially opened on December 10th 1831 being fitted with an opening span to allow the passage of street traffic from Hunter into Blane Streets. In 1841 this structure was replaced by a second wooden bridge, located further to the west, and although high enough not to require an opening span, it was, never the less, only 9 to 10 ft above the roadway, causing the occupants of most horse drawn vehicles to duck their heads when passing under it. (9).

The third and final bridge was a three span wrought iron structure, crossing the roadway with two spans and the railway tracks with a third a distance of over 160 ft. The plate girders were built by Robert Stephenson and Coy of England, (Builder's No. 34) and erection commenced in 1863. The new bridge, and reconstructed staiths, were available for traffic on January 3rd 1865, and three months later the wooden structure was demolished, giving this part of the main thoroughfare a more generous headroom clearance of 15-16 ft.

The A. A. Coys coal handling activities were terminated in this area in 1920 enabling the old staiths and the iron bridge to be removed during 1921, just in time for the electrification of the Newcastle tramways.

At the Wallsend-Plattsburg end of the tramway four schemes were considered to enable the tramway to reach the town centre:- (10)

1. The tramway would enter the town area parallel to the Wallsend railway next to what is now Cowper Street, and after passing Wallsend station, would cross the railway tracks and swing northwards into the residential

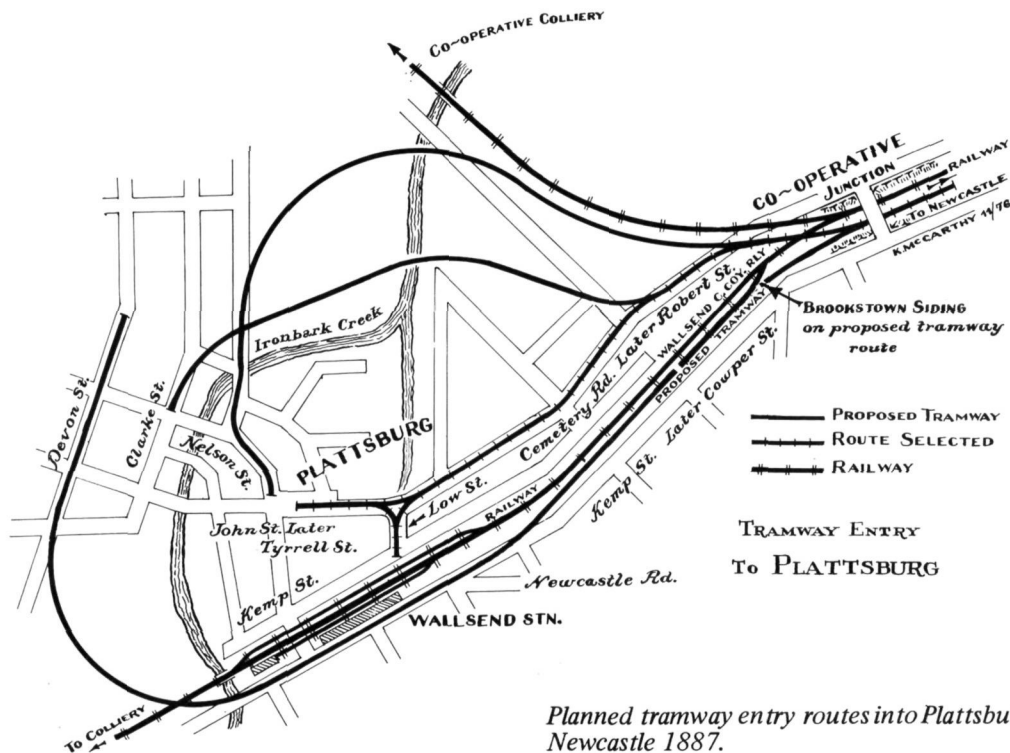
area along Devon Street.

2. The tramway could cross the Wallsend Coal Coy. railway at the Co-operative Junction and follow the Co-op Colliery branch railway until Nelson St. could be entered through Lemongrove.
3. The third scheme envisaged the tramway entering town along Cemetery Rd. (Robert St.) followed by a traverse across open ground which now forms Plattsburg Park, to terminate in Clarke St.
4. The final proposal, and that eventually adopted, would follow Cemetery Rd. (Robert St.) after crossing the Wallsend railway, to terminate on level ground in Tyrrell St. (Then known as John St.) at the Nelson St. corner.

The first scheme was rejected due to the screens of the Brookstown Colliery blocking the way; the second route was abandoned due to protests voiced by Messrs Brooks and associated colliery interests; the third approach was considered dangerous as the tramway would terminate at the foot of a steep hill. The last and adopted route provided a safer and convenient location for the terminus.

Rolling Stock.

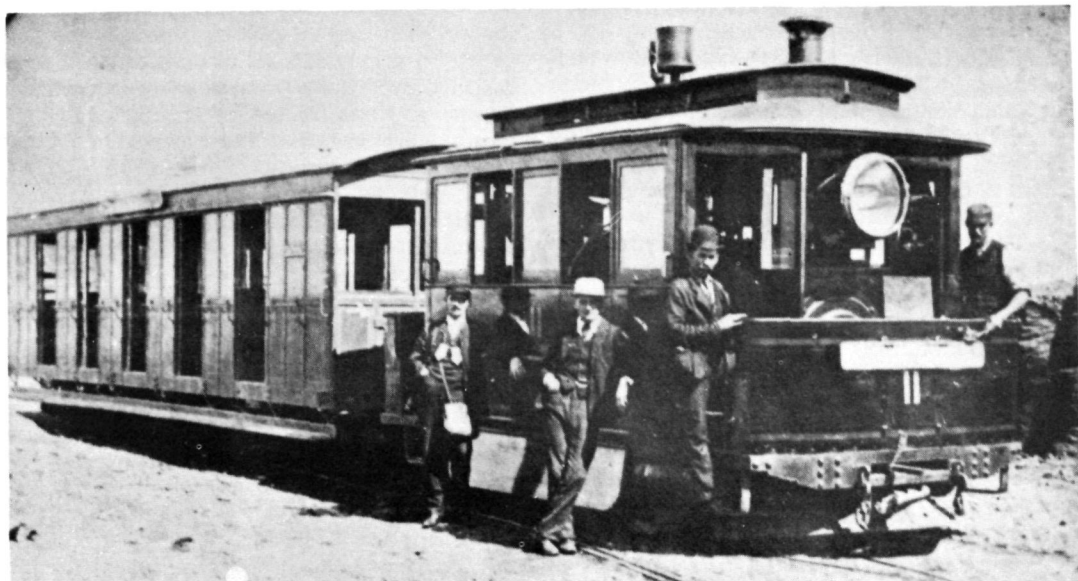
The New South Wales Government Tramway Department selected the Baldwin-Downe self contained steam cars for this Newcastle tramway. Six power bogies, containing a "Tee" shaped boiler and a double expansion compound engine with cylinders set in tandem pairs, were designed by N.S.W. Tramways engineer George Downe and constructed by the Baldwin locomotive works in U.S.A. These arrived in Sydney during 1883-4, one being delivered with a double deck body by J. G. Brill, the others received identical bodies constructed locally by Thomas Wearne of Glebe in Sydney. The engine units received road numbers 70 to 75 while the seven car portions carried fleet numbers 100-106. The reason for the additional body remains a mystery, as one would expect more motor units than bodies and not the reverse, as the power unit was generally removed from the body to raise steam and for all but minor repairs. A triple expansion steam power bogie was designed by George Downe and purchased by Thomas Saywell for his Rockdale tramway south of Sydney in 1887. This may have been destined for the extra body in the government service. When the self contained trams proved unsuit-



Planned tramway entry routes into Plattsburg Newcastle 1887.

Motor 11N and one of the truncated "C1" trailers at Parnell Place c1900. The plate on top of the apron would be painted green to aid identification of the tram's "Tighes

Hill" destination. (This has been published before in "TW" but this new print showing the trailer in its entirety has recently been found).
K. Magor collection



able for Sydney tramway conditions this extra steam bogie may have been sold to Saywell before reaching the government tramtracks. This is just a theory which requires and awaits documentary proof.

The Tramway Department hoped that these cars would be more suitable on the flatter Newcastle terrain than they had been on the hilly Sydney routes, and as they did not require the services of a fireman, as did the separate steam motors prior to 1905, economical operations were hoped for. Because of the low overhead bridge which carried the tracks of the Lambton Coal Coy. railway over the tramway between New Lambton and Lambton, the top decks of these self contained tramcars were removed prior to delivery from Sydney, while the rear platform was truncated with the demolition of the staircase. The small compartment formed with the removal of the centre stair case was retained for the carriage of parcels. As rebuilt, these trams could now only seat 40 passengers in four enclosed cross bench compartments, instead of the 80 seats provided in their original double decker state. The engine room took up approximately one third of the chassis space.

Although under construction, the railway connection between Sydney and Newcastle had not been completed by 1887, and the tramway rolling stock had to be transported from Sydney to Newcastle by sea. The steam cars were unloaded at the Dyke (Carrington) and assembled by a team of fitters, which included Mr. Thomas William Wrightson, under the direction of Mr. Edward Thompson of the Honeysuckle railway workshops. (11) The first two steam trams to arrive were received at Honeysuckle during April 1887 where they were stored pending the completion of the tram depot.

Their poor reputation in Sydney reached Newcastle at the same time! A contemporary press description stated. "The upper portion of the car has been removed to lighten the weight. The cars are not aesthetical and we hope that they will be relegated to some other place before they are introduced on our Streets". Another report explained that.. "the combination motor and car, which are antiquated, have been discarded from the metropolitan tram lines". (12)

The single deck steam tram trailers transferred to Newcastle for the early services were of the "C1" class in the N.S.W. steam tramway roster. These were eight wheel, bogie cross bench enclosed cars built by Stansfield and Carey in 1886 (numbers 108-118), Hudson Brothers in 1886 (numbers 119-128) and

Benjamin Carne in 1887 (Kogarah numbers 1-6). These trams could seat 60 passengers, 5 per cross seat in five full compartments and in two half compartments which formed the open end platforms. The early trailer cars of this class transferred to Newcastle had the two end compartments removed, possibly by Thomas Wearne of Glebe, Sydney, thus reducing the seating to 50 in the five full compartments. (13)

The need for this conversion has not been fully explained in any official documents, but one theory advanced is that the end platforms had to be removed to provide identical body overhang beyond the bogie king pins, to that of the shortened self powered steam cars. One role of the fireman on the separate steam motor-trailer car sets was to uncouple the trailers at the terminus to enable the motor to "run around" to the other end for the return trip. Without a fireman the Newcastle trailers had to remain coupled to the prime mover at the intermediate and outer terminus, and the body overhang beyond the bogie king pin was critical when negotiating the sharp curves on the reversing triangles.

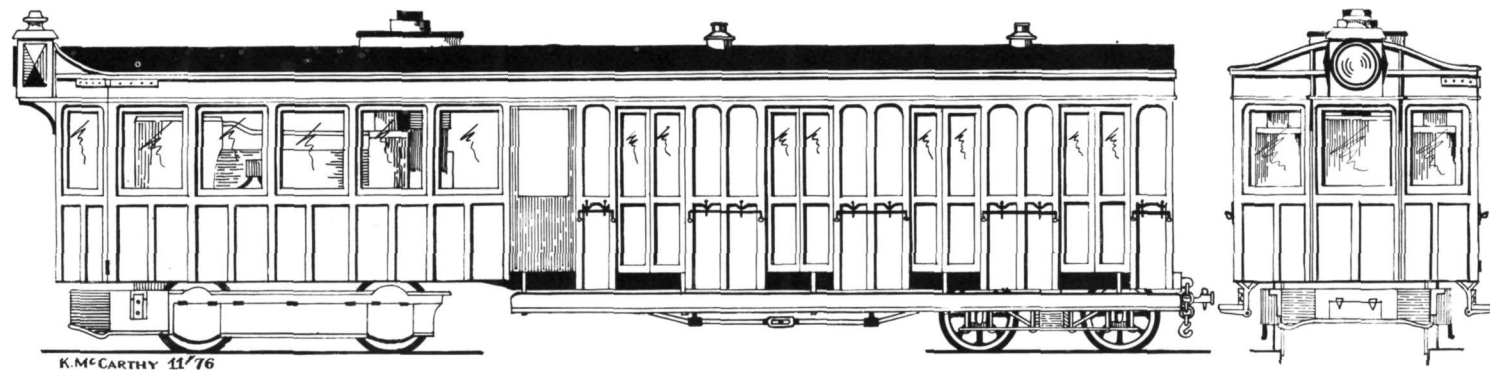
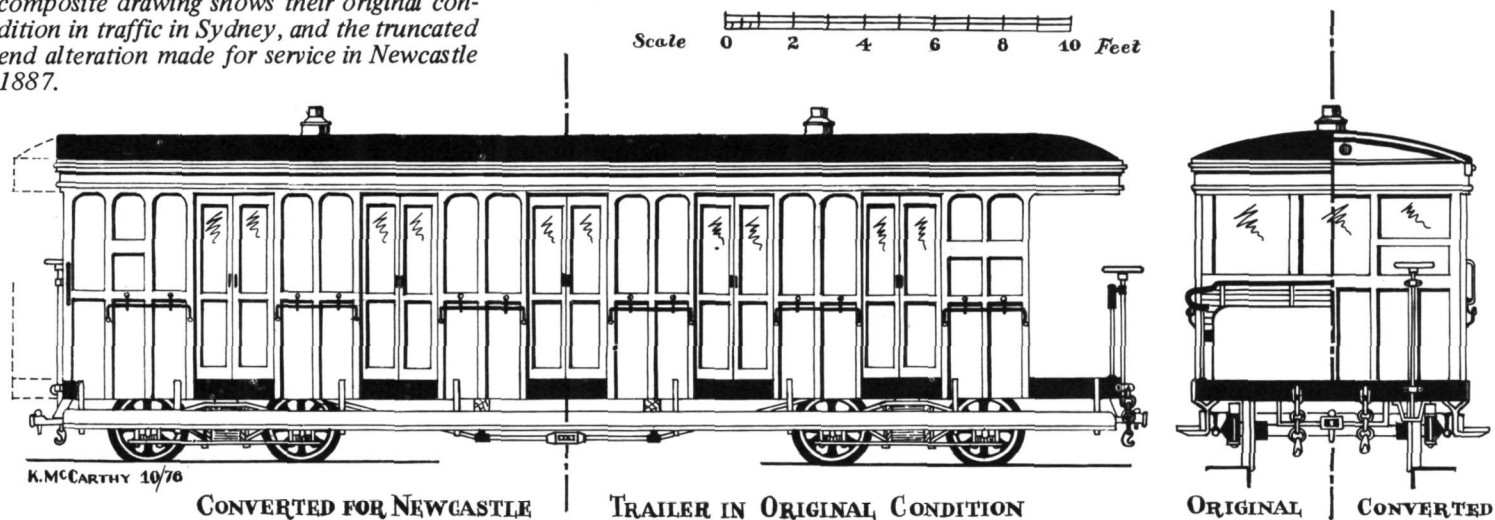
Six "C1" shortened trailers reached Newcastle in 1887 bearing fleet numbers 108-113. The ends of these trailers were enclosed with glass, their boxed in appearance earned them the name in the northern city of "Coffin Cars". In the conversion, extra side panels had to be added at each end to provide space for the hand brake wheels behind the end seats. Bogie ballast trailers Nos. 5 & 6 completed the original rolling stock roster.

Trials along the Tramway.

When the January 1887 opening date target for the Newcastle tramway could not be attained, the city fathers hoped that Queen Victoria's Golden Jubilee of June 21st and 22nd 1887, could be marked by the event, but this date also, proved premature. As late as April 1887 the roads were still open along part of the proposed route of the track to receive sleepers and rails. (14)

The first documented trial on the tramway took place on Friday July 1st 1887 when a steam car traversed the city end of the tramway as far as Honeysuckle Fire Station. (15). The tram was well patronized by local children wanting a novelty ride. On the following day, Saturday July 2nd, one steam car and trailer left the shed at 10 am and after testing the turntable in the depot yard, departed from the A. A. Coy bridge for a test run to Lambton. With the Mayor on board, accompanied by G. Bewick of the Way and Works Department and

NSWGT "C1" type steam trailer cars. This composite drawing shows their original condition in traffic in Sydney, and the truncated end alteration made for service in Newcastle 1887.



The "Baldwin Downe" self contained steam car. The top deck and rear platform were removed prior to entering service in Newcastle in 1887.

Mr. Billings representing the construction contractors, the line was covered with ease, Lambton being reached by 11 am with speeds of 18 mph being attained at some locations.

At this stage the old tarpaulin shed near Darby Street, adjacent to the Great Northern Railway was nearing the completion of its conversion into a two road tram depot, while two pits were being excavated, one for repairs and the other to receive ash from the fire boxes of the steam cars. At this time five power cars and six trailers had arrived from Sydney. (16)

Tribulations along the Tramway.

The stage now seemed set for the grand official trial to take place on Tuesday July 5th, but this was not a success! The local press reported that the Mayor, "who went out resplendent in his robes had to be brought back in a cart like a coster monger". The tram "returned rather empty at 10 pm instead of half past five with its original freight". (17)

It seems that the combination car and trailer departed from Newcastle at 2 pm and arrived in due course at Plattsburg where the sidings were tested with satisfaction. On the return trip the progress was plagued with troubles. The tram stalled on the long 25 chains of 1 in 30 grade on Lambton Hill east of Jesmond forcing the passengers, which included the Mayor of Newcastle, Aldermen, J. Higgs Traffic Manager, T. Bragg Locomotive Engineer, colliery managers and other august persons, to alight so that the bank could be surmounted. The trailer was uncoupled at Lambton while the steam car, under the control of Messrs. T. Clayton and W. Jackson, tested the reversing triangle. The tram, however, derailed and when it seemed that an early resumption of the official trial was impossible, horse buses and carts were used to evacuate the passengers from the scene.

These combination, self contained, steam cars were known in Sydney as "Jumbos" after the famous elephant at the Moore Park Zoo, but after this disastrous trial in Newcastle, the local press played on this nomenclature and described the cars as "a mode of locomotion fully condemned as dangerous, costly and inefficient in Sydney, yet it is apparent that these "white elephants" have been sent here to rid the Metropolis of them". (18) This observation, made prior to the opening of the tramway could well apply to the Newcastle tramways for the next 63 years until the closure in 1950..... Sydney cast-offs were generally thought good enough for Newcastle.

Opened for General Traffic.

After track adjustments were undertaken, the opening day was set down for Wednesday July 13th 1887, but on July 12th, a trial tram and trailer left the tracks and the opening was again postponed. (19) The tramway opened without ceremony with the 6.30 am departure from Newcastle on Tuesday July 19th 1887 and the first inwards trip departed from Plattsburg at 7.40 am. (20) During the previous afternoon a successful trial had been undertaken with a large number of passengers, including the now regular traveller, the Mayor. The return journey on this trial covered the 7½ miles in 50 minutes. The timetable of that first day of regular operation was followed without interruption until 7 pm when a tram derailed at Lambton, but the track was soon cleared.

On the following day a cylinder shaft fractured on a tram at Lambton and another had to be rushed from Newcastle to haul the disabled tram and trailer back to the depot. Later, during that same afternoon of July 20th, a drive rod snapped on another tram at Hamilton, again dislocating traffic. (21)

The fare for the journey was 9d by pre-purchased tickets or 1/- for cash. The line was divided into three fare sections, at Hamilton and Lambton and travel over a single section cost 3d. each by pre-purchased tickets and 4d. by cash. The return fare by ticket was 18d (1/6d) while the train fare was 15d (1/3d) single to Wallsend, and the bus fare had been 18d (1/6d) but this was lowered immediately to 12d (1/-) on a par with the trams. (22)

During the third day of tramway operation, July 21st, the tramway staff was subjected to one traumatic experience after another. At 1.30 pm the ex Plattsburg tram broke a bolt, which kept the drive rod in place, and became immobile at Lambton. This car did not return to Newcastle until 4.30 pm. All traffic stopped for three hours and the trams timed to depart from the city at 5 pm, 6.49 pm and 8 pm were cancelled. Of the six self contained power cars now at Newcastle, four were dismantled or damaged. Mr. Higgs, the Traffic Manager and Mr. Bragg the Loco Engineer spent the day in the tram shed to help or hasten the repairs and working of the line. (23)

The efforts of these two gentlemen to coax the tramway into better times must have been successful as the trams worked through the following weekend without any untoward incidents, although by August 2nd the press was still calling the steam cars "Hospital Motors". On Thursday August 18th, a steam tram and

trailer hit a timber obstruction on the line near Adamstown Rd., Hamilton, almost overturning the tram and injuring the driver. This took considerable time to clear and the service was suspended until 7 am on the following morning. (24)

The first major trial of the system's dependability occurred on Monday August 27th 1887 when a special timetable was operated for the Miners' Aggregate Meeting. One of the "famous motors" broke down at Plattsburg dislocating the service and causing some people to wait up to 3 hours at Lambton for a tram. (25)

By October 1st, however, the press reported that the tramway was now working well and many districts now clamoured for extensions from the main line. (26) This change in fortunes may have been due to the arrival of two conventional separate steam motors (tram locomotives) from Sydney, numbers 76 and 97. These had been built by Thomas Wearne of Sydney in 1884 and 1886 to the standard Baldwin pattern with 10" diameter cylinders. These two standard motors were not at Newcastle at the time of the opening but Government records indicate that they were operating to Plattsburg by the close of 1887. It is possible that the strengthening of the rolling stock roster with these two vehicles tipped the scales which resulted in the undertaking gaining local favour.

An anecdote, recorded in 1935, (27) concerning the combination steam cars is worth repeating here: "The first tram was a combination of engine and carriage. The contraption was called a "Jumbo" tram. . . . A tram loaded with passengers for Newcastle, who were having an unpleasant journey on account of frequent stoppages, were amused when the "Jumbo" refused duty altogether, and the driver. . . stepped from his tram and went into a shop down the street. He returned with a piece of string which he tied somewhere and we continued the journey without further trouble. The trams had come to stay and the "Jumbos" were replaced by steam trams with a separate engine".

Developments – Lineside and Operational.

At the opening of the tramway the tracks were crossed by many railways, some located on overhead bridges, others were intersected on the level; these can be identified on the accompanying map. The Newcastle to Sydney railway was one crossed on the level, at Broadmeadow. In July 1887 this was just a single line used as a construction link, as the section southwards to Gosford was not opened for traffic until August 15th 1887, a month after the tramway service was inaugurated. The through link to

Sydney awaited the completion of the first Hawkesbury River Bridge on May 1st 1889. Prior to that date all tramway rolling stock was transferred from Sydney by sea. (28).

According to press reports, the track facilities on the Plattsburg line, at the time of opening, consisted of a two road depot, with additional siding at Perkins St., with a turn table, and passing loop at the city terminus. A passing loop was situated at Webster St. Hamilton (in Tudor St.); a triangle stood at Lambton, branching northwards off Howe St. into Moorehead St. for reversing the local Lambton services; a triangle reversing siding was located at Plattsburg adjacent to the gas works. The physical connection to the Great Northern Railway and the Honeysuckle Workshops branched from the single track tramway in Blane St. (Hunter St. West) at Auckland St. (29).

These siding facilities on the otherwise single track line, enabled the operation of the initial timetable which allowed for 17 return trips on weekdays, of which 8 turned back at Lambton. On Saturday evenings an additional late through trip operated, while on Sundays, 7 return trips were worked, of which 3 only ventured as far as Lambton. This weekday schedule required three trams in steam while the Sunday timetable could be operated by one vehicle. (30)

Due to the long headways on this tramway the need for adequate waiting shed accommodation was expressed in the press. (31) On Sept. 21st 1889 one Thomas Bates was awarded the contract to erect eight waiting sheds along the line at a total cost of £888-10s-6½d with the completion date set at March 1st 1890. Only four structures were erected as the tramway department could not obtain suitable sites at all the proposed locations for this contract. Three identical sheds of approximately 20 ft x 10 ft in floor plan were erected at Jesmond, New Lambton and the Gully Line Crossing, while the fourth was constructed at Lambton. This latter structure was approximately 30 ft x 12 ft with half of the floor space being occupied as an office. In time the Plattsburg/Wallsend tramway was well served with small waiting sheds beyond New Lambton, but during the early tramway period other large sheds appeared at Perkins St. terminus, Hamilton, Adamstown Rd. (Broadmeadow) and Plattsburg. (32).

These structures were elaborate for their menial task! The side and rear walls consisted of corrugated galvanized iron set with the corrugations vertical, but the facade was a joy to behold. The front wall panels of the New

Lambton, Jesmond and Raspberry Gully Crossing sheds consisted of tongue and grooved boards laid to form a diamond lozenge pattern, while the doorway arch on some was formed from spiked boards. A hipped galvanized iron roof with elaborate finials, as well as a projecting awning crowned each building. All four waiting sheds of the original construction lasted beyond the tramway era into the late 1950's.

During August 1887, when the tramway still suffered from teething troubles, the press suggested that points along the route should be linked with electric telegraph. The facility was soon provided and Mr. E. Doran became a telegraphic operator on this system in 1887, working at Perkins St., Hamilton, Broadmeadow and Plattsburg. On the death of Traffic Superintendent John Kneeshaw in 1914, this same Mr. Doran became Traffic Superintendent-Tramway Manager of the entire NSWGT system and under his direction the "P" type electric tram was constructed in 1921, and the electrification of the Newcastle tramways was undertaken from 1923. (33)

At the time of the opening of the Plattsburg tramway the Wallsend railway provided accommodation for passengers on five trains per day each weekday, with an extra late departure on Saturday evenings. No passenger trains ventured along this railway on Sundays. The weekday departure of passenger trains from Newcastle (June 1887) were:- 8 am mixed, 12-45pm, 4-5pm, 6-5pm, 11pm with an additional departure at 10 pm on Saturday nights. With the opening of the tramway the 11 pm departure was cancelled. Passenger services continued on the Wallsend railway until January 31st 1893. On January 19th of that year, Mr. Melville, the local MLA, introduced a deputation to the Railway Commissioner to see if the train service could continue, or a limited morning and afternoon operation offered. The Commissioner stated that the closure would save £1,000 pa and if necessary the present service of 19 trams a day could be increased. If the need existed, goods traffic would be carried by the coal trains. (34).

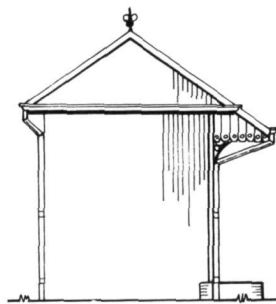
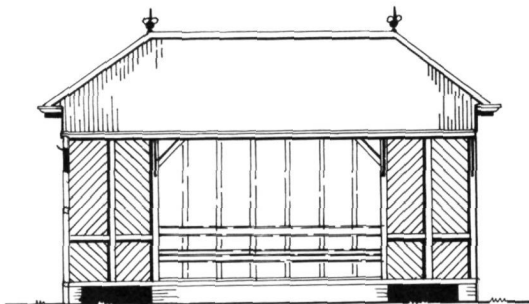
In February 1892 a directive was sent to Newcastle from Sydney, that the local tramway rolling stock would have to be renumbered into a separate series. As some of the self contained steam cars were withdrawn from regular operation by this stage not all trams received their allocated numbers. This separate numbering system lasted until 1905 when the vehicles being retained were renumbered into a state-wide roster. By 1903, however, trams with a

confusing array of numbers traversed Newcastle streets, as by that stage vehicles recently received from Sydney were operating with southern numbers. (35)

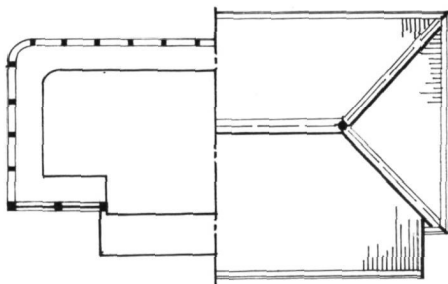
The Newcastle tramway remained a single route until December 1893 when the city extension to the Beach was opened, only after the approach railway tracks to Newcastle railway station were slewed and Scott Street extended for the project. Branch tramways to Merewether (Glebe) and Tighes Hill were commissioned in April 1894 and the network continued to expand until 1916 when the extension to the Port Waratah Steel Works opened, while in 1923/24 an alternate city track along Hunter St (East) to Parnell Place was inaugurated with the electric services. (36)

The system covered 35 route miles at its peak, the West Wallsend line, opened in 1910 reached out 15 miles 45 chains from Newcastle, a city to suburban single working unequalled by any other tramway in Australia. On the other hand two other tramway projects in Newcastle were a waste of public funds. The Steel Works to Port Waratah Wharf tramway, an extension of 18 chains, was subjected to official trials on February 11th and July 27th 1920, but was never opened to the public, while the Carrington tramway was almost completed in 1902, when a local dispute as to the method by which the tramway should cross the local coal railway caused work to cease. Over the next two years a little progress was made on this project but it was abandoned in 1905. The Carrington tramway was eventually opened in 1912, but this new line approached the district by a different route so half the per way laid in 1902 had to be lifted from the streets. (37)

Accounts of other unusual aspects of the Newcastle Tramways will be told in these pages from time to time, but the nucleus of a large urban transport system, the tramway from Newcastle to Plattsburg, launched during the Golden Jubilee year of Queen Victoria's reign, served the area for 63 years, through the reigns of Edward VII, George V, Edward VIII, and George VI. It was the planned visit of Elizabeth II to Newcastle in 1954, which hastened the lifting of the tram tracks along the main city thoroughfares, so that the rusty rails would not offend the Royal Gaze!!



K.Mc. CARTHY 10/76

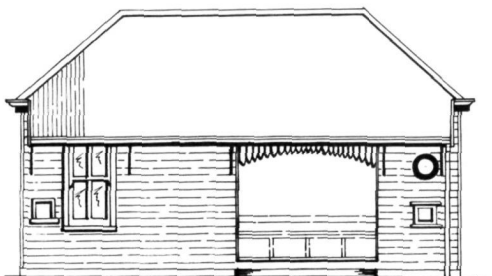


Approx. 0 5 10 feet

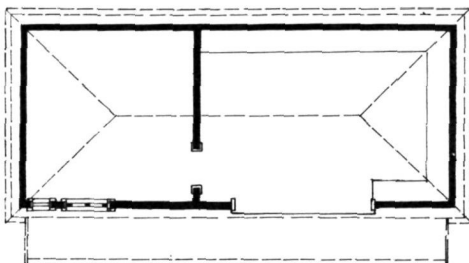
Early Newcastle waiting sheds as erected at New Lambton, Raspberry Gully Crossing, and Jesmond.

WAITING SHED

New Lambton, Jesmond & Raspberry Gully Line



K.Mc. CARTHY 11/76



WAITING SHED *Lambton*

Approx. 0 5 10 Feet

Lambton waiting room and tramway office.

References.

Material concerning the Newcastle Tramways has appeared in this magazine in the following issues: - Sept. 1952 p.6; Oct. 1952 p.7; Nov. 1952 p.9; Dec. 1952 p.5,8,9; July 1953 p.5; Sept. 1953 p.7; Oct. 1953 p.4; Nov. 1953 p.5; Dec. 1953 p.3,5,6; Apr. 1954 p.5; June 1954 p.5; Aug. 1954 p.4,5; Feb. 1955 p.4; Oct. 1955 p.2,3; Aug. 1966 p.7; Oct. 1967 p.7; Dec. 1967 p.16; Dec. 1968 p.16; Oct. 1969 p.11; June 1970 p.14; Aug. 1970 p.6; Oct. 1970 p.8; Feb. 1971 p.6; Apr. 1973 p.3; June 1973 p.9,17; Dec. 1973 p.3; June 1975 p.10; Feb. 1976 p.23.

Notes concerning this article.

"NMH" = Newcastle Morning Herald.

"SMH" = Sydney Morning Herald.

1. NMH, 150th Anniversary Supplement p.9, 5.9.1947.
2. NMH, 150th Anniversary Supplement, 5.9.1947; ARHS "Bulletin" No. 365, March 1968 "Colliery Railways of A. A. Coy in Newcastle District" - Late J. Webber, R. Wylie; "Pipelines and People" - J. Armstrong p.5, Hunter District Water Board; "Jubilee Souvenir of Municipality of Hamilton 1871-1921" p.5.
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4. "City of Newcastle 1929" Civic Week book, Dec. 1929. "Pipelines and People" p.7.
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13. Rolling Stock Registers-NSWGR, researched by D. Estell.
14. NMH 21.4.1887 p.7.
15. NMH 2.7.1887 p.4; 4.7.1887 p.3
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17. NMH 6.7.1887 p.5; 7.7.1887 p.4.
18. NMH 7.7.1887 p.4.
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20. NMH 19.7.1887 p.5; 20.7.1887 p.4.
21. NMH 21.7.1887 p.5.
22. NMH 22.7.1887 p.4, 23.7.1887 p.3.
23. NMH 22.7.1887 p.5; 25.7.1887 p.4.
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33. NMH 28.8.1887 p.5; 1.2.1923 p.5.
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Acknowledgements.

The author sincerely thanks K. Magor, D. Estell, F. Moag and J. Reynolds for making information and references available, and to the late C. C. Singleton for information concerning the sources of several old Newcastle Street maps. Mr. J. Forsyth, the Archives and Research Officer of the PTC of NSW, Railway Division is thanked for making Contracts and Rolling Stock Registers available for perusal.

Ken Magor has again freely made available the resources of his vast photograph collection from which illustrations for this article were selected.

New South Wales TRAMCAR HANDBOOK - 1861-1961 PART TWO

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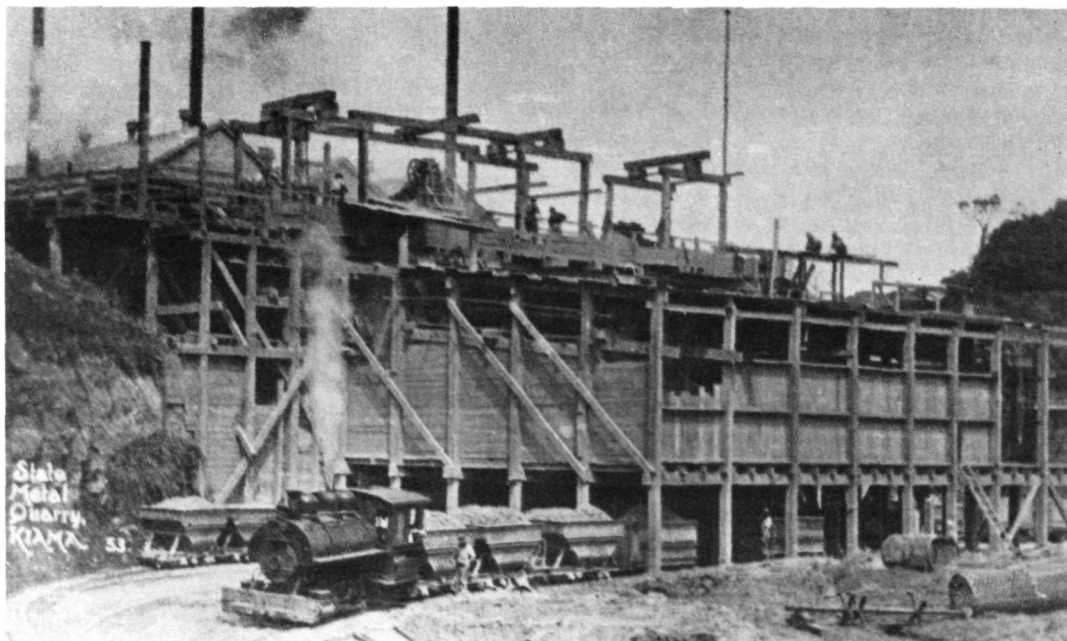
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TRAMWAYS OF KIAMA.

PART III.



Epilogue

The "Kiama Independent" for November 15th, 1941 reported that when the rails were eventually lifted in Manning Street the centre of that thoroughfare would be planted with shrubs. The centre island construction was not carried out until 1975 and the track was still occasionally visible through the road surface up to that date. During January 1942 a saw mill was about to open business on the site of the tram terminal in the NSWGR good yard.

In October 1944, with the end of World War II in sight, the R.A.N. announced the impending release of commandeered ships, while the Illawarra Steam Navigation Company requested support for their coastal trade activities when the time came for them to re-enter this operation. Although the stone ships again returned to the Kiama Harbour run, the now abandoned, but still largely complete 2 ft gauge tramway, did not run again. On July 14th, 1945 the "Kiama Independent" published details of street beautification projects which would be carried out in Kiama with the return of peace, but reported that the tram rails and

Davenport loco shunting waggons at the quarry loading bins, prior to its departure to the harbour staiths.
Old postcard.

sleepers would have to be removed from Terralong St. before such work could commence.

The SS "Bombo" returned to the owners in January 1946 and made its first post World War II run from Kiama on September 9th, 1947. Disaster struck, however, in February 1949 when rough seas shifted its cargo off Wollongong and the vessel was lost with 12 of the 14 crew members. This ship had served as a mine sweeper during World War II in Northern Australia and Pacific Ocean waters and also took part in the Japanese surrender in Timor on September 11th 1945. During its post war service the "Bombo" made weekly trips to Kiama.

The older SS "Kiama" returned to the Kiama run in between trips to Newcastle in the coal trade. This ship foundered off Tuggerah on January 19th, 1951 The wooden ship SS

"Paterson", also a visitor to Kiama, sank off Norah Head north of Sydney in April 1951 leaving the SS "Dunmore" and SS "Bass Strait" as the last regular ships in the Kiama trade.

A visit to Kiama in May 1949 revealed that the track in Terralong St., except at major road intersections, had been lifted and the shoulder of the road tarred, but rails from the Brighton Hotel to the wharf bins, as well as the track at the Quarry terminus were complete. Most of the wagons were stored under the Pike's Hill loading bins, which was now a swampy area due to the drains being overgrown. Sets of loco wheels were stored near the loco shed in which stood the Fowler, Davenport and Gibson Battle units. The ramp track from Terralong Street to the quarry workings could not be located, and it would seem that the western arc of the balloon loop had been removed from behind the loco shed during the late 1930's.

Crushed stone was being delivered at this stage to the Kiama Harbour bins by road tip trucks, some of the bin rails had been lifted and reconstructed to form a grid across the bin tops, onto which the trucks could be driven and the gravel tipped through. Little of this stone originated from Pike's Hill at this stage, the bulk being derived from adjacent workings.

During 1956-7 financial year, 171,829 tons of gravel was shipped by sea from Kiama Harbour, vessels making 242 trips during that period. The last call was made on December 21st, 1961 when SS "Dunmore" (652 gross tons & 287 nett tons) departed for the last time at 1 pm under the command of Captain Alec McKay.

The hoppers at the quay were dismantled during November and December 1965, this demolition was completed by setting fire to the remains. The trackwork noted in 1949, remained largely complete until 1957, although the long single straight through the reserve near the bins was gradually lifted after 1955.

The curator of the Goulburn Steam Museum, Mr. B. MacDonald, obtained the Davenport locomotive for the Steam Tram Preservation Society's museum at Parramatta Park, where it arrived on November 5th, 1956 after being on public display on the reserve opposite the Brighton Hotel for a short period. The Fowler steam engine was wheeled out of the now rapidly decaying loco shed in January 1957 and taken directly to the Goulburn Museum where it served for some time after 1958 as a stationary boiler for the Appleby steam beam engine. The Davenport unit was transferred from Parramatta Park to Goulburn on June 2nd, 1967.

By September 1961 the loco shed had col-

lapsed leaving the remains of the petrol electric loco and several stone wagons in the open at Pike's Hill. The writer last saw these relics of the once large undertaking in March 1962. The bins and other items at Pike's Hill seemed to have been gradually demolished during 1964-6. During October 1965 the Tilling Stevens tip truck, last used at the quarry around 1939 and stored in a shed there during World War II, was obtained by the Southern Highlands Transport Museum at Colo Vale. This group has since restored the lorry to original operating condition.

When comparing the present quarry floor location with cutting progress in the 1920's it seems that a later sweep across the quarry lowered the floor further, using motor tip lorries for stone transport to the crushers. Quarry expansion south westwards from the Pike's Hill bins and crusher was served by a 4'8½" gauge railway, a petrol loco supplied also by Gibson & Battle powered this line. In 1957 only the steel underframe and wheel sets remained of this unit, while in 1961 the frame of a standard gauge wagon was noted near this loco. Photos of this standard gauge line have yet to be discovered.

In 1975, the Kiama Retirement Trust started excavations at the Pike's Hill terminus site for its proposed retirement village project. This operation revealed that much of the eastern arc of the balloon loop and the sidings which formed the southern quarter were still in position. During July and August 1975 the Illawarra Light Railway Museum Society retrieved several straight track lengths as well as point components for later use on the main line at that group's Albion Park museum site.

Around Christmas 1973 the Fowler locomotive was taken away from the Goulburn Museum to a private store location, having been sold several years before, as surplus to the needs of that undertaking. The Davenport is currently being reassembled at Goulburn after a major overhaul and may soon return to traffic at that location.

Acknowledgements.

The writer thanks W. Bayley of Bulli for leaving a detailed list of references of Kiama topics in the Wollongong Library after the completion of his research for the publication "Blue Haven" released in 1960. Ken Magor of Newcastle has been most generous in allowing photos from his gigantic collection of transport

topics to be used in this article. Mr. Brian Holmes and Mr. Graham Harmer of Kiama have been instrumental in locating rare photos of the blue metal activities around that district and are also thanked for arranging for the writer to research through and copy from the Weston Collection at Kiama now under the care of Mr. Bruce Weston. Researchers into Kiama history are fortunate that a family of the calibre of the Westons arrived on the scene to establish the "Kiama Independent" in 1963, because this newspaper's factual reporting has enabled many facets of Kiama's historical past to be researched in detail in recent years. Also to the Kiama Harbour-Master, Mr. Joe Triffitt for information re shipping etc.

Mr. Peter Neve of Sydney, Mr. Bruce MacDonald of Goulburn and Mr. Frank Moag of the Steam Tram Preservation Society are thanked for important items of information which have enabled detailed locomotive information to be added to the events in this brief story.

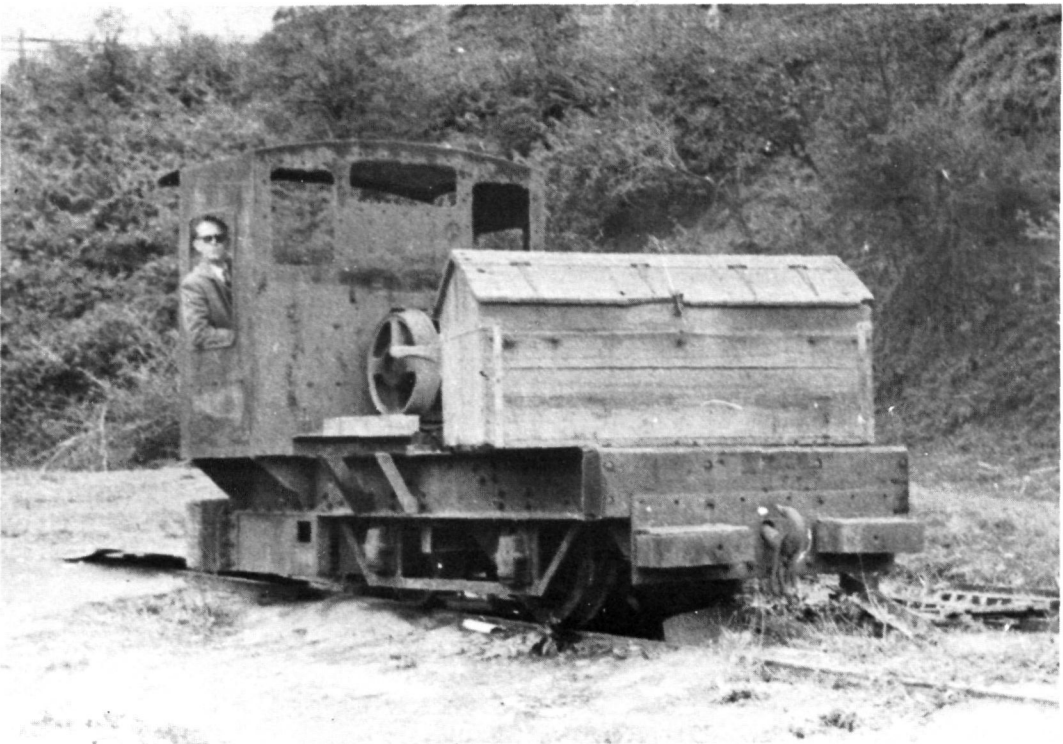
Footnote.

Over one hundred references were furnished with this article, but due to lack of space only general acknowledgements have been presented in this magazine.

The N.S.W. division of the LRRSA plan to release "The Tramways of Kiama" as a book in the near future. This will be accompanied by many more photos than the number which appeared in this magazine as well as additional diagrams. Readers with additional information for inclusion, or who can make available photos of the undertaking for publication in the book, should contact the Editor, "Trolley Wire", P.O. Box 103, SUTHERLAND. NSW. 2232.

Remains of the 2 foot gauge Petrol-Electric loco built by Gibson Battle in the quarry yard.

K. McCarthy photo



TASMANIAN TRANSPORT MUSEUM MOVES TO GLENORCHY

BY Les Withington.



It is most likely that many readers of Trolley Wire are but vaguely aware of the endeavours of the Tasmanian Transport Museum Society to establish a museum featuring representative items of transport interest common to the Tasmanian scene. Articles have periodically appeared in several magazines, e.g. Running Journal — August, 1971, but until recently, most of the activities have been behind the scene as far as the museum project is concerned and hence the Society has had little of general interest to report. Delegates to the COTMA conference in Sydney in 1976 learnt that at that stage significant events were in the offing and fortunately such matters have since become a realisation.

Saturday 16th October 1976 was a milestone for the society in the development of its museum project at Glenorchy, 8 km north of Hobart. On that day, members (some of whom find that they are unable to attend the society's monthly meetings very regularly) and friends assembled to witness the removal to the site of

*First locomotives on T.T.M.S. site 16.10.76
Diesel Electric ZA4 (T.G.R.) Q5 (ex T.G.R.)
C22 (ex T.G.R.) & Mt. Lyell No.2-Abt (already
on site).*

D.H. Jones photo

exhibits which had been purchased from or donated by the Tasmanian Government Railways. These were:-

- Q5 4-8-2 Steam Locomotive, built in 1923 by Perry Engineering, South Australia.
- C22 2-6-0 Steam Locomotive, used for the first half of the century on branch line goods workings.
- H1 4-8-2 Steam Locomotive, built in 1951 by Vulcan Foundry, Lancashire.
- M5 4-6-2 Steam Locomotive, built in 1951 by Robert Stephenson & Hawthorn, Darlington.
- Stothert & Pitt, 5 ton mobile rail crane.
- Two Camp cars.

The day also marked the end of a significant five month period in the establishment of the

museum site, which had begun on Saturday 22nd May, with the utilisation, for the first time at site, of workers under the Saturday Work-order scheme, through the co-operation of the State Attorney General's Department. These are court offenders who have been given the option of working on community projects for a varying number of Saturdays. Because work parties at the museum site had not previously been well supported by members, those workers were able to play a significant part in clearing the site's 1¼ acres of rocks and undergrowth and tackling in earnest the long grass which members had previously only been able to mow in a cursory fashion. As well, they provided valuable manpower in relocating ballast ash, necessitated by a change in the proposed layout for our exhibits, in addition to shifting sleepers and rail into place.

Since the society first began developing the site some 2 years ago, it had progressively moved onto the site 4 of its exhibits, namely:

ABT Steam Locomotive No.2 - named after the German railway engineer who devised the rack and pinion system for the steep inclines over which the Mt. Lyell Mining & Railway Co. operated its railway line between Queenstown and Strathan on the west coast.

Launceston 4 wheel tram no. 13 (Body only).

Hobart 4 wheel double deck tram no. 46 (Body only).

AEC Regal Mark II half cab diesel bus - ex MTT 16, ex Hobart Municipal Tramways, which had latterly been used as a tool shed by the State Housing Department.

However, early last year the committee gave the Tasmanian Transport Commission an undertaking to take steps to enable the 4 locomotives and sundry rolling stock to be removed from railway property as soon as possible. The decision was made in early September setting October 16th as the day the society would fulfill its obligation. Over 2 chains of temporary track had to be laid out from the museum site through a break in the wooden post and chain mesh fence which constituted the railway boundary. This track was joined into a siding at Glenorchy station a few days previously by making a temporary break in the siding and slewing it across. The volunteer fettlers from the Railway Department were able to carry out this work unimpeded as the siding is little used.

After the exhibits had been safely shunted onto the site, the temporary track had to be removed from the railway side of the fence. With the expertise of the railway employees and the enthusiastic assistance of society members, the siding was restored and the temporary track removed in sections within an hour, no doubt due in no small part to the use of the crane - propulsion being supplied by the manpower of up to 15 persons.

TTMS Chairman, Ron Crowdon, mentioned in his annual report in August, that it was heartening to find arising out of the disappointment of having missed out on the opportunity to have this work carried out under the RED scheme, as originally planned, a greater than ever determination by the society membership to rise to the occasion and face the challenge created by having had the fond hope, that at last some tangible, solid evidence of the society's being, was to materialise, simply evaporate because the Government had curtailed the RED scheme.



*T.T.M.S. Members laying temporary track connecting T.G.R. system with Museum site.
D.H. Jones photo*

* MUSEUM

Notes & News



COTMA

1977 Conference

The 1977 meetings of the Council of Tramway Museums of Australasia are to be held in Adelaide from Saturday April 23 to Tuesday April 26, 1977. Venue for the Conference will be the Enfield Hotel, located on Hampstead Road, Clearview, South Australia. This modern suburban hotel includes conference rooms where most sessions will be held.

The proceedings will commence with a smorgasbord at the Hotel Enfield at noon on the Saturday. The opening paper will be given by Dr. Derek Scafton, well known transport planner and Director-General of Transport in South Australia. The theme of the Conference is "Museum Operations", and follows last year's

Conference entitled "Museum Motivations". Planning for the Conference includes formal papers on Relations with Local Government, General and Fire Safety, Overhead Construction and a highlight paper by COTMA Executive Officer Bill Kingsley entitled "About people — some overseas ideas for Australasian museums." Numerous specialist workshops will also be held.

The Sunday afternoon will be spent participating in operations at St. Kilda. On the morning of Tuesday April 26, 1977, a visit will be made to City Depot to inspect the facilities used to maintain the 26 cars operated on the Glenelg tramway. This will be followed by a luncheon in the city for delegates and invited civic guests. The Conference will conclude with the formal Council meeting on Tuesday afternoon.

from ST. KILDA

Australian Electric Transport Museum

DEPOT REARRANGEMENTS

Following

Following the replacement of one of the original vertical poles in the tram depot, it was decided to realign a number of adjacent poles. These have been progressively jacked, steel plates bolted to the lower ends and the poles concreted to their new positions. These changes will eventually allow the installation of new roofing as required.

Subsequently, vehicles within the depot were rearranged. C type 173 which had been banished to open storage at the rear of the depot for several years was brought inside to Road 2. A-2 type car 42 was relocated in front of car 173, the first movement of car 42 since its arrival at St. Kilda. As part of this activity, car 42 was towed on a ceremonial run to Mangrove loop and back. Apart from its trip to Morphettville racecourse from Hackney Depot

Despatcher Jim Burke discusses the location of exhibits at St. Kilda with a family of visitors using the new Museum Directory.

J. Radcliffe photo



in 1958 *en route* to St. Kilda, this was its first run beyond the confines of a tram depot since the Port Adelaide tramways were closed in 1935.

These changes have allowed the closure of Roads 1 and 2 to the public, and a low fence has been erected between Roads 2 and 3 to exclude them. Cars stabled on Road 1 are normally exhibited in the depot yard or used in traffic. The Villiers Quad, which has been popular with small children who have not aided its operating capabilities, is also stabled on Road 2. The tower wagon, which has presented something of a security hazard as it cannot be left under live overhead when the Museum is open, has also been located on Road 2. Although visitors can no longer climb on these exhibits, new freestanding notices have been erected near each one so that visitors may inspect them over the fence.

OVERHEAD WORK

A new isolating switch installed in the power station now allows power to be cut off from the main line beyond the section insulator on pole F while allowing power to be retained in the depot and fan area. Following the installation of raisers in a number of poles near Mangrove Street, the overhead has been raised beyond 20 feet high. High rubbish trucks have previously caused some concern in this area due to the possibility that they might exceed the legal motor vehicle height limits and damage the Museum's overhead.

PROGRESS AT ST. KILDA

The Salisbury Corporation has carried out a number of improvements in the terminus area in recent months. Lawn is now being established in most of the area south of the tramway between Fooks Terrace and the terminus. Filling of the area north of the tramway has been completed and fencing associated with this work has been removed. Fooks Terrace has been closed at Cockle Street and the whole street kerbed and drained. This has reduced the number of cars illegally crossing the tramway in Fooks Terrace at Shell Street, a crossing closed when the tramway was built. These cars have constituted a hazard for motormen for some time and the new works are a most welcome safety improvement.

CHRISTMAS FUNCTION

A successful Christmas function was held at the St. Kilda on December 18 for Museum members and friends of the Museum. Special guests included families associated with the Salisbury City Band and the Theatre Organ Society. Evening tram rides were provided, together with music and stage items. Although one item ceased rather unexpectedly when most of the insect population of St. Kilda descended on the singers as a result of intense floodlighting, the evening was generally quite enjoyable. Credit for its organisation is due to Ron White and Beverly and Graeme Whetter.

Visitors inspect the educational display recently erected in the bus depot at St. Kilda.

John Radcliffe.



from FERNY GROVE



Brisbane Tramway Museum Society

BUILDINGS

The garage has been altered to allow the tower wagon and welding truck to be housed therein. This has in turn allowed the AEC bus to be put under cover in the store shed.

The workshop extension is well in hand, the first half is ready for roofing and the foundations have been poured for the second half.

Timber for the fascia boards of no. 2 depot has been obtained and undercoated preparatory to starting on the roof.

ELECTRICAL

Work continues in the substation. The meter box and domestic power supply switchboard are in position and the rectifier bulbs carefully removed from the store shed for re-installation. Progress has also been made on the 11Kv switchgear.

TRACKWORK

Much effort is being put into trackwork around the two depots. The point boxes and

grooves have been cleaned out and the track packed and spiked.

GROUND

The BCC has cleared scrub from the former tip area which has become parkland and consequently the museum is now more visible to the passer-by.

Weed spraying along the track and the rail stack has been undertaken and due to the efforts of a small group of members the grass is once more presentable.

ACQUISITIONS

The free use of an AVIS extendable trailer has been obtained to move the body of Sydney R1 1936 from Inglewood to the museum. This will not be done though, until the car can be placed under cover in the yet to be roofed no.2 depot.

More donations are still required to cover the other considerable costs involved in obtaining and restoring this car.

from BALLARAT

Ballarat Tramway Preservation Society

TRAM MAINTENANCE:

The armature from tram No.38 has been returned to the depot from the local electrical contractor after being rewound and will shortly be placed in the traction motor casing. At present the new axle brasses are being white-metalled and when this has been completed the tram can be moved to allow the motor to be placed in the bogie frame. After a cleaning up of the tram body it is hoped the car will be operational. Andrew Hall is completing a worthwhile job in painting the cabs of trams 14 and 26 which were badly in need of a 'touchup'.

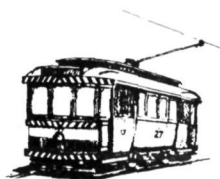
Work on restoring tram 28 is now at a stage where the final coats of paint are being applied to the body and canvassing of the roof awaits completion.

Some minor works on tram 14 have been

completed to allow the tram to be used in the filming of the motion picture 'Getting of Wisdom' sometime in late January. The roof advertisement has been moved to other side of the tram and the green and yellow tiger striping at each end has been painted out with water colour paints. A detailed account of the filming of this picture will be in the next issue of 'Trolley Wire'.

CHRISTMAS OPERATION:

The tramway has been operated each day from Christmas Day to 31st January inclusive. The number of passengers travelling has been encouraging with up to 300 on Sundays and an average of approximately 150 on each weekday. It is interesting to note that over 150 people





travelled on Christmas Day, mainly local people spending the afternoon in the Botanic Gardens after Christmas Dinner.

STORM DAMAGE:

As a result of heavy storm damage in the Ballarat area on Saturday 13th November, 1976 a large tree collapsed across Wendouree Parade near St. Aiden's Drive bringing down the tramway contact wires. The 'S.E.C. has been very busy restoring damaged services elsewhere and trying to complete proposed works by Christmas and the tramway had been forced to terminate services at the Gardens Loop from that date until late December when the S.E.C. replaced the damaged pole and bracket arm and the Society restored to contact wires. A new section insulator has been placed immediately north of the Gardens Loop which allowed services to be operated between the Loop and Carlton Street during this period and has been retained

With repairs almost completed on 38's traction motor, scenes of this tram operating may again be captured on film as was done here in Lydiard St. Nth. in 1970.

in the event of a similar sort of failure in the future. The contact wire was strained when the tree fell across it resulting in a very 'droopy looking' overhead in the vicinity and until this is retensioned 'series' speed only is allowed north of the Gardens Loop.

TELEVISION COMMERCIAL:

Maryborough radio station, 3CV, late last year filmed a commercial using one of our trams, in advertising themselves, which is currently being shown on BTV 6 Ballarat and even BCV 8 Bendigo. Our Bendigo counterparts have told us a number of Bendigo viewers are confused as to where the familiar S.E.C. tram can possibly be running on unfamiliar trackage.

KEITH HUDSONS MODEL WORLD Goulburn Street, Sydney

has a large range of models available for the discerning enthusiast. SPER Books always in stock.

MAITLAND TRAMWAY VENTURES

Have you got your copy of this authoritative work on the typical small town steam tramway at Maitland. N.S.W.?

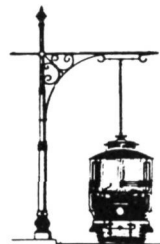
If not, hurry as stocks are getting low and it is unlikely to ever be reprinted.

Obtainable from your local tramway museum or from —

SPER Box 103 P.O. SUTHERLAND. 2232
Price: \$3.60 including postage and packing.

from LOFTUS

South Pacific Electric Railway



OPEN DAY

The Open Day and Dinner for 1976 were held on Saturday 11 December. Attendance was much down on the peak achieved a few years ago. Activities did not commence until mid afternoon although the morning was occupied with much shunting to get some little used cars out from the dark confines of the depot. O 1111, which has been stored out of service in the depot annexe, was brought out and coupled to O 1030 for the annual coupled set operation. Ballarat 37, which has been withdrawn from service to await its turn for an overhaul, replaced O 1111 in the annexe. In true Sydney tradition

it made a farewell tour over all the system, terminating on the headshunt of the East Branch. This was the first passenger operation on the branch.

Visiting vehicles for the day were an ex Sydney Albion double deck bus now used as a caravan and an ex Sydney 31 seat bus in use with a private operator.

Ballarat 37 turns onto the East Branch from the main line at Loftus on 11 December, 1976, with no chance of reaching Mt. Pleasant.





The Director of the Science Museum, London Dr. Margaret Weston, at the "South" terminus of the Sydney Tramway Museum, Loftus on November 24th 1976. SPER Co-op Chair-

man, Peter Kahn, Honorary Director Norm Chinn and Bill Denham accompanied Dr. Weston in "P" car 1497 on a journey around the museum trackage. K.McCarthy photo

from BYLANDS

Tramway Museum Society of Victoria

Development at our museum is presently going through a much needed phase of consolidation and many "loose ends" and "rough spots" are being attended to. This is involving our work force in many seemingly minor tasks, some of which have been related in TW. The results of this policy can already be seen as the area is steadily transformed from a construction site to a tramway museum. Improvements have and are still being made to public facilities and the horsetram service while our exhibits are also receiving more attention.

In The Depot.

Tramcars receive periodical cleaning, and cars 22, 192 and 299 have had window boardings and broken glass removed, thus somewhat improving their appearance. All track tools have been removed to the Gangshed together with

paint and other flammable liquids. Restoration has commenced on cable trailer No. 299, and external scraping and sanding is progressing well.

V. R. bogie car 34 has had both saloons thoroughly cleaned and a display has been set up in the north saloon, comprising a store dummy in period conductor's uniform, a restored Bundy clock and a V. R. tramway ticket guillotine. The displays in No. 680 have been updated with new material and clear plastic placed over the boards to afford protection. Leaf-shaped display panels, from the Forests Commission, depicting timber tramways, have been erected on the inside of the east wall near the front of the Shed.

New Arrival.

The M. & M. T. B's offer of their single truck, high side, bottom dumping ballast wagon,



No.24, came as a pleasant surprise. We gratefully accepted the donation, and it arrived at Bylands on Friday, December 17th. The tram has obvious practical use, but is also historically significant. It was originally built for the North Melbourne Electric Tramway and Lighting Company Limited as an open cross-bench trailer, being converted in 1925 to a low sided ballast wagon. It was rehabilitated in 1959 for use on open ballast track relaying jobs (after many years of idleness), and the sides were heightened and bottom dumping hoppers built in during 1964. It has been unused for the last few years.

Around the Site.

The motor truck which delivered No. 24 was back-loaded with about 10 tonnes of scrap rail and sundry metal which produced a useful cheque to Society funds. Caretaker George Wilcock has been busy using the tractor to remove all usable lengths of 80lb rail from the platform

to the rail stack, together with serviceable grooved rail.

Reciprocating Rail Grinder No. 1 has been towed from outside the front of the Depot and placed on the Gangshed siding together with No. 24. The welding unit was placed in the Gangshed after gravel was spread around the floor and entrance to facilitate its movement over the rails. The painting of the tower wagon has been virtually completed.

Malvern.

Revarnishing of 180 continues, while some tables, chairs and a large bookcase have been purchased for the rooms, to facilitate work and storage arrangements.

Tractor tows No.24 along the mainline before placing it with Grinder No.1 on the Gangshed siding.

K.Kings photo

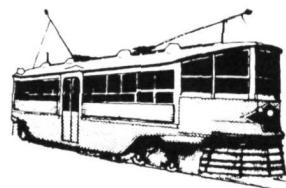


from CANNINGTON

Western Australian Transport Museum

The bodies of Fremantle 29 and Perth 63, stored in the open at the Castledare Boys Home, but away from the depot area, were damaged by fire on Monday 17th January, 1977.

Damage to 29 was only minor, being confined to one end apron and drivers windows, 63 was more extensively damaged, the driving cab, floor and interior at one end were destroyed. The sides and roof were undamaged. Restoration is still possible but is now more difficult and costly. The fire, which appears to have started in long grass, broke out again the next day but was contained in a short time.



This is the fourth time that 63 has been damaged by fire and it is suspected that on three occasions the fires were deliberately lit. Vandalism at Castledare is becoming a serious problem with the miniature railway, in particular, being the subject of many recent attacks.

The Canning Council has been providing assistance wherever possible and has recently placed a considerable amount of filling along the proposed tramway right of way.

Overhead wire and fittings from the former Essendon Aerodrome terminal have been purchased from the M&MTB.

from ALBION PARK

Illawarra Light Railway Museum Society

Rollingstock.

During December, the body was stripped from the chassis of the 2 ft gauge cane inspector's car, once used at the Victoria Mill cane fields at Ingham Qld. The wooden members of the bodywork on this vehicle were rotten and will be used as patterns for new material, but all the original metal fittings will be used in the reconstructed body. The manufacturer of the rail car, and of the single cylinder petrol engine still remains a mystery.

Work has continued on repainting the ARHS standard gauge "CHG" type guards van. By mid January the walls of one side and end had been stripped back and repainted and the former owner's initials "AIS" repainted on the side to the original style. A start has been made refitting brake shoes to this vehicle as it arrived at Albion Park Museum last September with these items missing from the brake hangers.

Limited Operations.

On each Saturday workday, it is the museum policy to turn over the engines on the Krauss-Leyland and Malcolm Moore units, and generally several visitors are on hand to sample a short ride behind these locos on the two flat cars fitted with dross seats. Readers visiting the Illa-

warra area on Saturday afternoons will usually find work in progress at Albion Park, but should bear in mind that any rail trips made on the Society tracks are entirely at the rider's risk.

Lineside Activity.

By mid January work on repainting the ticket-goods office of the former Yallah station was nearing completion. Although the Yallah Station site served the settlement of Marshall Mount from the opening of the Illawarra Railway in 1887, it now seems that the station building at the ILRMS museum was not the original structure. A reference in the "Illawarra Mercury" of June 17th 1890 has been found, which states that the Yallah Station building was under construction at that time. This means that the Society's building is now over 86 years old.

On January 8th the mounds of gravel delivered over two months ago were spread around the display area by a front end loader. The station yard has now been levelled while the low areas near the corners of the chain wire compound have been raised above the water table. The walkways between the siding tracks have been hand filled with gravel to the sleeper



tops.

On January 3rd the chain wire fence around the rolling stock compound was completed, the manufacture of two large and two small wire security gates to complete the job is to be carried out in the near future.

Track extensions.

During January, the 41 lb Kiama point frog was positioned near the lease boundary at the north end of old Croome Road, and the fabrication of a main line turnout at this location

will enable work to proceed shortly on the construction of the 45 lb main line trackage eastwards past the Yallah Station building.

The scene at the rolling stock sidings at Albion Park on December 27th, 1976. On the right hand road can be seen the Ball's Head coal hoppers, Quanaba Fowler No. 1. and the Munro Timber Coy Shay No. 2. The rear of the ex Home Rule "Krauss Leyland" petrol loco heads the left hand road.

K. McCarthy photo.



City Section

NEWS OF THE MELBOURNE & METROPOLITAN TRAMWAYS BOARD

The 21st December, 1976 produced a dual Christmas present for the MMTB - Z class No.62 entered service while the body of no. 67 arrived from the contractor. The driver's air scoops, placed on the off-side leading panel of Z cars, appear to have been fitted on some 38 cars by the end of December. Nos. 57 onwards are being fitted before entry to service.

"No Smoking" signs, of a new design, appeared in MMTB trams and buses early in November, as Melbourne joined the growing list of cities throughout the world which prohibit smoking in public transport vehicles. Metal "Smoking" signs were un-screwed as two styles

of transparent transfers appears on windows.

One of the very few examples of re-numbering of a passenger car in the MMTB fleet took place during October, when VR class car no. 53 became no. 700. This was necessary to allow one of the new Z class cars to take this number and keep the batch unbroken. Due to most of the staff at Preston Workshops being on holidays for over a month from before Christmas to late January, the MMTB was experiencing a shortage of trams by late January. This caused at least five of the "standby" L class cars to be used on several occasions from about the middle of the month.

The Bill to extend the Burwood tramway to East Burwood was debated by both Houses of Parliament during October and November. Finance for preliminary work is being provided for this financial year, and construction on the 3.2km, \$2 million project is due to commence in the 1977-78 period. The last new electric tramway extension was the connection to Footscray opened on 2nd May, 1954 (the Bourke Street routes were conversions from buses ex cable trams, in 1955-56).

The State Parliamentary Public Works Committee is to enquire into extending the East Preston tramway along Plenty Road. The plan prepared by the MMTB enables most of the line to be placed in reservation, but encroaches on some parkland at the edge of the highway to achieve this result in some sections.

Z-46, showing Driver's air scoop, in Bourke St., at Spring St., City.
K.Kings photo



THE SYDNEY SCENE

TRANSPORT NEWS FROM SYDNEY

EASTERN SUBURBS RAILWAY

The Board of Review into the Eastern Suburbs Railway has recommended to the NSW Government that the line be completed to Bondi Junction as a conventional heavyweight railway. Economies are to be made in construction costs by the elimination of the socially unacceptable (to local residents) Woolahra station and modifications to other stations. This still leaves the question of operating costs unresolved but the Minister of Transport, Mr. Peter Cox later said that operating costs would be reduced by semi-automatic operation. As

integration into the existing suburban network was a point in favour of the decision, doubt must be cast on the probability of such methods being adopted.

A number of submissions for light railway (tram) operation of the line were made to the Board but these were rejected mainly on the grounds that integration into the existing network and the provision of relief for the City Circle were desirable and light rail operation would prevent this. The schemes submitted provided for various (mainly surface) extensions



*Volvo articulated 'maxi-bus'
at Circular Quay.*

A.W.Perry photo

into the catchment areas and largely eliminated the inconvenience of feeder bus services and provided additional stations between Edgecliffe and the City. Whilst these extra works would offset any reduction in construction costs otherwise obtained, the anticipated extra traffic, together with reduced operating costs, due mainly to a more efficient use of manpower, would reduce the expected operating deficit.

One cannot but help draw a parallel between the rejection of light rail for the Eastern Suburbs and the about face by British Rail on its willingness to co-operate in the operation of the now abuilding light rail network in Newcastle-upon-Tyne. Successful operation of this planned economically manned system would undoubtedly show up the inefficiencies of existing heavy suburban operations.

TWO CAR SUBURBAN TRAINS REINTRODUCED

Two car suburban electric trains were reintroduced during October using the second series double deck driving trailers which have a guard's compartment, as do the double deck motors they are used with. The earlier DD driving trailers do not have a guards compartment or any external doors to the driving cab and are only used as ordinary trailers. The new 2-car sets are numbered in T series. They are coupled in pairs for peak workings and two pairs or one pair and one 4-car S set are used to make up 8-car trains as required.

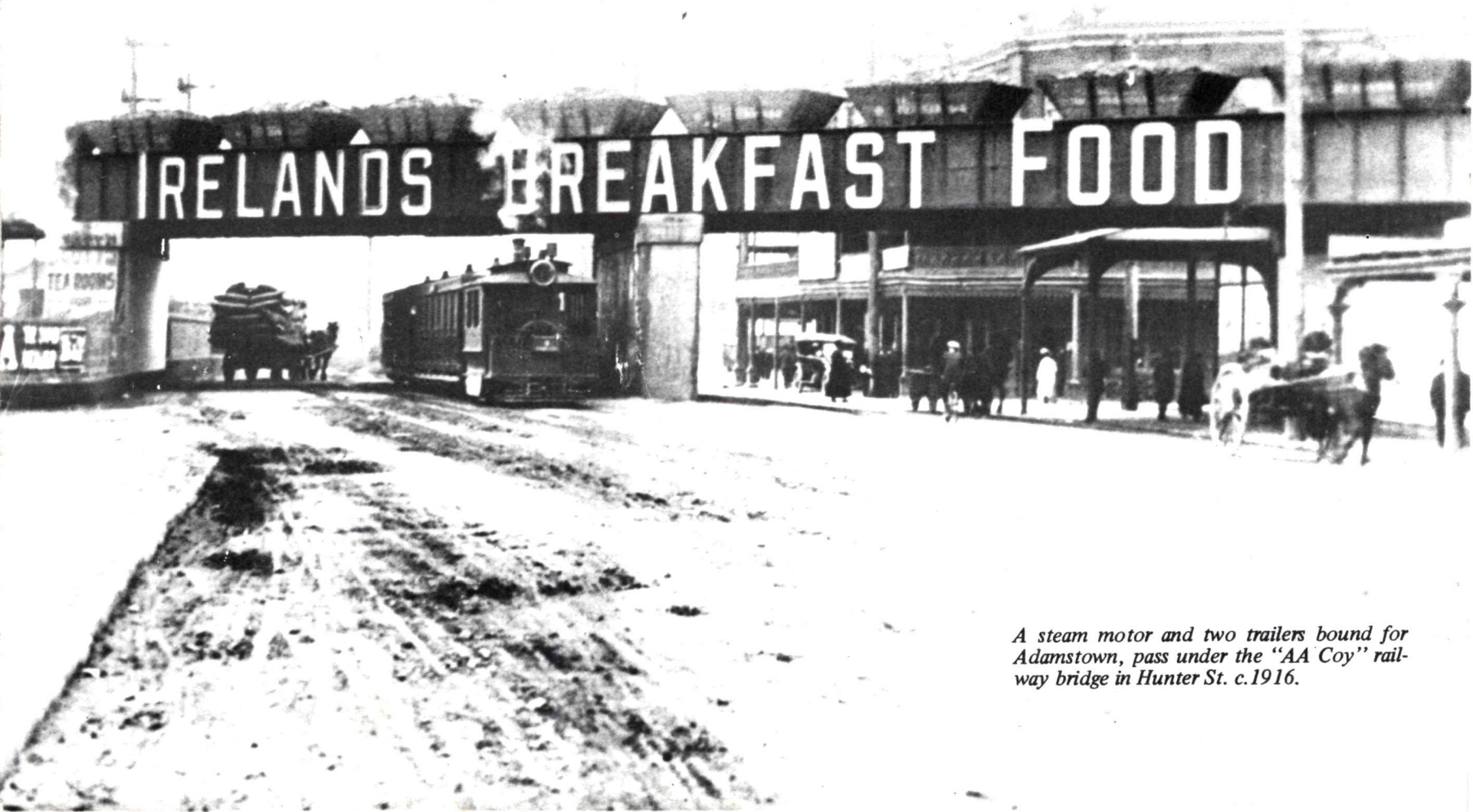
NEW COLOUR FOR SUBURBAN TRAINS

The blue and white colours introduced for suburban electric trains upon the formation of

the Public Transport Commission are being replaced once again by red, although initially a deeper colour than that previously in use was applied. However some recent repaints have been in a lighter shade. The reason for this variation is unknown. The red is unlined and is relieved only by the car number and PTC emblem on motors with the addition of non smoking on the trailers

ARTICULATED BUS AGAIN

The Volvo articulated bus demonstrated in Sydney during November 1976 (See TW December 1976) was again in use on weekdays on route 417 giving free rides in conjunction with the Festival of Sydney for all of January. It was notable that only the front and rear doors were in use during this period, the center doors being closed and roped off. The hot summer weather showed up the unsuitability of the European style of ventilation. During its operation in November the bus carried the registration M/0 4255 while in January it carried M/0 4058. In the intervening period it had been to Adelaide and Canberra.



A steam motor and two trailers bound for Adamstown, pass under the "AA Coy" railway bridge in Hunter St. c. 1916.